

For Board Consideration and Public
Comment

FY25 Proposed Budget

JULY 1, 2024 – JUNE 30, 2025

Final FY25 Budget will be
available 90 days after Board
adoption.



Los Angeles County Metropolitan Transportation Authority
Office of Management and Budget

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Message from the Chief Executive Officer (CEO)



Metro wants to be the first choice for transportation among Los Angeles County residents and visitors, a heavy lift in Southern California, which is notorious for its car culture. While our ambitions are great, they are essential as we seek to reduce our carbon emissions and become a more environmentally sustainable community, so we are doing the hard work necessary to earn your confidence and patronage. To all our riders, thank you for trusting us to get you where you need to go across Los Angeles County.

Metro's proposed FY25 budget reflects our commitments to equity and fiscal discipline while making the investments needed to ensure we can provide a safe, clean, comfortable, reliable, and easy ride for everyone who goes Metro. Everything we do, from implementing the nation's most extensive capital improvement program to running the US's second busiest transit system, depends on the hard work of the more than 11,200 members of the Metro family, each of whom plays a vital role in the success of transit in Los Angeles County.

In last year's budget, we made significant investments in frequency, reliability, cleanliness, and safety, and we provided needed resources to advance our capital projects to provide more and better transit service to all Los Angeles County residents. Those investments helped boost our ridership by 10.2% in the first three-quarters of FY24 compared to FY23. This year, we are doubling down on those commitments to welcome more riders back to our system and provide a better transit experience than ever before.

Metro's proposed \$9.0 billion budget for FY25 is 4.3% lower than in FY24, mainly due to the conclusion of two major capital projects: the initial operating segment of the K Line in south Los Angeles and the Regional Connector in Downtown Los Angeles. While these projects allowed us to reduce capital allocated to construction, the operation of these new parts of our rail system necessitated an increase in funding to operations to ensure their successful performance.

In FY25, we will complete another major project, the Airport Metro Connector, which is expected to open in the fall of 2024. The Airport Metro Connector project enables a new operating plan for the C and K Lines that will allow us to boost frequency to 8 minutes in the peak periods and 10 minutes off-peak, matching service frequencies on the A and E Lines that have been in effect since December 2023.

In addition to the Airport Metro Connector, other major Metro projects will move closer to completion. The FY25 proposed budget allocates resources for testing and pre-revenue service on the D Line Subway Extension Phase 1 and the Foothill A Line Extension to Pomona. We will also open Segment A of the Rail-to-Rail Active Transportation Project in FY25, providing better active transportation connections between the K, J, and A Lines in south Los Angeles. These projects will enhance customers' experience while on the system and getting to our system.

The safety of Metro's riders and employees will continue to be our top priority, and the proposed FY25 budget expands upon our successful multilayered public safety strategy,

driving crime down on our system. In the proposed budget, Metro has allocated resources to hire 53 more Transit Security Officers (TSOs) to protect our customers and employees and enforce the Metro code of conduct, especially on weekends and late nights. We will also continue implementing our TSO Bus Riding Teams program to help keep our operators and the millions of Angelenos who ride the bus safe. We will enhance our investments in Metro Ambassadors as we prepare to move the program in-house and make Ambassadors permanent represented Metro employees. We will continue investing in homeless outreach services, mental health outreach, and Community Intervention Specialists to ensure we are deploying the right resources to address issues on our system.

In addition to these investments, Metro will take additional steps in FY25 to ensure the safety of our bus operators. Bus operator assaults have been rising nationally, and Metro's operators have not been spared from this trend. Between 2019 and 2023, bus operator assaults on Metro rose 74 percent, and 90 percent of incidents since 2023 occurred despite the use of the current bus operator compartment barriers. In April 2024, Metro's Board authorized the Agency to implement emergency procurement processes, allowing us to quickly implement new bus operator compartment barriers that fully enclose our bus operators to help keep them safe. These new bus barriers are being produced in-house by Metro's maintenance department and will be made from a tempered glass material with a special coating to reduce reflection. Metro will install these retrofit barriers on the entire bus fleet by the end of 2024.

The cleanliness of our vehicles and stations continues to be a top priority of our riders, and we will do even more in FY25 to ensure that our system is as clean and welcoming as possible. The FY25 proposed budget contains resources to hire 165 more custodians and facilities maintenance employees to support our cleaning efforts, including up to 50 part-time custodians hired through our Room-to-Work Program that supports unhoused riders and other individuals with career opportunities with our Agency. We will also augment our daily bus and rail cleaning regimens and add dedicated custodial staff at the 17 busiest rail stations to ensure they are always ready to welcome our riders.

Related to safety and cleanliness, the proposed FY25 budget also calls for expanding our efforts to improve the station experience on our rail system. Metro's station experience improvements at our Westlake/MacArthur Park station have led to a decrease in crime, a decrease in fare evasion, and an increase in paid fare entries at that station. In FY25, we will expand those efforts to more stations: Pershing Square, Compton, Firestone, Harbor Freeway, Lake, Norwalk, and Pico. We will improve lighting, ventilation, cameras, elevators, and fare gates at these stations and add new self-service restrooms to ensure people can ride Metro comfortably.

Like last year, all these investments focus on putting people first. The FY25 Budget listens to our customers and invests in the areas they want us to address the most. As we look forward to hosting the FIFA World Cup and the NBA All-Star Game in 2026, the Super Bowl in 2027,



Message from the CEO

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and the Olympic and Paralympic Games in 2028, each of these investments will help us deliver a world-class transit system for the residents of and visitors to Los Angeles County. The investments will help us be ready for those events as well as making legacy improvements that will benefit Angelenos long after all those activities are over.

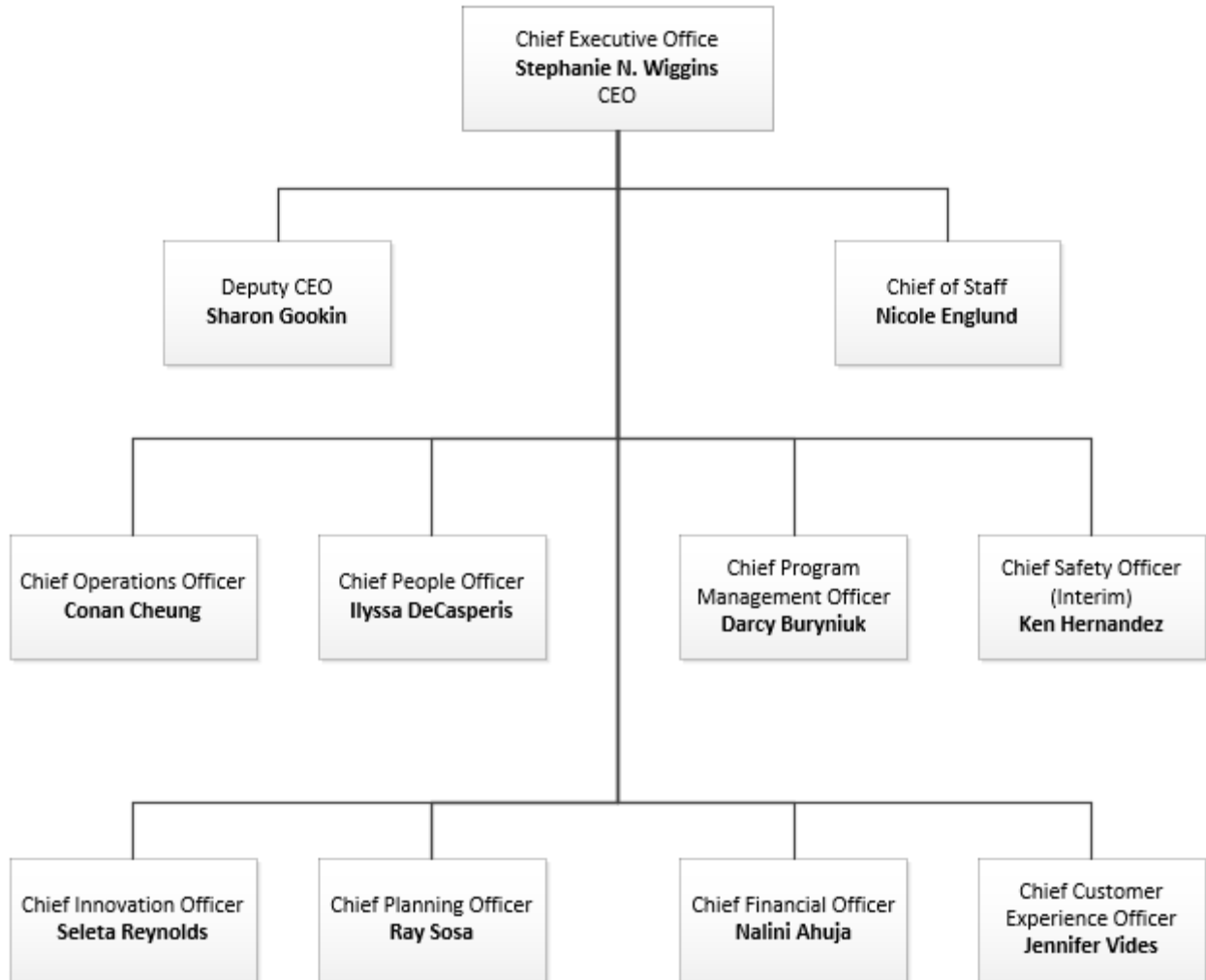
Thank you for going Metro and helping us deliver a transit system that puts people first!

With gratitude,

Stephanie N. Wiggins
Chief Executive Officer



Organizational Chart





Budget Introduction

The proposed \$9.0 billion budget for FY25 is balanced and focused on a service plan to support system expansion, maintain assets in a state of good repair, and resume Metro's core business of planning, operations, and construction activities. This year's budget kicked off with an enhanced and expanded public engagement incorporating comments received throughout the budget development process, including the My Metro Budget interactive tool. Metro's FY25 Proposed Budget represents a 4.3% decrease over FY24. The decline in capital expenses is attributed to several projects nearing completion and the recent openings of the K Line and Regional Connector, resulting in reduced cash flow requirements. Operating expenses increased with continued investment to attract and retain riders by continuing NextGen service improvements, enhancing customer experience in station improvements, safety, and cleanliness, and making transit accessible and affordable.

Metro has developed a culture focused on equity, fiscal discipline, and cost mitigation. Metro will continue preserving sound financial planning to implement transit capital investments and operating plans. Metro faces budget challenges with revenue shortages, escalating operating costs, rail system expansion and operation, and new initiatives to make the system clean, safe, and reliable. Metro will continue to identify mitigation strategies to help address current and future challenges while strengthening cost controls through the Equitable Zero-Based Budget (EZBB) process.

The EZBB process continues to drive this year's annual budget development as a cost control tool that integrates an equity lens to develop a fiscally responsible budget. This budget facilitates a collaborative approach across Metro's departments. Incorporating the feedback from Metro's expanded budget public outreach efforts, every department aligns on strategic priorities. It allocates resources based on Metro's mission, core focuses, and Agency strategic imperatives.

Equity

Metro continues to assess equity in our annual budget, from multi-year projects to geographic impacts to operating expenses. Budget equity starts with defining and measuring the outcomes of Metro's investments and using this information to make financial decisions that benefit those facing the most significant barriers to access opportunities and economic mobility.

Metro staff applied the Metro Budget Equity Assessment Tool (MBEAT) to their budget development for a fourth consecutive fiscal year. The MBEAT helps identify and assess potential benefits and harmful impacts of projects, particularly for Black, Indigenous, and People of Color (BIPOC), people with low incomes, people with disabilities, and other marginalized or vulnerable groups. The MBEAT aims to identify and prioritize funding for projects that prevent or reduce harm and maximize the benefits for those most in need.

Early results validated the broad and diverse scope of Metro's work and the opportunity to customize budget equity assessments further to capture the Agency's vast portfolio. The Equity Focus Communities (EFC) Budget Assessment was used to identify FY25 investment opportunities using the 2022 EFC map. Metro established an FY23 EFC Proposed Budget Assessment baseline that showed a little over two-thirds of Metro's budget benefits EFCs, with approximately a quarter of the budget providing targeted benefits that intentionally prioritize EFCs and marginalized communities. The FY25 EFC Proposed Budget Assessment results showed that 73.6% of the budget benefits EFCs, with 28.0% providing targeted benefits to EFCs.

After multiple years of applying the MBEAT and EFC Budget Assessment to Metro's budget development process, staff is still working to assess the efficacy of these tools further to prioritize equity in Metro's budget decision-making and practices. Equity is an iterative process that advances toward a longer-term goal of fair and just outcomes that are not influenced by one's identity, station, or demographic group. In this spirit, budget equity efforts at Metro strive each year to reflect better the values and needs of the people of Los Angeles.

Building upon Metro's budget equity principles, staff further developed strategies to advance equity in their FY25 budget development.

Equity Principles Highlights

1. Prioritize programs and services that benefit the most disadvantaged geographies and people to reduce or close racial, economic, and gender equity gaps (Focus and Deliver).

The FY25 Proposed Budget funds several programs and services that directly benefit or disproportionately serve marginalized communities and help to reduce equity gaps. For example, the FY25 budget includes \$25.2 million for Multidisciplinary Teams (MDTs), partnerships with the Los Angeles County Department of Mental Health Services (DMH) for mental health crisis response teams, short-term shelters, and a social work internship program. The budget also includes \$8.7 million to replenish grant funds for the Business Interruption Fund, which provides financial assistance to small and micro businesses in specific corridors impacted by transit rail construction. The program aims to help small businesses thrive throughout construction and post-construction. There is also \$34.3 million for the Low-Income Fares is Easy (LIFE) program, which provides transportation assistance to low-income riders in Los Angeles County when used on Metro or any of the 13 participating transit agencies. Additionally, there is \$9.9 million for expanding the Westlake MacArthur station experience program to other stations, including Pershing Square, Compton, Firestone, Harbor Freeway, Lake, Norwalk, and Pico stations. The program improves lighting, ventilation, fare gates, cameras, elevators, and restrooms to enhance safety and the customer experience.



Equity

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2. Authentically engage community residents and organizations to inform and determine interventions (e.g., policy and program) and investments (Listen and Learn).

The budget funds several activities that help Metro more authentically engage community residents and determine the right interventions and investments to support them. This includes \$0.2 million to support continued implementation of the Community Based Organization (CBO) Partnership Strategy, including training for CBOs and engagement events to increase CBO database registrations and, ultimately, partnerships. This does not include the funds in various project budgets to support partnerships with CBOs on engagement and project development.

3. Use data to effectively diagnose equity problems, communicate issues, and support timely assessment of progress at the correct geographic scale (Define and Measure).

The FY25 Proposed Budget also funds critical projects to help identify equity gaps and assess progress. For example, the budget includes \$1.3 million between the Short-Range Transportation Program and the Urban Greening Grant Program. The SRTP will use data effectively to understand and communicate regional county equity problems. The Urban Greening Grant program will engage with CBOs and select community stakeholders to help shape the program. The budget also includes \$0.3 million for the 2025 EFC Map update and developing a data toolkit to help staff understand critical topics such as environmental justice and land use, healthy food access, and jobs and economic opportunity.



Budget Summary



Transit Infrastructure Development (TID)

The Transit Infrastructure Development (TID) Program delivers rail expansions and rapid bus routes identified in the Measure R and Measure M Ordinances. In the current environment where the costs of raw materials and professional services outpace the growth of revenue streams, many projects face financial risks and challenges over the project's life. Despite this, Metro is aware of the promises embodied in the Ordinances and is advancing the rail and bus transit project delivery through various planning and construction stages. Metro adapts to market conditions through early intervention to contain risks and costs, collaborating on alternative delivery methods, segmenting deliveries of the project alignment, and improving coordination with third parties and other stakeholders. Federal and state grants are aggressively pursued on shovel-ready projects and considering bond issuance when needed.

In the FY25 Proposed Budget, the TID Program totals \$1,964.9 million, a cashflow reduction of 21.3% from FY24, which reflects the various stages the projects are in. The Airport Metro Connector, A Line to Pomona, and Purple Line Extension Section 1 are winding down toward completion. The East San Fernando Valley Light Rail, G Line Improvements, and North Hollywood to Pasadena Bus Rapid Transit (BRT) are in their early construction phase which tends to have less cash flow demand. While the overall program budget cashflow is decreased the projects in the planning phase continue to advance through various stages, as evidenced by the 62.4% growth from \$217.0 million in FY24 to \$352.4 million in the FY25 Proposed Budget. Mindfully and purposefully, Metro steadily advances towards project delivery for better mobility within Los Angeles County.

Regional Allocations and Pass-Throughs

The FY25 Proposed Budget includes \$2.1 billion in Regional Allocations and Pass-Throughs funding distributed to regional transit partners and municipalities for local transportation needs. This program is directly tied to locally imposed and collected sales taxes. Metro also serves as the Regional Transportation Planning Agency (RTPA) for Los Angeles County to provide oversight and distribute local, state, and federal pass-throughs grants.

Transit/Operations

Transit Operations Plan

The Board-approved service plan is the foundation for estimating all costs required to operate our system for the coming fiscal year. This plan outlines the number of Revenue Service Hours (RSH) planned for the year. In FY25, Transit Operations intends to deliver more service hours than the current year-end estimated actual hours. Metro will deploy the resources needed to improve our customer riding experience and increase service to



above pre-pandemic levels. Service will consist of 8.8 million (RSH) of bus and rail service, a 5.3% increase over the FY24 estimated actual hours. Total service includes:

- Bus 7.2 million RSH
- Rail 1.4 million RSH
- Metro Micro 272 thousand RSH

The bus service plan continues transforming through NextGen, creating an all-day, faster, more frequent, and reliable network. Efforts will continue to expand bus lanes and implement speed and reliability improvements. Rail service will meet a significant milestone with the LAX/ Metro Transit Center opening connecting to Los Angeles International Airport (LAX) and the addition of the Aviation/Century station. Other rail improvements include a full-year operation of enhanced frequencies:

- 8-minute peak/10-minute off-peak/weekends on the A and E Lines
- Continued 10-minute daytime frequency on the C and K Lines
- Launch of a new operating plan on the C Line (Norwalk-LAX) with an improved weekday peak frequency of 8 minutes
- The 10-minute daytime frequency will be scheduled on the B and D Lines
- Increased frequency, particularly during off-peak hours.

Pre-revenue service testing will also begin on the K Line (Crenshaw /LAX), D Line Extension Section 1(PL1), and A Line Pomona extension in anticipation of revenue service in the near future.

Extension of the Metro Micro pilot program will allow an additional ride-hail option to serve riders needing short trips after transit rides to get to their destinations.

Total Bus Investment

Metro prioritizes bus investment beyond the Transit Operations and Maintenance program and service level. Bus investments include the cost of operations and maintenance, NextGen initiatives, capital improvements, construction and planning efforts, and affordability/accessibility items like the LIFE program. The following table and Appendix VI show the FY25 Proposed Budget of \$2.2 billion in total bus investments.



| | Bus Investments (\$ in millions) | FY24 Budget | FY25 Proposed | \$ Change | % Change | % of Total |
|---|--|------------------------------|--------------------------------|----------------------------|---------------------------|-----------------------------|
| 1 | Bus Operations & Maintenance | \$ 1,533.0 | \$ 1,754.8 | \$ 221.8 | 14.5% | 78.6% |
| 2 | Bus NextGen | 49.6 | 44.6 | (5.0) | (10.1)% | 2.0% |
| 3 | Bus Capital Improvements | 140.4 | 159.6 | 19.2 | 13.7% | 7.1% |
| 4 | Bus Transit Construction & Planning | 151.6 | 246.8 | 95.2 | 62.8% | 11.1% |
| 5 | LIFE Program (Bus) | 25.4 | 27.1 | 1.7 | 6.7% | 1.2% |
| 6 | Bus Investments Total | \$ 1,900.0 | \$ 2,232.9 | \$ 332.9 | 17.5% | 100.0% |

Note: Totals may not add up because of rounding.

Operations and Maintenance

Operations and Maintenance of bus service totals \$1,754.8 million and includes costs to enhance the customer experience, such as investments in public safety, Transit Ambassadors, Homeless Outreach, Customer Care Call Center, and materials and staffing for system cleanliness.

NextGen Initiatives

NextGen bus improvements continue this year with a budget of \$44.6 million. This is a slight reduction from last year as projects are completed, and progress has been made on the All-Door Boarding, Transit Signal Priority, and Speed Improvement/Headway Management items.

Capital Improvements

Capital Investments represent \$159.6 million in total expenditures for Division and Facility improvements, including Zero-Emission Bus (ZEB) purchases, building the corresponding charging infrastructure, performing scheduled bus midlife work, and replacing the ATMS II.

Transit Construction & Planning

Metro is adding \$95.2 million for transit construction and planning. This includes a significant increase to G Line BRT Improvements, the North Hollywood to Pasadena BRT Connector, and the Vermont Transit Corridor to improve mobility, speed, and reliability throughout the region.

LIFE Program (Bus)

The LIFE program for bus is increasing by 6.7% to \$27.1 million this year to continue supporting Metro's low-income riders by making the system affordable and accessible.



Metro is expanding the Station Experience initiative at Westlake/MacArthur Park to more stations. Because this initiative was highly effective in reducing crime and loitering, the CEO established a “station experience” team for the expansion. Station improvements include lighting, ventilation, fare gates, cameras, elevators/escalators, and restrooms. Pershing Square, Compton, Firestone, Harbor Freeway, Lake, Norwalk, and Pico are the stations slated for upgrades. The FY25 Proposed Budget includes \$9.9 million to expand this initiative.

Cleaning

The FY25 Proposed Budget includes \$255.4 million for comprehensive cleaning activities, reflecting a 14.4% increase over FY24. This includes adding 165 new staff deployed for cleaning regimes seven days a week. A “Room-to-Work” program also continues, supporting up to 50 unhoused riders and other individuals, giving them custodial career opportunities.

| | Area (\$ in thousands) | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|---|---------------------------|---------------------|---------------------|--------------------|--------------|
| 1 | Buses | \$ 75,230.4 | \$ 79,807.4 | \$ 4,577.1 | 6.1% |
| 2 | Trains | 32,169.1 | 39,692.4 | 7,523.3 | 23.4% |
| 3 | Facilities | 30,475.8 | 29,945.4 | (530.4) | (1.7)% |
| 4 | Stations | 80,668.7 | 91,719.8 | 11,051.1 | 13.7% |
| 5 | Stops | 4,265.7 | 4,298.8 | 33.2 | 0.8% |
| 6 | Station Experience | 355.3 | 9,930.0 | 9,574.7 | 2695.1% |
| 7 | Area Total | \$ 223,165.0 | \$ 255,393.9 | \$ 32,228.9 | 14.4% |

Note: Totals may not add up because of rounding.

Bus Cleaning

The FY25 Proposed Budget outlines a comprehensive plan for daily bus cleaning across 4 terminals. The terminals slated for cleaning include Terminal 17 (Maple Lot), Terminal 19 (El Monte), Terminal 26 (Washington/Fairfax), and Terminal 28 (18th St).

End of Line Rail Car Cleaning

“End-of-Line” cleaning expansion is planned for the following nine (9) terminals: B/NoHo, D/Wilshire and Western, E/Downtown Santa Monica, E/Atlantic, K/Westchester/Veteran, C/Redondo Beach, C/Norwalk, A/Downtown Long Beach, and A/APU/Citrus College. Coverage will increase from 5 to 7 days to ensure thorough cleaning of rail cars during revenue service and at rail yards. Advanced deep-cleaning protocols will elevate cleaning standards.

Transit Centers and Rail Station Cleaning



“Hot Spot” cleaning enhancements are planned for the following seventeen (17) stations: Compton, Downtown Long Beach, Firestone, Slauson, Norwalk, Harbor Freeway, Sierra Madre Villa, Lake, Soto, Allen, Mariachi, Downtown Santa Monica, Harbor Gateway Transit Center (J/Silver Line), Pacific Coast Highway (J/Silver Line), 37th St/USC (J/Silver Line), Terminal 19 (El Monte Transit Center), and Terminal 27 (Los Angeles International Airport Transit Center).

Facilities Cleaning

Our customers’ first perception of the Metro system is the condition of its facilities, which must, therefore, be kept clean and well-maintained. Facilities Maintenance staff and contractors clean rail stations and bus terminals, remove graffiti, clean debris and vegetation growth on rail rights of way, and perform power sweeping at rail stations and bus/rail divisions.

Public Safety

Metro continues to implement a comprehensive, multilayered public safety strategy, essential for enhancing public safety in our system. The law enforcement presence will be supplemented with additional Street Team and Community Intervention Specialists in the Transit Ambassador program to ensure appropriate resources are deployed to address specific issues on our system. The FY25 Proposed Budget includes \$354.1 million in public safety resource deployment, as described below.

Transit Ambassadors

The pilot program will continue to deploy trained personnel to Metro's vehicles, facilities, and transit terminals.

Homeless/Mental Health Outreach

Partnerships with the Los Angeles County Department of Health Services (DHS)’ multi-disciplinary teams, including Projects for Assistance in Transition from Homelessness (PATH), to provide resources to the system, and the Department of Mental Health Services (DMH) to bring mental health crisis response teams (MCOT) onto the system to address mental health needs. Short-term shelters and social work internship programs are also included.

Metro Transit Security

An additional 53 Metro Transit Security personnel are included to support weekend and late-night system coverage to enhance a security presence.

Private Security and Law Enforcement



Customer Experience

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Private Security remains at the FY24 Budget level, and Law Enforcement is based on the current FY24 total multi-Agency deployment.

| | Public Safety Resource Deployment (\$ in millions) | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|---|---|-----------------|------------------|----------------|--------------|
| 1 | Transit Ambassadors ⁽¹⁾ | \$ 23.5 | \$ 33.3 | \$ 9.8 | 41.8% |
| 2 | Homeless/Mental Health Outreach | 25.2 | 25.2 | (0.1) | (0.2)% |
| 3 | Metro Transit Security ⁽²⁾ | 50.9 | 57.9 | 7.1 | 13.9% |
| 4 | Private Security | 43.5 | 43.6 | 0.1 | 0.3% |
| 5 | Law Enforcement | 175.8 | 194.1 | 18.3 | 10.4% |
| 6 | Public Safety Resource Deployment Total | \$ 318.9 | \$ 354.1 | \$ 35.2 | 11.0% |

Note: Totals may not add up due to rounding.

⁽¹⁾ Includes Street Teams, Community Intervention Specialists (CIS), and expansion of the Ambassador breakrooms and deployment sites in FY25.

⁽²⁾ Includes salary, fringe benefits, workers' compensation, and other indirect costs.

Fare Programs (Free, Discounted/Subsidized)

Fare Capping, GoPass, Low Income Fare Is Easy (LIFE), and the Mobility Wallet reflect Metro’s commitment to connecting low-income Angelenos with various transportation resources to expand access to opportunity and foster a more integrated mobility landscape. These programs eliminate or reduce the cost barriers. The table below summarizes the number of free rides taken from these programs in the first half of FY24.

| | Fare Programs (# of free rides in millions) | FY24 Half Year |
|---|--|-------------------|
| 1 | Fare Capping | 1.5 |
| 2 | GoPass | 5.9 |
| 3 | LIFE | 2.8 |
| 4 | Fare Programs Free Rides Total | 10.2 |

Fare Capping

Fare capping on Metro has shown positive results in its initial six months and indicates that frequent Metro riders save money with fare capping. Under the pay-as-you-go model, customers have saved over \$1.2 million by reaching their fare caps rather than paying upfront for monthly passes.

GoPass

The GoPass program, now in pilot Year 3, currently has 350,059 unique GoPass participants, 25.0% of 1.4 million eligible students in participating districts. GoPass boardings demonstrate a positive trend, with a 15.0% increase in boardings, demonstrating the



program's success in facilitating student mobility and contributing to a greener environment by promoting public transit. Metro continues partnering with schools in back-to-school and on-campus registration events to boost program enrollment. For Year 3 of GoPass, Metro focuses on positioning GoPass as an all-access pass for students to travel across Los Angeles County, anywhere, anytime. Currently, 124 districts (public schools, charter schools, private schools, adult/vocational/ and community college districts) participate in the program. Metro staff will continue their efforts to enroll more schools in the program.

LIFE

The LIFE program helps reduce transportation costs for low-income customers and advances social and economic mobility for economically disadvantaged individuals. Metro has streamlined and enhanced the LIFE program, resulting in a more accessible and seamless application and enrollment process. The program now has over 309,959 LIFE participants. LIFE boardings continue to grow as customers participate in the program, ride the system, and utilize LIFE subsidies. During the first half of FY24, LIFE free boardings totaled 2.8 million.

Metro continues to collaborate with community-based organizations and local government agencies, including the County and City of Los Angeles, to assist with mass program promotion, outreach, and referral. Metro is pursuing high-touch opportunities to facilitate co-enrollment for low-income clients of County public agency service providers. This includes partnering with the Department of Public Social Services (DPSS) to offer enrollments at 27 DPSS offices.

Mobility Wallet Pilot

The pilot is completing the first year of phase 1 with 1,000 residents in South Los Angeles, and it plans to launch phase 2 in the summer of 2024. Participants have used the Mobility Wallet to take a diverse set of trips, which include:

- Bus and rail trip purchases
- Ride-hailing, taxi, and Access services trips
- Trips on Metrolink, Amtrak, Greyhound, Flix Bus, Metro Bike Share, shared scooters, Blue LA car share, and other transportation services

Metro's fare programs demonstrate our equity-focused approach to supporting free or reduced transit by subsidizing the costs for needy individuals, making transit more accessible and attractive.



Resources

Summary of Resources

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| | Resources (\$ in millions) | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|----|---|-------------------|-------------------|-------------------|---------------|
| 1 | Sales Tax, TDA and STA/SB1 Revenues | | | | |
| 2 | Proposition A | \$ 1,200.0 | \$ 1,156.0 | \$ (44.0) | (3.7)% |
| 3 | Proposition C | 1,200.0 | 1,156.0 | (44.0) | (3.7)% |
| 4 | Measure R | 1,200.0 | 1,156.0 | (44.0) | (3.7)% |
| 5 | Measure M | 1,200.0 | 1,156.0 | (44.0) | (3.7)% |
| 6 | Transportation Development Act (TDA) | 600.0 | 578.0 | (22.0) | (3.7)% |
| 7 | State Transit Assistance (STA)/SB1 STA ⁽¹⁾ | 188.0 | 243.9 | 55.9 | 29.7% |
| 8 | Senate Bill 1 (SB1) State of Good Repair ⁽¹⁾ | 26.7 | 35.8 | 9.1 | 34.2% |
| 9 | Sales Tax, TDA, and STA/SB1 Revenues Subtotal | \$ 5,614.6 | \$ 5,481.6 | \$ (133.0) | (2.4)% |
| 10 | Operating and Other Revenues | | | | |
| 11 | Passenger Fares | \$ 146.8 | \$ 174.6 | \$ 27.7 | 18.9% |
| 12 | ExpressLanes Tolls | 65.5 | 81.7 | 16.3 | 24.8% |
| 13 | Advertising | 27.7 | 27.2 | (0.4) | (1.6)% |
| 14 | Other Revenues ⁽²⁾ | 90.9 | 88.0 | (2.9) | (3.2)% |
| 15 | Operating and Other Revenues Subtotal | \$ 330.8 | \$ 371.5 | \$ 40.7 | 12.3% |
| 16 | Capital and Bond Resources | | | | |
| 17 | Grant Reimbursements ⁽³⁾ | \$ 1,735.0 | \$ 1,472.4 | \$ (262.6) | (15.1)% |
| 18 | Bond Proceeds & Prior Year Carryover ⁽⁴⁾ | 1,667.9 | 1,623.6 | (44.3) | (2.7)% |
| 19 | Capital and Bond Resources Subtotal | \$ 3,403.0 | \$ 3,096.0 | \$ (306.9) | (9.0)% |
| 20 | Resources Total | \$ 9,348.4 | \$ 8,949.1 | \$ (399.2) | (4.3)% |

Note: Totals may not add up because of rounding.

⁽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.

⁽⁴⁾ Represents use of bond proceeds and sales tax revenues received and unspent in prior years.

Local sales tax and Transportation Development Act (TDA) revenues are projected to be \$5.2 billion, a \$198.0 million, or 3.7%, decrease from the FY24 Budget. Metro uses multiple approaches and sources to project and validate estimated sales tax revenues, including an economic sector model, regression analysis, long and short-term historical receipts, and leading professional financial forecasting sources like the University of California, Los Angeles (UCLA) and Beacon Economics. Current projections of sales tax revenues for FY24 are below budget; as a result, FY25 proposed revenues are also expected to be lower.

State Transit Assistance (STA) and Senate Bill 1 (SB1) revenues for bus and rail operations and capital in FY25 are expected to be \$279.7 million region-wide, representing a 30.3% increase from the FY24 Budget based on State Controllers' Office (SCO) estimates.

Fare revenues are expected to come in at \$174.6 million, an 18.9% increase from the FY24 Budget. The FY25 fare revenue projections are based on estimated year-end actuals, the implementation of fare capping, the suite of fare changes, and a modest 3% increase in ridership. This reflects a gradual return-to-office trend for telecommuters and continuing improvements in customer experience initiatives.

ExpressLanes toll revenues are expected at \$81.7 million in FY25, including usage and violation fees from the existing I-10 and I-110 operating segments. Advertising revenues of \$27.2 million are expected in FY25, a slight decline from the FY24 Budget of \$27.7 million, as corporate sponsorship revenues are unknown at this time. Other revenues are expected to come in at \$88.0 million in FY25, a 3.2% decrease from the FY24 Budget, and include bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, Service Authority for Freeway Emergencies (SAFE) revenues, county buydown, auto registration fees, transit court fees, Compressed Natural Gas (CNG) fuel credits, Measure W revenues, investment income, and other miscellaneous revenues.

Metro's grant revenues are expected to be \$1,472.4 million in FY25, a decrease of 15.1% from FY24. This is primarily due to Federal Capital Investment Grant (CIG) funds for Westside Purple Line construction. The Federal government advanced CIG payments to Metro in FY24, leaving a small remainder to complete their contribution in FY25. As a result, grants for this project declined by \$445 million from FY24 to FY25. Excluding this project, total grants are projected to increase.

Bond proceeds and carryover funds are projected to be \$1,623.6 million in FY25, a 2.7% drop from FY24, reflecting slightly reduced needs for these funds.

Appendix VIII provides a table showing eligibility and allocations of Metro Operations, State of Good Repair, and Transit Infrastructure Development resources.

Sales Tax, Transit Development Act, and State
Transit Assistance Revenues

FY25 Proposed Budget Book



| Type of Revenue (\$ in millions) | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|---|-------------------|-------------------|-------------------|---------------|
| Proposition A Estimated Tax Revenue | | | | |
| 5% Administration | \$ 60.0 | \$ 57.8 | \$ (2.2) | (3.7)% |
| 25% Local Return | 285.0 | 274.6 | (10.5) | (3.7)% |
| 35% Rail Development | 399.0 | 384.4 | (14.6) | (3.7)% |
| 40% Discretionary | | | | |
| Transit (95% of 40%) | 433.2 | 417.3 | (15.9) | (3.7)% |
| Incentive (5% of 40%) | 22.8 | 22.0 | (0.8) | (3.7)% |
| Proposition A Estimated Tax Revenue Subtotal | \$ 1,200.0 | \$ 1,156.0 | \$ (44.0) | (3.7)% |
| Proposition C Estimated Tax Revenue | | | | |
| 1.5% Administration | \$ 18.0 | \$ 17.3 | \$ (0.7) | (3.7)% |
| 5% Rail/Bus Security | 59.1 | 56.9 | (2.2) | (3.7)% |
| 10% Commuter Rail | 118.2 | 113.9 | (4.3) | (3.7)% |
| 20% Local Return | 236.4 | 227.7 | (8.7) | (3.7)% |
| 25% Freeways/Highways | 295.5 | 284.7 | (10.8) | (3.7)% |
| 40% Discretionary | 472.8 | 455.5 | (17.3) | (3.7)% |
| Proposition C Estimated Tax Revenue Subtotal | \$ 1,200.0 | \$ 1,156.0 | \$ (44.0) | (3.7)% |
| Measure R Estimated Tax Revenue | | | | |
| 1.5% Administration | \$ 18.0 | \$ 17.3 | \$ (0.7) | (3.7)% |
| 2% Transportation Capital Metro Rail | 23.6 | 22.8 | (0.9) | (3.7)% |
| 3% Transportation Capital Metrolink | 35.5 | 34.2 | (1.3) | (3.7)% |
| 5% Operations - New Rail | 59.1 | 56.9 | (2.2) | (3.7)% |
| 15% Local Return | 177.3 | 170.8 | (6.5) | (3.7)% |
| 20% Operations - Bus | 236.4 | 227.7 | (8.7) | (3.7)% |
| 20% Highway Capital | 236.4 | 227.7 | (8.7) | (3.7)% |
| 35% Transportation Capital New Rail/Bus Rapid Transit (BRT) | 413.7 | 398.5 | (15.2) | (3.7)% |
| Measure R Estimated Tax Revenue Subtotal | \$ 1,200.0 | \$ 1,156.0 | \$ (44.0) | (3.7)% |
| Measure M Estimated Tax Revenue | | | | |
| .5% Administration ⁽¹⁾ | \$ 6.2 | \$ 6.0 | \$ (0.2) | (3.7)% |
| 1% Regional Rail | 11.8 | 11.4 | (0.4) | (3.7)% |
| 2% Metro State of Good Repair (SGR) | 23.6 | 22.8 | (0.9) | (3.7)% |
| 2% Active Transportation Projects (ATP) | 23.6 | 22.8 | (0.9) | (3.7)% |
| 2% ADA Paratransit/ Metro Discounts | 23.6 | 22.8 | (0.9) | (3.7)% |
| 5% Rail Operations | 59.1 | 56.9 | (2.2) | (3.7)% |
| 17% Local Return ⁽¹⁾ | 200.9 | 193.6 | (7.4) | (3.7)% |
| 17% Highway Construction | 200.9 | 193.6 | (7.4) | (3.7)% |
| 20% Transit Operations | 236.4 | 227.7 | (8.7) | (3.7)% |
| 35% Transit Construction | 413.7 | 398.5 | (15.2) | (3.7)% |
| Measure M Estimated Tax Revenue Subtotal | \$ 1,200.0 | \$ 1,156.0 | \$ (44.0) | (3.7)% |
| Transportation Development Act (TDA) Estimated Tax Revenue | | | | |
| Administration | \$ 14.9 | \$ 14.5 | \$ (0.4) | (2.6)% |
| 2.0% Article 3 (Pedestrians & Bikeways) | 11.7 | 11.3 | (0.4) | (3.7)% |
| 90.8% Article 4 (Bus Transit) | 531.2 | 511.3 | (20.0) | (3.8)% |
| 7.2% Article 8 (Transit/Streets & Highways) | 42.2 | 40.9 | (1.2) | (2.9)% |
| TDA Estimated Tax Revenue Subtotal | \$ 600.0 | \$ 578.0 | \$ (22.0) | (3.7)% |
| State Transit Assistance (STA)/Senate Bill 1 (SB1)⁽²⁾ Estimated Tax Revenue | | | | |
| STA/SB1 STA Bus | \$ 82.1 | \$ 138.8 | \$ 56.8 | 69.2% |
| STA/SB1 STA Rail | 105.9 | 105.1 | (0.8) | (0.8)% |
| SB1 State of Good Repair Bus | 11.6 | 20.4 | 8.7 | 75.0% |
| SB1 State of Good Repair Rail | 15.0 | 15.4 | 0.4 | 2.6% |
| STA/SB1 Estimated Tax Revenue Subtotal | \$ 214.6 | \$ 279.6 | \$ 65.0 | 30.3% |
| Revenues Total | \$ 5,614.6 | \$ 5,481.6 | \$ (133.0) | (2.4)% |

Note: Totals may not add up because of rounding.

⁽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⁾ Refer to the Regional Transit Allocations Chart for STA/SB1 allocation details.



Expenditures by Program and Program Summaries

Summary of Expenditures by Program

FY25 Proposed Budget Book



| | Program Type (\$ in millions) | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|----|---|-------------------|-------------------|-------------------|----------------|
| 1 | Transit Infrastructure Development | | | | |
| 2 | Transit Construction | \$ 2,279.8 | \$ 1,612.5 | \$ (667.3) | (29.3)% |
| 3 | Transit Planning | 217.0 | 352.4 | 135.4 | 62.4% |
| 4 | Transit Infrastructure Development Total | \$ 2,496.8 | \$ 1,964.9 | \$ (531.9) | (21.3)% |
| 5 | Metro Transit - Operations | | | | |
| 6 | Operations & Maintenance | \$ 2,350.8 | \$ 2,624.4 | \$ 273.6 | 11.6% |
| 7 | Regional Operating Services | 28.6 | 27.3 | (1.2) | (4.3)% |
| 8 | Metro Transit - Operations Subtotal | \$ 2,379.4 | \$ 2,651.7 | \$ 272.4 | 11.4% |
| 9 | Metro Transit - Capital Improvement Program (CIP) | | | | |
| 10 | Bus and Rail | \$ 365.2 | \$ 367.4 | \$ 2.2 | 0.6% |
| 11 | Other Assets | 174.2 | 159.4 | (14.7) | (8.5)% |
| 12 | Metro Transit - Capital Improvement Program (CIP) Subtotal | \$ 539.4 | \$ 526.8 | \$ (12.5) | (2.3)% |
| 13 | Metro Transit Total | \$ 2,918.7 | \$ 3,178.5 | \$ 259.8 | 8.9% |
| 14 | Regional Allocations and Pass-Throughs | | | | |
| 15 | Fare Assistance | \$ 32.1 | \$ 34.3 | \$ 2.2 | 6.7% |
| 16 | Local Agencies | 1,213.6 | 1,214.0 | 0.4 | 0.0% |
| 17 | Regional Federal Grants | 30.4 | 23.7 | (6.7) | (22.0)% |
| 18 | Regional Transit | 781.8 | 779.1 | (2.7) | (0.4)% |
| 19 | Regional Allocations and Pass-Throughs Total | \$ 2,058.0 | \$ 2,051.2 | \$ (6.8) | (0.3)% |
| 20 | Highway Multimodal Development Total | \$ 618.1 | \$ 599.8 | \$ (18.3) | (3.0)% |
| 21 | Regional Rail | | | | |
| 22 | Metro Regional Rail | \$ 158.1 | \$ 56.9 | \$ (101.1) | (64.0)% |
| 23 | Metrolink ⁽¹⁾ | 156.4 | 157.1 | 0.6 | 0.4% |
| 24 | Regional Rail Total | \$ 314.5 | \$ 214.0 | \$ (100.5) | (32.0)% |
| 25 | General Planning & Programs | | | | |
| 26 | Active Transportation, Bike, & Other | \$ 85.8 | \$ 95.8 | \$ 10.1 | 11.7% |
| 27 | Financial, Grants Management & Admin | 60.4 | 48.3 | (12.1) | (20.0)% |
| 28 | Property Management | 86.3 | 76.8 | (9.5) | (11.0)% |
| 29 | Public Private Partnership (P3)/Unsolicited Proposals | 4.9 | 7.9 | 2.9 | 59.3% |
| 30 | General Planning & Programs Total | \$ 237.4 | \$ 228.8 | \$ (8.6) | (3.6)% |
| 31 | Congestion Management | | | | |
| 32 | ExpressLanes | \$ 61.9 | \$ 55.5 | \$ (6.4) | (10.4)% |
| 33 | Freeway Service Patrol | 40.0 | 40.8 | 0.8 | 2.0% |
| 34 | Motorist Services | 14.7 | 14.1 | (0.6) | (4.1)% |
| 35 | Rideshare Services | 14.1 | 14.0 | (0.1) | (0.5)% |
| 36 | Congestion Management Total | \$ 130.7 | \$ 124.4 | \$ (6.3) | (4.8)% |
| 37 | Debt Program Total⁽²⁾ | \$ 489.8 | \$ 497.3 | \$ 7.5 | 1.5% |
| 38 | Oversight and Administration Total | \$ 84.3 | \$ 90.2 | \$ 5.9 | 7.0% |
| 39 | Grand Total | \$ 9,348.4 | \$ 8,949.1 | \$ (399.2) | (4.3)% |

Note: Totals may not add up because of rounding.

⁽¹⁾ Metrolink's FY25 Proposed Budget is preliminary, pending the transmittal of Metrolink's official budget request.

⁽²⁾ Total budget for Debt Program includes all debt service cost (in Debt Service section) plus investment and debt management cost of \$3.6 million in FY24 and \$3.5 million in FY25.



The Transit Infrastructure Development program includes transit infrastructure expansions and improvements specified in the Measure R and Measure M Ordinances. The project development activities are divided into planning and construction phases, with the budget reflecting the annual increments of these phases. Typically, the planning phase begins with a feasibility study, followed by alternative analyses, leading to environmental clearance and a Locally Preferred Alternative (LPA) selection. Once the LPA is determined, the project is constructed and handed over to Operations for revenue service. The FY25 Proposed Budget stands at \$2.0 billion. It allocates \$352.4 million, or 17.9% of the program, to the planning phase and \$1.6 billion, or 82.1%, to the construction phase.

A Line (Gold) Foothill Extension

A Line (Gold) Foothill Extension will extend rail service to the east beyond the current endpoint of the A Line in Azusa, expanding travel options and access to opportunities in the San Gabriel Valley. The Glendora to Pomona segment is currently under construction, with a targeted substantial completion of the extension to Pomona planned for 2025. The FY25 Proposed Budget of \$146.7 million will facilitate construction work on tracks, stations, and systems and preparations for revenue services.

Airport Metro Connector

The Airport Metro Connector is a station hub at Aviation Blvd/96th Street on the K Line. It will facilitate quicker and smoother transfers to the Los Angeles International Airport (LAX) and Metro Transit networks and offer a direct connection to the future LAX Automated People Mover. This hub will include a light rail station, bus plaza, bicycle parking, customer service center, and passenger pick-up and drop-off area. The \$143.5 million proposed budget supports construction and system integration activities.

D Line (Purple) Extension

The D Line (Purple) Extension includes three sections of the subway extension westward from the current terminus of the Wilshire/Western station, adding seven new stations and a reliable, high-speed connection between downtown and the Westside. Additionally, the B/D Line vehicle portal widening and turnback facility is currently in construction, facilitating the headway improvements for the entire D Line (Purple). The \$694.7 million proposed budget supports the continued construction activities along the 9.1-mile subway extension and preparations for revenue services for Sections 1 and 2. The Revenue Service Dates for Sections 1, 2, and 3 are slated for 2025, 2026, and 2027, respectively.

East San Fernando Valley Light Rail

The East San Fernando Valley Light Rail Transit Project will improve connections and access to crucial destinations while connecting transit users to the growing network in the San Fernando Valley. The project is being built in two segments. The south segment spans a 6.7-mile stretch between the G Line (Orange) Van Nuys station to San Fernando Road in



Transit Infrastructure Development

FY25 Proposed Budget Book

Pacoima, with 11 new transit stations and a new maintenance and storage facility as the first segment to be built. The \$281.3 million proposed budget supports right-of-way acquisition, advanced utility relocation, and construction activities.

G Line (Orange) BRT Improvements

The G Line (Orange) BRT Improvements will provide better transit service in the San Fernando Valley area, grade separations on major streets, better signal priority technology, electric bus connectivity, and a four-quad gating system at intersections for faster trips. The \$106.8 million proposed budget supports property acquisitions, early site work and potholing, and other construction activities.

Southeast Gateway Line

The Southeast Gateway Line, formerly the West Santa Ana Branch, is a new light rail transit route connecting southeast Los Angeles County to Downtown Los Angeles (DTLA). The project was renamed through a community-driven campaign to reflect better the communities it serves. Slauson A (Blue) Line to Pioneer Station, the Locally Preferred Alternative identified by the board, spans 14.5 miles, encompassing nine stations and one maintenance and storage facility. The FY25 Proposed Budget of \$136.8 million supports essential activities, including right-of-way acquisitions, early construction works, community outreach efforts, a separate study to evaluate options for connecting from Slauson/A Line to Union Station, and more.

| | Transit Infrastructure Development (\$ in millions) | Forecasted Expenditures Through FY24 ⁽¹⁾ | FY25 Proposed | Life of Project |
|----|--|--|-------------------|--------------------|
| 1 | Transit Expansion | | | |
| 2 | Transit Construction | | | |
| 3 | Rail | | | |
| 4 | A Line (Gold) Foothill Extensions 2A & 2B | \$ 2,012.2 | \$ 146.7 | \$ 2,345.1 |
| 5 | Airport Metro Connector | 682.4 | 143.5 | 902.2 |
| 6 | D Line (Purple) Sections 1, 2, & 3 | 7,321.6 | 694.7 | 10,030.8 |
| 7 | E Line (Expo) Light Rail Transit | 2,291.9 | 2.9 | 2,301.0 |
| 8 | East San Fernando Valley Light Rail | 418.0 | 281.3 | 499.3 |
| 9 | K Line (Crenshaw/LAX) Light Rail Transit | 2,715.9 | 21.0 | 2,739.5 |
| 10 | Regional Connector | 1,751.4 | 37.7 | 1,829.1 |
| 11 | Bus | | | |
| 12 | G Line (Orange) Bus Rapid Transit (BRT) Improvements | 136.4 | 106.8 | 149.7 |
| 13 | North Hollywood to Pasadena BRT | 76.9 | 114.4 | - |
| 14 | Systemwide⁽²⁾ | - | 63.5 | - |
| 15 | Transit Construction Subtotal | \$ 17,406.5 | \$ 1,612.5 | \$ 20,796.7 |
| 16 | Transit Planning^{(3),(4)} Subtotal | \$ 594.3 | \$ 352.4 | \$ 29.7 |
| 17 | Transit Infrastructure Development Total | \$ 18,000.9 | \$ 1,964.9 | \$ 20,826.4 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Forecasted expenditures through FY24 equal actual expenditurea through FY23 plus FY24 Budget.

⁽²⁾ Annually funded.

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

⁽⁴⁾ E Line Eastside LRT Phase 2, C Line (Green) Extension, Southeast Gateway Line, and the Sepulveda Corridor are included in this category. Refer to Appendix III for a detailed list of Transit Planning projects.



Metro Transit is comprised of the Bus and Rail Operations and Maintenance (O&M) program (O&M) and the Capital Improvement Program (CIP). The FY25 Proposed Budget is based on the service plan to determine the resources required to operate the system and upgrade and maintain transit assets. Metro's top priority for this budget is to support safe and reliable service, and all budget requests are evaluated to support these priorities.

Metro Transit Expenditures

The FY25 Proposed Budget for the Metro Transit Program (O&M and CIP) totals \$3,178.5 million, reflecting a \$259.8 million increase, or 8.9%, from the FY24 Budget. This allocation includes operations, maintenance, and support resources necessary to deliver transit services. The CIP budget prioritizes maintaining and modernizing transit assets to ensure high-quality service.

| | Metro Transit (\$ in millions) | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|---|--|------------------------------|--------------------------------|----------------------------|---------------------------|
| 1 | Operations & Maintenance (O&M) | \$ 2,379.4 | \$ 2,651.7 | \$ 272.3 | 11.4% |
| 2 | Capital Improvement Program (CIP) | 539.4 | 526.8 | (12.6) | (2.3)% |
| 3 | Metro Transit Total | \$ 2,918.7 | \$ 3,178.5 | \$ 259.8 | 8.9% |

Note: Totals may not add up because of rounding.

Metro Transit - Operations & Maintenance (O&M)

The program goal is to attract and retain riders by delivering best-in-class service. Metro will achieve this by continuing NextGen improvements, enhancing service reliability, and improving service frequency while prioritizing accessibility and affordability of transit.

The FY25 Proposed Budget for O&M totals \$2.7 billion, an increase of 11.4% or \$272.4 million over the FY24 Budget, as shown in the table below.

| | Metro Transit - Operations (\$ in millions) | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|---|---|------------------------------|--------------------------------|----------------------------|---------------------------|
| 1 | Bus | \$ 1,533.0 | \$ 1,754.8 | \$ 221.8 | 14.5% |
| 2 | Rail | 806.2 | 855.0 | 48.8 | 6.1% |
| 3 | Metro Micro (Microtransit) | 40.1 | 41.9 | 1.8 | 4.4% |
| 4 | Metro Transit - Operations Total | \$ 2,379.3 | \$ 2,651.7 | \$ 272.4 | 11.4% |

Note: Totals may not add up because of rounding.

The FY25 Proposed Budget reflects a 4% annual wage increase and other increases for the represented union group SMART, per its Collective Bargaining Agreement (CBA). Wage increases for AFSME, ATU, TCU, and Teamsters are not included in the FY25 Proposed Budget as they are pending the conclusion of CBA negotiations.

The Bus and Rail O&M budget, excluding Metro Micro, totals \$2,609.8 million, an increase of 11.6% or \$270.6 million over the FY24 Budget. Labor constitutes 56.6% of this budget,



from which most of the increases (\$117.0 million) stem. Parts and supplies to support additional preventive maintenance activities are increasing by \$9.2 million. CNG fuel and Propulsion Power expenses are rising by \$3.9 million, mainly due to increased costs in the CNG fuel market. Contract and professional services are increasing by \$48.7 million to perform contracted facilities maintenance and other services. Other Operating Expenses are increasing by \$8.4 million, covering utilities, insurance, workers' compensation, Purchased Transportation, and contracted bus service subsidies. Additionally, the FTA-approved burden rate allocation is increasing by \$83.5 million based on labor costs.

| | Bus & Rail (\$ in millions) | FY24 Budget | FY25 Proposed | \$ Change | % Change | % of Total |
|---|---|-------------------|-------------------|-----------------|--------------|---------------|
| 1 | Labor | \$ 1,361.1 | \$ 1,478.1 | \$ 117.0 | 8.6% | 56.6% |
| 2 | Parts & Supplies | 109.3 | 118.4 | 9.2 | 8.4% | 4.5% |
| 3 | CNG Fuel/Propulsion Power | 91.6 | 95.5 | 3.9 | 4.3% | 3.7% |
| 4 | Contract/Professional Services | 430.6 | 479.2 | 48.7 | 11.3% | 18.4% |
| 5 | Other Operating Expenses | 191.3 | 199.7 | 8.4 | 4.4% | 7.7% |
| 6 | FTA Cost Allocations | 155.4 | 238.9 | 83.5 | 53.8% | 9.2% |
| 7 | Bus & Rail Total⁽¹⁾ | \$ 2,339.3 | \$ 2,609.8 | \$ 270.6 | 11.6% | 100.0% |

Note: Totals may not add up because of rounding.

⁽¹⁾ Metro Micro budget not included in FY24 and FY25 operating costs.

Metro Transit - Capital Improvement Program (CIP)

The Metro Capital Improvement Program (CIP) budget focuses on maintaining, upgrading, and modernizing assets and infrastructure to ensure the transit system has state-of-the-art equipment and peripheral systems to provide high-quality service. Capital asset improvements within this budget include implementing new technologies, rolling stock purchases and modernization, station improvements, and more to enhance the customer experience while improving safety and reliability.

The CIP program includes projects to achieve the Board's goal of attaining a zero-emissions fleet. The plan consists of the continued procurement of approximately 100 zero-emissions 40' Battery Electric Buses (BEB) and related electric charging infrastructure, as well as payment for final acceptance of the remaining replacement Light Rail Vehicle (LRV) and purchases of Heavy Rail Vehicles (HRV). Other projects include resources for scheduled bus and rail vehicle maintenance, wayside system repairs and upgrades, facilities improvements, technology projects, and maintenance upgrades for regional infrastructure throughout the transit system.

The FY25 Proposed Budget for CIP is \$526.8 million, which is \$12.5 million or 2.3%, lower than the FY24 Budget primarily due to the upcoming completion of the Rail-to-Rail project, Metro Center Street project, and the P2050 LRV midlife overhaul. The \$526.8 million



reflects the FY25 cash flow required to deliver the projects. FY25 milestones and deliverables include the following.

- Receiving 40’ Battery Electric Bus deliveries
- Final acceptance of remaining P3010 LRVs, heavy rail testing, and evaluation of the first vehicles delivered
- LRV and HRV midlife modernization projects designed to prevent vehicle failures and increase operational performance
- Continue significant rail improvements and maintenance at rail facilities and right-of-way, focusing on track system and circuit refurbishments, Overhead Catenary System (OCS) inspection/refurbishment, tunnel corrosion mitigation, and replacement of mainline fasteners
- Significant investments in customer relations-related technology such as Ticket Vending Machine (TVM) software and hardware upgrades, Enterprise Asset Management System (EAMS) replacement, and other backend customer experience support system upgrades
- Expanded “Station Experience” strategies to include lighting, ventilation, fare gates, cameras, elevators/escalators, and restrooms throughout Metro stations and transit centers. Work will be site-specific upon further evaluation.
- Regional projects include Transit Signal Priority (TSP) upgrades and expansion, Video Management Security (VMS) Intelligence System, and Advanced Transportation Management System (ATMS) Bus System Replacement

| | Capital Improvement Program (\$ in millions) | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|----|--|-----------------|------------------|------------------|----------------|
| 1 | Bus | | | | |
| 2 | Fleet Procurement | \$ 70.1 | \$ 47.7 | \$ (22.4) | (32.0)% |
| 3 | Fleet Maintenance | 44.1 | 48.6 | 4.5 | 10.1% |
| 4 | Facilities Improvements | 21.0 | 44.8 | 23.8 | 113.0% |
| 5 | Bus Subtotal | \$ 135.2 | \$ 141.1 | \$ 5.8 | 4.3% |
| 6 | Rail | | | | |
| 7 | Fleet Procurement | \$ 32.8 | \$ 58.4 | \$ 25.7 | 78.3% |
| 8 | Fleet Maintenance | 136.2 | 94.0 | (42.2) | (31.0)% |
| 9 | Facilities Improvements | 8.7 | 18.7 | 10.0 | 114.6% |
| 10 | Wayside Systems | 52.3 | 63.2 | 10.9 | 20.8% |
| 11 | Rail Subtotal | \$ 230.0 | \$ 234.3 | \$ 4.3 | 1.9% |
| 12 | Other Asset Improvements | | | | |
| 13 | Regional and Hubs | \$ 34.0 | \$ 32.8 | \$ (1.2) | (3.5)% |
| 14 | Technology | 66.0 | 69.8 | 3.8 | 5.7% |
| 15 | Non-Measure R (MR)/Measure M (MM) Major Construction | 61.5 | 39.9 | (21.6) | (35.1)% |
| 16 | Non-Revenue Vehicles | 12.7 | 9.0 | (3.7) | (29.3)% |
| 17 | Other Asset Improvements Subtotal | \$ 174.2 | \$ 151.5 | \$ (22.7) | (13.0)% |
| 18 | Capital Improvement Program Total | \$ 539.4 | \$ 526.8 | \$ (12.5) | (2.3)% |

Note: Totals may not add up because of rounding.

The Regional Allocations and Pass-Throughs Program allocates resources to regional partners to address their local transportation needs. This program is directly tied to locally imposed and collected sales taxes and Metro's oversight and distribution of local, state, and federal pass-throughs grant funding. The program includes:

- Pass-throughs funding allocated to local jurisdictions and municipal and local transit operators through Local Agency Programs (e.g., Local Return) and Regional Transit Funding (e.g., Transit Formula Fund Allocations and Access Services, which is federally mandated by the Americans with Disabilities Act).
- Pass-throughs funding for Major Projects being implemented by local agencies, including the Alameda Corridor East Grade Separation Phase II, Antelope Valley Metrolink Line Projects, Inglewood Transit Connector, and Sankofa Park.
- Grants allocated to local agencies through Other Local Programs such as the Congestion Reduction Demonstration (CRD), Toll Revenue grant program, Open Streets grant program, Active Transportation Program (ATP), Federal Pass-Throughs, and the Transit Oriented Development (TOD) grant initiative.

The FY25 Proposed Budget for this program is \$2.1 billion, a decrease of \$6.8 million, or 0.3% over FY24. The decline is primarily due to reductions in programs tied to sales tax revenues, which are projected to be lower in FY25 (see Resources section), and multi-year grant-funded projects requiring less funding due to their progression. Other subprograms such as Major Projects, Access Services, and LIFE are projected to increase in FY25, dampening the decline in the program budget compared to FY24. The FY25 Proposed Budget for Regional Allocations and Pass-Throughs is summarized in the table below.



Regional Allocations and Pass-Throughs

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| Regional Allocations and Pass-Throughs (\$ in millions) | | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|--|---|-------------------|-------------------|------------------|----------------|
| 1 | Local Agencies | | | | |
| 2 | Local Agency Programs | | | | |
| 3 | Local Return (Propositions A and C, Measures R and M) | \$ 899.6 | \$ 866.7 | \$ (33.0) | (3.7)% |
| 4 | Transportation Development Act Articles 3 & 8 | 62.6 | 54.7 | (7.8) | (12.5)% |
| 5 | Local Agency Programs Subtotal | \$ 962.2 | \$ 921.4 | \$ (40.8) | (4.2)% |
| 6 | Major Projects | | | | |
| 7 | Inglewood Transit Connector | \$ 91.7 | \$ 179.5 | \$ 87.8 | 95.80% |
| 8 | Alameda Corridor East Grade Separation Phase 2 | 37.1 | 14.0 | (23.0) | (62.2)% |
| 9 | Sankofa Park Project | 25.0 | 16.3 | (8.7) | (34.8)% |
| 10 | Antelope Valley Line Projects | 10.5 | 1.1 | (9.4) | (89.2)% |
| 11 | Major Projects Subtotal | \$ 164.3 | \$ 211.0 | \$ 46.7 | 28.4% |
| 12 | Other Local Programs | | | | |
| 13 | Active Transportation, Transit Projects and Programs | \$ 27.4 | \$ 28.8 | \$ 1.4 | 5.0% |
| 14 | Call for Projects | 45.9 | 40.2 | (5.7) | (12.4)% |
| 15 | Congestion Reduction Demonstration (CRD) | 6.2 | 6.4 | 0.2 | 3.5% |
| 16 | Federal Pass-through | 6.5 | 5.5 | (0.9) | (14.6)% |
| 17 | Transit Oriented Development Planning Grants | 1.1 | 0.7 | (0.4) | (36.1)% |
| 18 | Other Local Programs Subtotal | \$ 87.1 | \$ 81.7 | \$ (5.4) | (6.3)% |
| 19 | Local Agencies Total | \$ 1,213.6 | \$ 1,214.0 | \$ 0.4 | 0.0% |
| 20 | Regional Transit | | | | |
| 21 | Municipal and Local Operators | \$ 620.4 | \$ 590.6 | \$ (29.8) | (4.8)% |
| 22 | Access Services | 161.4 | 188.5 | 27.1 | 16.8% |
| 23 | Regional Transit Total | \$ 781.8 | \$ 779.1 | \$ (2.7) | (0.4)% |
| 24 | Regional Federal Grants Total | \$ 30.4 | \$ 23.7 | \$ (6.7) | (22.0)% |
| 25 | Fare Assistance (LIFE Program)⁽¹⁾ Total | \$ 32.1 | \$ 34.3 | \$ 2.2 | 6.7% |
| 26 | Regional Allocations and Pass-Throughs Total | \$ 2,058.0 | \$ 2,051.2 | \$ (6.8) | (0.3)% |

Note: Totals may not add up because of rounding.

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

Highway Multimodal Development

Metro's Highway Multimodal Development Program continues to evolve. Investments in capacity expansion projects continue to decrease year over year as investments increase for ExpressLanes, bus-only lane infrastructure, and community-driven Mobility Improvement Projects along the I-710 North and South corridors. Additionally, in alignment with a Board-directed initiative to incorporate multimodal components into freeway and street projects, new highway projects integrate pedestrian and active transportation features into the design and construction phases.

The Highway Multimodal Development Program differs from the Transit Construction Program in that completed projects represent non-Metro-owned capital assets despite similarities in delivery and construction phases. Metro oversees most highway projects' planning and early engineering phases, then transitions the project to Caltrans to execute right-of-way acquisitions and construction. Upon completion, Highway projects are capitalized as Caltrans assets, with Caltrans assuming primary responsibility for operations and maintenance.

Highway Multimodal Development

FY25 Proposed Budget Book

The FY25 Proposed Budget for Highway Multimodal Development of \$599.8 million represents an \$18.3 million or 3.0% decrease over the FY24 Budget. The decrease is primarily attributable to several expansion projects achieving substantial completion or entering the ramp-down phase of construction in alignment with historical spending rates. These decreases are partially offset by the beginning of the construction phase for the I-105 ExpressLanes project and an increase in spending for countywide bus-only lanes and bus infrastructure implementation. Please refer to Appendix IV for a detailed list of Multimodal Highway projects.

| Highway Multimodal Development (\$ in millions) | | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|--|---|-----------------|------------------|------------------|---------------|
| 1 | Bus Improvements | \$ 28.0 | \$ 36.9 | \$ 8.9 | 31.8% |
| 2 | Capacity Improvements | 185.5 | 126.4 | (59.1) | (31.9)% |
| 3 | Express/HOV Improvements | 107.2 | 144.2 | 37.0 | 34.5% |
| 4 | General Planning | 4.8 | 3.2 | (1.6) | (33.3)% |
| 5 | Local Subregion/Street/Safety/Op Improvements | 269.0 | 258.7 | (10.3) | (3.8)% |
| 6 | Property Maintenance | 1.2 | 1.3 | 0.1 | 8.3% |
| 7 | Traffic Noise Reduction | 22.4 | 29.1 | 6.7 | 29.9% |
| 8 | Highway Multimodal Development Total | \$ 618.1 | \$ 599.8 | \$ (18.3) | (3.0)% |

Note: Totals may not add up because of rounding.

Regional Rail

The Regional Rail program consists of Metro's support for Metrolink's operating and capital programs, planning and construction activities for Metro-led regional rail projects, and regional rail corridor and expansion studies. The FY25 Proposed Budget of \$214.0 million represents a \$100.5 million, or 31.9%, decrease from FY24. This decrease is primarily driven by reduced cash flow needs for the Link Union Station project as the project completes a value-engineering process in anticipation of procuring the Construction Manager/General Contractor (CM/GC) contract in FY25, as well as the Rosecrans/Marquardt Grade Separation project which will achieve substantial completion in FY25.

These decreases are partially offset by investments in the construction start for the Doran Street Grade Separation project and segments of the Brighton to Roxford Double Track project, support to complete design activities for the Lone Hill to White Double Track project, preliminary design for the Los Angeles General Medical Center Metrolink Station, and preliminary design efforts for the High Desert Corridor high-speed rail project. Additionally, the Metrolink operating subsidy is forecast to increase in FY25 to support pre-pandemic and enhanced service levels in Los Angeles County.



Regional Rail

FY25 Proposed Budget Book

| | Regional Rail (\$ in millions) | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|----|---|-----------------|------------------|-------------------|----------------|
| 1 | Metro Regional Rail | | | | |
| 2 | Link Union Station | \$ 96.1 | \$ 10.5 | \$ (85.5) | (89.0)% |
| 3 | Rosecrans & Marquardt Grade Separation | 29.0 | 6.0 | (23.0) | (79.0)% |
| 4 | Brighton to Roxford Double Track | 9.7 | 6.7 | (3.0) | (30.0)% |
| 5 | High Desert Corridor | 2.9 | 10.7 | 7.9 | 273.0% |
| 6 | Doran Street Grade Separation | 8.2 | 7.9 | (0.3) | (4.0)% |
| 7 | Lone Hill to Control Point White Double Track | 5.8 | 6.7 | 1.0 | 16.0% |
| 8 | Other Metro Regional Rail | 6.5 | 8.4 | 1.9 | 29.0% |
| 9 | Metro Regional Rail Subtotal | \$ 158.1 | \$ 56.9 | \$ (101.1) | (64.0)% |
| 10 | Metrolink⁽¹⁾ | | | | |
| 11 | Metrolink Operating | \$ 126.4 | \$ 127.0 | \$ 0.6 | 0.5% |
| 12 | Metrolink Capital and State of Good Repair | 30.0 | 30.0 | - | 0.0% |
| 13 | Metrolink Subtotal | \$ 156.4 | \$ 157.1 | \$ 0.7 | 0.4% |
| 14 | Regional Rail Total | \$ 314.5 | \$ 214.0 | \$ (100.5) | (31.9)% |

Note: Totals may not add up because of rounding.

⁽¹⁾ Metrolink's FY25 Proposed Budget is preliminary, pending the transmittal of Metrolink's official budget request.

General Planning & Programs

The General Planning and Programming budget encompasses a wide range of activities that support Metro's goal of delivering improved mobility, sustainability, and financial and technical support to Metro's partners throughout Los Angeles County. Activities under this program include long-range and systemwide financial planning and grants management, new and enhanced transportation infrastructure, various aspects of Metro's bike and Active Transportation program, public-private partnerships, unsolicited proposals, sustainability and joint development efforts, and Union Station upgrades.

This year's budget development process primarily considers operational needs and resources, grant availability, developer-funded nature of projects, activities required under federal or state regulatory bodies, and Board-approved system connectivity studies or other mobility initiatives.

The FY25 Proposed Budget of \$228.8 million represents a \$8.6 million, or 3.6%, decrease from the FY24 Budget. Project highlights include the following:

- Bike hubs and locker expansion
- Los Angeles River Bike Path Phase 2 environmental clearance/design and Los Angeles River Bike Path (San Fernando Valley/Los Angeles)
- First/Last Mile planning for Street/Pedestrian Safety Program and Transit to Parks



General Planning & Programs

FY25 Proposed Budget Book

- Funding for the Metro Training and Innovation Center will house educational and job training programs targeting at-risk or underserved youth
- Joint Development 10k Housing, Housing Lab Program, and Transit-Oriented Housing
- Union Station capital improvement projects, including digital signage upgrades, electrical system upgrades, a public safety address system, ticket concourse restroom improvements for ADA compliance, waterproofing, drainage repairs, plumbing system upgrades, and paver replacement
- Unsolicited Proposals/Public-Private Partnership (P3) development work on Mobility Wallet, One Car Challenge, Integrated Event Ticketing, and Travel Rewards Research

| General Planning & Programs ⁽¹⁾ (\$ in millions) | | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|--|---|-----------------|------------------|------------------|----------------|
| 1 | Active Transportation, Bike, and Other | | | | |
| 2 | Active Transportation including Bike | \$ 45.8 | \$ 55.8 | \$ 10.0 | 21.8% |
| 3 | First Last Mile | 2.7 | 3.6 | 0.8 | 31.3% |
| 4 | Sustainability | 21.6 | 19.8 | (1.8) | (8.5)% |
| 5 | System Connectivity Program and Studies | 15.6 | 16.7 | 1.0 | 6.7% |
| 6 | Active Transportation, Bike, and Other Subtotal | \$ 85.8 | \$ 95.8 | \$ 10.1 | 11.7% |
| 7 | Financial, Grants Management, and Administration | | | | |
| 8 | Financial Planning and Grants Management ⁽²⁾ | \$ 26.4 | \$ 20.2 | \$ (6.1) | (23.3)% |
| 9 | Administrative and Planning Support | 34.0 | 28.1 | (5.9) | (17.4)% |
| 10 | Financial, Grants Management, and Administration Subtotal | \$ 60.4 | \$ 48.3 | \$ (12.1) | (20.0)% |
| 11 | Property Management | | | | |
| 12 | Art and Design | \$ 1.8 | \$ 1.6 | \$ (0.2) | (10.5)% |
| 13 | Joint Development | 18.9 | 15.2 | (3.7) | (19.5)% |
| 14 | Parking | 9.1 | 6.5 | (2.6) | (28.9)% |
| 15 | Property Maintenance & Contract Management | 32.6 | 27.3 | (5.3) | (16.4)% |
| 16 | Transit Oriented Communities | 9.7 | 10.5 | 0.7 | 7.6% |
| 17 | Union Station | 14.1 | 15.7 | 1.6 | 11.5% |
| 18 | Property Management Subtotal | \$ 86.3 | \$ 76.8 | \$ (9.5) | (11.0)% |
| 19 | Public Private Partnership (P3)/Unsolicited Proposals Subtotal | \$ 4.9 | \$ 7.9 | \$ 2.9 | 59.3% |
| 20 | General Planning & Programs Total | \$ 237.4 | \$ 228.8 | \$ (8.6) | (3.6)% |

Note: Totals may not add up because of rounding.

⁽¹⁾ Please refer to the Metro Transit - CIP Project List Appendix V for other operating capital projects that lie within General Planning & Programs.

⁽²⁾ The budget decrease is due to reduced subsidy and cost allocations. The FY25 Proposed Budget is increasing by 9.0% for labor and other controllable expenses.

Congestion Management

The program comprises four significant groups: ExpressLanes, Freeway Service Patrol (FSP), Motorist Services, and Rideshare Services. The FY25 Proposed Budget totals \$124.4 million, a decrease of \$6.3 million, or 4.8%, from the FY24 Budget, mainly due to the completion of the Transponder replacement project in FY24.

Congestion Management

FY25 Proposed Budget Book

ExpressLanes manages the ongoing operations of the I-10 and I-110 ExpressLanes, supports the planning activities associated with the I-10 ExpressLanes extension, and provides funding for Incremental Transit Services subsidies to support transit operations along both ExpressLanes corridors.

Freeway Service Patrol (FSP) mitigates congestion caused by incidents and assists motorists with disabled vehicles on Los Angeles County freeways. In FY25, FSP will procure new tow service contracts, slightly increasing the budget.

Motorist Services includes the Los Angeles County Service Authority for Freeway Emergency (SAFE) and the Regional Integration of Intelligent Transportation Systems (RIITS). SAFE operates the Kenneth Hahn Call Box Program and the Southern California 511 Traveler Information System. RIITS is a regional program administered by Metro that promotes operational collaboration by collecting, compiling, and sharing data and resources from intelligent transportation systems.

Rideshare Services include Regional Shared Mobility, Transportation Demand Management, and Vanpool Incentives. An increase in the vanpool subsidy in this program is offset by reduced labor due to staff realignments.

| | Congestion Management (\$ in millions) | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|---|---|------------------------|--------------------------|----------------------|---------------------|
| 1 | ExpressLanes | \$ 61.9 | \$ 55.5 | \$ (6.4) | (10.4)% |
| 2 | Freeway Service Patrol | 40.0 | 40.8 | 0.8 | 2.0% |
| 3 | Motorist Services | 14.7 | 14.1 | (0.6) | (4.1)% |
| 4 | Rideshare Services | 14.1 | 14.0 | (0.1) | (0.5)% |
| 5 | Congestion Management Total | \$ 130.7 | \$ 124.4 | \$ (6.3) | (4.8)% |

Note: Totals may not add up because of rounding.

Debt Service

Debt financing is a cash management and budget tool Metro uses as a last resort to help deliver projects. Debt issuance is based on cash flow needs and is authorized by applicable Federal and State legislation and local sales tax ordinances. The Board-adopted Debt Policy establishes prudent guidelines for issuing and managing debt following industry best practices and ordinance-specific affordability limits.

As of July 1, 2024, Metro has approximately \$4,853.0 million of outstanding long-term debt. The annual debt service cost in FY25 is estimated at \$493.8 million, an increase of 1.6% over the FY24 Budget of \$486.1 million, according to the debt service schedule. In FY25, it is anticipated that Airport Metro Connector, Westside D Line (Purple) Sections 1, 2, and system integration, the B/ D Line vehicle portal widening and turnback facility, Gold Line Foothill Extension, E Line Eastside Light Rail Phase 2, East San Fernando Transit Corridor, Regional Surface Transportation and Local Traffic System, and various other projects will utilize bond proceeds from the issued debt.



Debt Service

FY25 Proposed Budget Book

| Funding Demand of Debt Service (\$ in thousands) | FY24 Budget | | | | FY25 Proposed | | | |
|--|-------------------|----------------------|----------------------|----------------------|-------------------|----------------------|----------------------|----------------------|
| | Bus | Rail | Highway | Total | Bus | Rail | Highway | Total |
| Resources | | | | | | | | |
| Proposition A 35% Rail Set Aside ⁽¹⁾ | \$ - | \$ 99,861.1 | \$ - | \$ 99,861.1 | \$ - | \$ 103,432.1 | \$ - | \$ 103,432.1 |
| Proposition A 40% Discretionary | 1,492.0 | - | - | 1,492.0 | 948.5 | - | - | 948.5 |
| Proposition C 40% Discretionary | 6,216.5 | 39,268.0 | - | 45,484.5 | 5,348.4 | 40,704.3 | - | 46,052.7 |
| Proposition C 10% Commuter Rail | - | 3,433.4 | - | 3,433.4 | - | 3,613.9 | - | 3,613.9 |
| Proposition C 25% Street & Highways | - | - | 117,353.1 | 117,353.1 | - | - | 110,610.5 | 110,610.5 |
| Measure R Transit Capital - New Rail 35% | - | 248,822.0 | - | 248,822.0 | - | 264,947.1 | - | 264,947.1 |
| Measure R Transit Capital - Metrolink 3% | - | - | - | - | - | - | - | - |
| Measure R Transit Capital - Metro Rail 2% | - | 2,045.5 | - | 2,045.5 | - | 2,029.5 | - | 2,029.5 |
| Measure R Highway Capital 20% | - | - | 592.7 | 592.7 | - | - | 591.1 | 591.1 |
| Measure R BAB Federal Subsidy | - | 9,470.8 | - | 9,470.8 | - | 9,081.8 | - | 9,081.8 |
| Measure M Transit Construction 35% | - | 27,874.0 | - | 27,874.0 | - | 25,249.1 | - | 25,249.1 |
| Funding Demand of Debt Service Total | \$ 7,708.5 | \$ 430,774.8 | \$ 117,945.8 | \$ 556,429.1 | \$ 6,296.9 | \$ 449,057.8 | \$ 111,201.6 | \$ 566,556.3 |
| (Premium)/Discount Amortization Total⁽²⁾ | \$ (973.8) | \$ (54,418.8) | \$ (14,899.8) | \$ (70,292.4) | \$ (808.7) | \$ (57,671.1) | \$ (14,281.3) | \$ (72,761.1) |
| Debt Service Expense Total⁽³⁾ | \$ 6,734.7 | \$ 376,356.0 | \$ 103,046.0 | \$ 486,136.7 | \$ 5,488.2 | \$ 391,386.7 | \$ 96,920.3 | \$ 493,795.2 |
| Debt Service (Deficit)/Surplus | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Note: Totals may not add up because of rounding.

⁽¹⁾ Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: \$4.7 million in FY24 and \$4.6 million in FY25.

⁽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 Total excludes USG Building General Revenue Bonds of \$11.3 million debt service.

| Outstanding Debt Principal Balance (\$ in thousands) | Beginning FY24 Balance | | | | Beginning FY25 Balance | | | |
|---|------------------------|-----------------------|-----------------------|-----------------------|------------------------|-----------------------|-----------------------|-----------------------|
| | Bus | Rail | Highway | Total | Bus | Rail | Highway | Total |
| Proposition A | \$ 11,257.3 | \$ 753,442.7 | \$ - | \$ 764,700.0 | \$ 6,154.1 | \$ 671,080.9 | \$ - | \$ 677,235.0 |
| Proposition C | 63,769.2 | 438,033.6 | 1,203,817.2 | 1,705,620.0 | 50,789.1 | 420,855.0 | 1,050,380.9 | 1,522,025.0 |
| Measure R | - | 2,729,275.0 | - | 2,729,275.0 | - | 2,620,610.0 | - | 2,620,610.0 |
| Outstanding Debt Principal Balance Total⁽¹⁾ | \$ 75,026.5 | \$ 3,920,751.3 | \$ 1,203,817.2 | \$ 5,199,595.0 | \$ 56,943.2 | \$ 3,712,545.9 | \$ 1,050,380.9 | \$ 4,819,870.0 |

Note: Totals may not add up because of rounding.

⁽¹⁾ The Debt Service Expense and Outstanding Principal Balance excludes USG Building General Revenue Bonds of \$11.3 million Debt Service and \$32.9 million Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process.

| Tax Revenue Source for Debt Servicing (\$ in millions) | FY25 Net Sales Tax Revenue | FY25 Debt Service ⁽¹⁾ | Annual Debt Service Maximum ⁽²⁾ | Maximum Additional Bond Issuance Allowed | % of Allowable Revenue Used |
|--|----------------------------|----------------------------------|--|--|-----------------------------|
| Proposition A (PA) | | | | | |
| Proposition A 35% Rail Set Aside ⁽³⁾ | \$ 384.4 | \$ 86.9 | \$ 334.4 | \$ 3,628.7 | 26.0% |
| Proposition A 40% Discretionary ⁽⁴⁾ | 439.3 | 0.9 | N/A | N/A | 100.0% |
| Proposition C (PC) | | | | | |
| Proposition C 10% Commuter Rail ⁽⁵⁾ | \$ 113.9 | \$ 2.8 | \$ 45.5 | \$ 627.1 | 6.1% |
| Proposition C 25% Street & Highways ⁽⁶⁾ | 284.7 | 108.3 | 170.8 | 916.1 | 63.4% |
| Proposition C 40% Discretionary ⁽⁷⁾ | 455.5 | 41.5 | 182.2 | 2,062.0 | 22.8% |
| Measure R (MR) | | | | | |
| Measure R Transit Capital - New Rail 35% ⁽⁸⁾ | \$ 398.5 | \$ 258.2 | \$ 346.7 | \$ 814.5 | 74.5% |
| Measure R Highway Capital 20% ⁽⁹⁾ | 227.7 | 0.6 | 136.6 | 1,251.7 | 0.4% |
| Measure R Transit Capital - Metrolink 3% ⁽¹⁰⁾ | 34.2 | - | 29.7 | 273.4 | 0.0% |
| Measure R Transit Capital - Metro Rail 2% ⁽¹¹⁾ | 22.8 | 2.0 | 19.8 | 163.6 | 10.2% |
| Measure M (MM) | | | | | |
| Measure M Transit Construction 35% ⁽¹²⁾ | \$ 398.5 | \$ - | \$ 346.7 | \$ 5,082.9 | 0.0% |
| Measure M Highway Construction 17% ⁽¹²⁾ | 193.6 | - | 168.4 | 2,468.9 | 0.0% |
| Measure M Metro Active Transportation Program 2% ⁽¹²⁾ | 22.8 | - | 19.8 | 290.5 | 0.0% |
| Measure M Metro State of Good Repair 2% ⁽¹²⁾ | 22.8 | - | 19.8 | 290.5 | 0.0% |
| Measure M Regional Rail 1% ⁽¹²⁾ | 11.4 | - | 9.9 | 145.2 | 0.0% |

Note: Totals may not add up because of rounding.

⁽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.



Oversight and Administration

FY25 Proposed Budget Book

The FY25 Oversight and Administration budget is \$90.2 million, representing 1.0% of the annual budget. This program reflects continuous cost controls and comprises activities such as legal services, ethics compliance, internal investigations, and regulatory environmental assessments, alongside legally mandated financial and compliance audits. Agencywide support functions continue to invest in areas of customer experience to deliver transportation services for Los Angeles’ essential journeys and value the workforce by attracting and retaining the best employee base and diversity, equity, and inclusion.

Continued investments of \$23.3 million are planned to value our workforce, including the Employee Engagement Award Program and for the Records Management Center. Metro also continues to invest in programs such as the Transportation School (SEED LA) and Workforce Initiative Now—Los Angeles (WIN-LA) to create future employment opportunities in our communities. Resources are also allocated to software and hardware license renewals and maintenance support for improved efficiency and performance.

Although most customer experience initiatives are reported in the Metro Transit Program for the FY25 Proposed Budget, \$4.8 million in the Oversight and Administration program is not directly attributed to Metro Bus and Rail mode. These include initiatives to enhance the customer experience through public safety, such as the mystery rider program to support fair and equitable fare compliance, ADA accessibility, and riders with limited English proficiency. Metro also creates a digital roadmap to enhance customer experiences with our technology platforms. Metro continues to explore ways to deliver world-class transportation services through the traffic reduction pilot and a mobility concept plan for the 2028 Olympics.

The Oversight and Administration program has \$2.3 million allocated to diversity, equity, and inclusion. Initiatives include the Equity Advisory Board, Equity Focused Community Toolkit, Equity Information Hub, and the Community-Based Organization (CBO) Partnering Strategy, which will strengthen partnerships between CBOs and Metro. There is continued research into the Workforce Disparity Study and the Universal Basic Mobility and Access to Opportunities project to highlight the importance of transportation to marginalized groups and those living in low-income and Equity-Focused Communities. The Office of Civil Rights, Equity & Inclusion will continue to advance gender equity for women and other diversity efforts such as the Justice, Equity, Diversity, and Inclusion (JEDI) Book Club and Employee Resource Groups.

| | Oversight and Administration (\$ in millions) | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|---|---|------------------------------|--------------------------------|----------------------------|---------------------------|
| 1 | Oversight and Administration | \$ 84.3 | \$ 90.2 | \$ 5.9 | 7.0% |
| 2 | Oversight and Administration Total | \$ 84.3 | \$ 90.2 | \$ 5.9 | 7.0% |

Note: Totals may not add up because of rounding.



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Expenditures by Cabinet and Type



Summary of Expenditures by Cabinet

| Expenditures by Cabinet (\$ in millions) | | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|---|------------------------------------|-------------------|-------------------|-------------------|---------------|
| 1 | Board of Directors | | | | |
| 2 | County Counsel | \$ 19.7 | \$ 17.7 | \$ (1.9) | (9.9)% |
| 3 | Ethics Office | 2.9 | 2.9 | 0.0 | 0.5% |
| 4 | Inspector General | 9.2 | 8.2 | (1.0) | (10.4)% |
| 5 | Office of the Board Administration | 7.4 | 8.2 | 0.9 | 11.7% |
| 6 | Board of Directors Subtotal | \$ 39.1 | \$ 37.0 | \$ (2.0) | (5.2)% |
| 7 | Chief Executive Office | \$ 69.6 | \$ 60.1 | \$ (9.5) | (13.7)% |
| 8 | Chief of Staff | 47.0 | 49.6 | 2.6 | 5.5% |
| 9 | Chief People Office | 113.1 | 122.2 | 9.0 | 8.0% |
| 10 | Chief Safety Office | 362.0 | 380.4 | 18.3 | 5.1% |
| 11 | Customer Experience Office | 166.8 | 177.7 | 11.0 | 6.6% |
| 12 | Office of Strategic Innovation | 12.3 | 15.6 | 3.3 | 27.3% |
| 13 | Operations | 2,628.3 | 2,915.7 | 287.4 | 10.9% |
| 14 | Planning & Development | 1,042.1 | 952.3 | (89.9) | (8.6)% |
| 15 | Program Management | 2,710.6 | 2,083.3 | (627.3) | (23.1)% |
| 16 | Strategic Financial Management | 2,157.4 | 2,155.3 | (2.1) | (0.1)% |
| 17 | Grand Total | \$ 9,348.4 | \$ 8,949.1 | \$ (399.2) | (4.3)% |

Note: Totals may not add up because of rounding.

Summary of Expenditures by Type

| Expenditures by Type (\$ in millions) | | FY24 Budget | FY25 Proposed | \$ Change | % Change |
|--|--|-------------------|-------------------|-------------------|---------------|
| 1 | Labor & Benefits | \$ 1,741.8 | \$ 1,895.5 | \$ 153.7 | 8.8% |
| 2 | Asset Acquisitions for Transit & Highway Projects | 2,141.1 | 1,766.3 | (374.7) | (17.5)% |
| 3 | Regional Transit/Highway Subsidies | 2,710.5 | 2,543.4 | (167.0) | (6.2)% |
| 4 | Contract & Professional Services | 1,746.3 | 1,686.2 | (60.0) | (3.4)% |
| 5 | Materials & Supplies | 345.4 | 359.0 | 13.6 | 3.9% |
| 6 | Public Liability/Property Damage (PL/PD) & Other Insurance | 174.7 | 202.4 | 27.6 | 15.8% |
| 7 | Debt Principal/Interest ⁽¹⁾ | 485.0 | 492.2 | 7.3 | 1.5% |
| 8 | Training & Travel | 3.7 | 4.1 | 0.4 | 9.9% |
| 9 | Grand Total | \$ 9,348.4 | \$ 8,949.1 | \$ (399.2) | (4.3)% |

Note: Totals may not add up because of rounding.

⁽¹⁾ Professional services of \$1.1 million in FY24 and \$1.2 million in FY25 for debt service that is included in the Debt Service section is reported as Contract & Professional Services in this table.



Cost Inflation

The Consumer Price Index (CPI), as measured by the Bureau of Labor Statistics, is projected to increase by 3.0% in FY25 for the Los Angeles area. CPI measures the average change over time in the prices paid by urban consumers for a market basket of consumer goods and services.

The FY25 Proposed Budget reflects a 4% annual wage increase and other articles for the represented union group SMART, per its Collective Bargaining Agreement (CBA). The FY25 Proposed Budget does not yet include wage increases for Metro's four other represented union groups, AFSCME, ATU, TCU, and Teamsters, as collective bargaining is underway. Once CBAs have been established, the FY25 Adopted Budget will be amended. An average 4% performance increase is included for non-represented employees, distributed on a merit-based system.

Health and welfare benefits for represented employees are determined by their respective CBAs. Non-represented employees receive medical and dental benefits at the carrier contract rates previously approved by the Board.

Areas of Uncertainty

A budget is a plan, and all plans are subject to some degree of uncertainty. Many factors are at play that may impact revenue and expenditure levels during FY25 and require close monitoring and consideration. A few of these risk areas include the following.

- Consumer spending habits for Metro manifest in the form of sales tax revenues
- High inflation erodes consumers' purchasing power, while high housing costs reduce disposable income
- Labor availability and recruitment to fully implement budgeted service levels
- Potential increased borrowing costs during this period of intense infrastructure expansion and rising interest rates
- Rising construction costs are fostered by competing demands for products, services, and raw materials and unplanned changes in capital project scopes and design
- Changes in federal and state grant funding levels for capital and maintenance projects
- Additional initiatives and Board motions without dedicated funding



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Full-Time Equivalents (FTEs)

FTEs by Cabinet

FY25 Proposed Budget Book

| | Cabinet | FY24 Budget | FY25 Proposed | Change | % Change |
|----|------------------------------------|----------------|------------------|------------|-------------|
| 1 | Board of Directors | | | | |
| 2 | County Counsel | 3 | 3 | - | 0.0% |
| 3 | Ethics Office | 9 | 9 | - | 0.0% |
| 4 | Inspector General | 24 | 24 | - | 0.0% |
| 5 | Office of the Board Administration | 27 | 30 | 3 | 11.1% |
| 6 | Board of Directors Subtotal | 63 | 66 | 3 | 4.8% |
| 7 | Chief Executive Office | 138 | 141 | 3 | 2.2% |
| 8 | Chief of Staff | 48 | 50 | 2 | 4.2% |
| 9 | Chief People Office | 266 | 285 | 19 | 7.1% |
| 10 | Chief Safety Office | 441 | 497 | 56 | 12.7% |
| 11 | Customer Experience Office | 369 | 381 | 12 | 3.3% |
| 12 | Office of Strategic Innovation | 14 | 16 | 2 | 14.3% |
| 13 | Operations | 8,549 | 8,785 | 236 | 2.8% |
| 14 | Planning & Development | 198 | 210 | 12 | 6.1% |
| 15 | Program Management | 235 | 264 | 29 | 12.3% |
| 16 | Strategic Financial Management | 562 | 588 | 26 | 4.6% |
| 17 | Total FTEs | 10,883 | 11,283 | 400 | 3.7% |
| 18 | Metro Represented Total | 8,982 | 9,275 | 293 | 3.3% |
| 19 | Metro Non-Represented Total | 1,901 | 2,008 | 107 | 5.6% |
| 20 | Metro Total | 10,883 | 11,283 | 400 | 3.7% |

Agencywide FTEs

The FY25 Proposed Budget includes 11,283 FTEs, an increase of 400 FTEs from FY24. New FTE additions include 107 Non-Represented FTEs and 293 Represented FTEs. Of the 107 Non-Represented FTEs, 60 are mostly cost-neutral by shifting from temporary to permanent.

New Non-Represented FTEs are in the following areas.

- Mega Project Resource Model: Building knowledge and expanding staff's technical capability on mega projects, handling mega project expansion, and stabilizing existing project delivery schedules (29 FTEs, of which 24 are mostly cost-neutral)
- Enhance the Transit Rider Experience: Public and Community Relations, Art Program, Cleaning, Station Experience Initiatives, PSAC, Fare programs, and TAP specialized technology (23 FTEs, of which 14 are cost-neutral)

**FTEs by Cabinet****FY25 Proposed Budget Book**

- Valuing the Workforce: innovations in recruitment and retention, cross-training, employee safety, pensions, and benefits (19 FTEs, of which 4 are cost-neutral)
- Operational Efficiencies: ITS operational support and data analytics, supply chain management, contract administration, and procurement (13 FTEs, of which 9 are cost-neutral)
- Joint Development and Better Mobility (8 FTEs, of which 5 are cost-neutral);
- Administration, Financial Sustainability, and Legal Compliance: budget management, grants, and legal compliance (7 FTEs, of which 2 are cost-neutral)
- Capital Project Support: NextGen Bus Speed and Reliability, Bus Rapid Transit Studies, Southeast Gateway Line, Cost Control, and FTA Compliance (8 FTEs, of which 2 are cost-neutral)

Represented FTEs are in the following areas.

- Expanded cleaning efforts on Bus and Rail systems, including hot spots and end-of-line (155 FTEs)
- Improve the Station Experience through environmental design and care-first strategies (8 FTEs)
- Provide operational support by aligning security resources to Metro's high-visibility and vulnerable areas with Bus Riding Teams (38 FTEs) and maintaining a presence on the K Line and Regional Connector (15 FTEs)
- Increase efforts to address critical State of Good Repair work for A Line, B Line, C Line, Heavy Rail Mid-Life, and other capital projects (42 FTEs)
- Preventative maintenance work on the bus system (22 FTEs) and rail system (3 FTEs)
- Expansion of TAP Operations Call Center (5 FTEs)
- Logistic support for bus storeroom and rail warehouses (3 FTEs), ITS Divisions support (1 FTE), and Employment Processing Center (1 FTE)



FTEs by Cabinet Detail

FY25 Proposed Budget Book

| | Cabinet | FY24 Budget | FY25 Proposed | Change |
|----|--|----------------|------------------|------------|
| 1 | Board of Directors | | | |
| 2 | Represented | 3 | 3 | - |
| 3 | Non-Represented | 60 | 63 | 3 |
| 4 | Board of Directors Subtotal | 63 | 66 | 3 |
| 5 | Chief Executive Office (Non-Represented) Subtotal | 138 | 141 | 3 |
| 6 | Chief of Staff (Non-Represented) Subtotal | 48 | 50 | 2 |
| 7 | Chief People Office | | | |
| 8 | Represented | 68 | 70 | 2 |
| 9 | Non-Represented | 198 | 215 | 17 |
| 10 | Chief People Office Subtotal | 266 | 285 | 19 |
| 11 | Chief Safety Office | | | |
| 12 | Represented | 310 | 363 | 53 |
| 13 | Non-Represented | 131 | 134 | 3 |
| 14 | Chief Safety Office Subtotal | 441 | 497 | 56 |
| 15 | Customer Experience Office | | | |
| 16 | Represented | 204 | 209 | 5 |
| 17 | Non-Represented | 165 | 172 | 7 |
| 18 | Customer Experience Office Subtotal | 369 | 381 | 12 |
| 19 | Office of Strategic Innovation (Non-Represented) Subtotal | 14 | 16 | 2 |
| 20 | Operations | | | |
| 21 | Represented | 8,160 | 8,390 | 230 |
| 22 | Non-Represented | 389 | 395 | 6 |
| 23 | Operations Subtotal | 8,549 | 8,785 | 236 |
| 24 | Planning & Development (Non-Represented) Subtotal | 198 | 210 | 12 |
| 25 | Program Management (Non-Represented) Subtotal | 235 | 264 | 29 |
| 26 | Strategic Financial Management | | | |
| 27 | Represented | 237 | 240 | 3 |
| 28 | Non-Represented | 325 | 348 | 23 |
| 29 | Strategic Financial Management Subtotal | 562 | 588 | 26 |
| 30 | Grand Total FTEs | 10,883 | 11,283 | 400 |
| 31 | Represented Total | 8,982 | 9,275 | 293 |
| 32 | Non-Represented Total | 1,901 | 2,008 | 107 |
| 33 | Grand Total FTEs | 10,883 | 11,283 | 400 |

FULL-TIME EQUIVALENTS (FTEs)

FTEs by Cabinet Detail

FY25 Proposed Budget Book

| | Cabinet | FY24 Budget | FY25 Proposed | Change |
|----|---|--------------|---------------|------------|
| 1 | Board Of Directors | | | |
| 2 | County Counsel | 3 | 3 | - |
| 3 | Ethics Office | 9 | 9 | - |
| 4 | Inspector General | 24 | 24 | - |
| 5 | Office of the Board Administration | 27 | 30 | 3 |
| 6 | Board of Directors Subtotal | 63 | 66 | 3 |
| 7 | Chief Executive Office Subtotal | 138 | 141 | 3 |
| 8 | Chief of Staff | | | |
| 9 | Chief of Staff Administration | 15 | 16 | 1 |
| 10 | Government Relations | 8 | 9 | 1 |
| 11 | Office of Civil Rights, Racial Equity & Inclusion | 25 | 25 | - |
| 12 | Chief of Staff Subtotal | 48 | 50 | 2 |
| 13 | Chief People Office | | | |
| 14 | Human Capital & Development | 148 | 158 | 10 |
| 15 | Information Technology Services | 118 | 127 | 9 |
| 16 | Chief People Office Subtotal | 266 | 285 | 19 |
| 17 | Chief Safety Office | | | |
| 18 | Enterprise Transit Asset Management (ETAM) | 11 | 11 | - |
| 19 | Risk Management | 51 | 53 | 2 |
| 20 | Safety | 39 | 41 | 2 |
| 21 | System Security & Law Enforcement | 337 | 389 | 52 |
| 22 | Emergency Security Operations Center | 3 | 3 | - |
| 23 | Chief Safety Office Subtotal | 441 | 497 | 56 |
| 24 | Customer Experience Office | | | |
| 25 | Art & Community Enrichment | 28 | 29 | 1 |
| 26 | Community Relations | 38 | 40 | 2 |
| 27 | Customer Experience | 16 | 16 | - |
| 28 | Customer Programs & Services | 64 | 64 | - |
| 29 | Customer Relations | 140 | 145 | 5 |
| 30 | Marketing | 66 | 66 | - |
| 31 | Public Relations | 14 | 16 | 2 |
| 32 | Fare Programs | 3 | 5 | 2 |
| 33 | Customer Experience Office Subtotal | 369 | 381 | 12 |
| 34 | Office of Strategic Innovation Subtotal | 14 | 16 | 2 |
| 35 | Operations | | | |
| 36 | Executive Office Operations | 313 | 317 | 4 |
| 37 | Infrastructure Maintenance And Engineering | 1,113 | 1,259 | 146 |
| 38 | Operations Administration And Development | 41 | 41 | - |
| 39 | Shared Mobility | 67 | 69 | 2 |
| 40 | Transit Service Delivery | 4,715 | 4,715 | - |
| 41 | Vehicle Maintenance And Engineering | 2,300 | 2,384 | 84 |
| 42 | Operations Subtotal | 8,549 | 8,785 | 236 |

FULL-TIME EQUIVALENTS (FTEs)



FTEs by Cabinet Detail

FY25 Proposed Budget Book

| | Cabinet | FY24 Budget | FY25 Proposed | Change |
|----|--|----------------|------------------|------------|
| 43 | Planning & Development | | | |
| 44 | Financial Planning, Programming & Grants | 49 | 50 | 1 |
| 45 | Mobility Corridors & Technical Services Division | 53 | 58 | 5 |
| 46 | Multimodal Integrated Planning | 44 | 47 | 3 |
| 47 | Office Of Chief Planning Officer | 7 | 8 | 1 |
| 48 | Real Estate & Transit Oriented Communities | 45 | 47 | 2 |
| 49 | Planning & Development Subtotal | 198 | 210 | 12 |
| 50 | Program Management | | | |
| 51 | Engineering | 47 | 53 | 6 |
| 52 | Program Administration | 13 | 15 | 2 |
| 53 | Sustainability and Environmental Compliance | 22 | 23 | 1 |
| 54 | Project Management | 121 | 141 | 20 |
| 55 | Quality Management | 14 | 14 | - |
| 56 | Third Party | 18 | 18 | - |
| 57 | Program Management Subtotal | 235 | 264 | 29 |
| 58 | Strategic Financial Management | | | |
| 59 | Finance & Budget | 245 | 260 | 15 |
| 60 | Logistics & Supply Chain Management | 250 | 258 | 8 |
| 61 | Services Procurement | 67 | 70 | 3 |
| 62 | Strategic Financial Management Subtotal | 562 | 588 | 26 |
| 63 | Metro Total | 10,883 | 11,283 | 400 |

FULL-TIME EQUIVALENTS (FTEs)



Funds



Estimated Fund Balances for the Year Ending June 30, 2025

| | Fund Type (\$ in millions) | FY25 Estimated Ending Fund Balance |
|----|---|---------------------------------------|
| 1 | Proposition A | |
| 2 | Discretionary Transit (95% of 40%) ^{(1), (4)} | \$ 468.0 |
| 3 | Discretionary Incentive (5% of 40%) ⁽¹⁾ | 56.4 |
| 4 | Rail (35%) ^{(1), (4)} | 179.8 |
| 5 | Interest | 38.7 |
| 6 | Proposition A Total | \$ 742.8 |
| 7 | Proposition C | |
| 8 | Discretionary (40%) ⁽¹⁾ | \$ 267.6 |
| 9 | Security (5%) ⁽¹⁾ | 6.7 |
| 10 | Commuter Rail (10%) ⁽¹⁾ | 13.2 |
| 11 | Street & Highway (25%) | 304.4 |
| 12 | Interest | 5.6 |
| 13 | Proposition C Total | \$ 597.6 |
| 14 | Measure R | |
| 15 | Administration (1.5%) | \$ 20.9 |
| 16 | Transit Capital - Metrolink (3%) | (62.6) |
| 17 | Transit Capital - Metro Rail (2%) | 0.4 |
| 18 | Transit Capital - New Rail (35%) ⁽²⁾ | 62.2 |
| 19 | Highway Capital (20%) ^{(2), (3)} | (168.5) |
| 20 | New Rail Operations (5%) ⁽¹⁾ | 22.2 |
| 21 | Bus Operations (20%) ⁽¹⁾ | 398.4 |
| 22 | Measure R Total | \$ 273.0 |
| 23 | Measure M | |
| 24 | Administration (0.5%) | \$ 7.3 |
| 25 | Local Return (17%) | 0.4 |
| 26 | Metro Rail Operations (5%) ⁽¹⁾ | 124.2 |
| 27 | Transit Operations (20%) ⁽¹⁾ | 305.1 |
| 28 | ADA Paratransit for the Disabled, Metro Discounts for Seniors and Students (2%) | - |
| 29 | Transit Construction (35%) ⁽²⁾ | (284.0) |
| 30 | Metro State of Good Repair (2%) | 2.9 |
| 31 | Highway Construction (17%) ⁽³⁾ | 621.2 |
| 32 | Metro Active Transportation Program (2%) ⁽¹⁾ | 67.8 |
| 33 | Regional Rail (1%) | - |
| 34 | Measure M Total | \$ 844.8 |
| 35 | Transportation Development Act (TDA) | |
| 36 | Article 3 ⁽¹⁾ | \$ 16.8 |
| 37 | Article 4 ⁽¹⁾ | 454.9 |
| 38 | Article 8 ⁽¹⁾ | 24.4 |
| 39 | TDA Total | \$ 496.1 |
| 40 | State Transit Assistance (STA) | |
| 41 | Revenue Share ⁽¹⁾ | \$ 2.3 |
| 42 | Population Share ⁽¹⁾ | - |
| 43 | STA Total | \$ 2.3 |
| 44 | The Road Recovery and Accountability Act of 2017 (SB1-SGR) | |
| 45 | Revenue Share ⁽¹⁾ | \$ 18.5 |
| 46 | Population Share ⁽¹⁾ | - |
| 47 | SB1-SGR Total | \$ 18.5 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Committed - previously allocated to Metro, Municipal Operators, and cities.

⁽²⁾ Deficits in 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.



Governmental Funds

FY25 Proposed Budget Book

| | Fund Type (\$ in millions) | FY25 Estimated Ending Fund Balance |
|----|---|---------------------------------------|
| 48 | The Road Recovery and Accountability Act of 2017 (SB1-STA) | |
| 49 | Revenue Share ⁽¹⁾ | \$ 11.2 |
| 50 | Population Share ⁽¹⁾ | - |
| 51 | SB1-STA Total | \$ 11.2 |
| 52 | SAFE Fund Total⁽³⁾ | \$ 40.0 |
| 53 | Other Special Revenue Funds Total⁽³⁾ | \$ 104.9 |
| 54 | General Fund | |
| 55 | Administration - Propositions A & C & TDA | \$ (2.7) |
| 56 | LCFS 80% ⁽³⁾ | 13.2 |
| 57 | General Fund/Other ⁽⁴⁾ | 8.7 |
| 58 | General Fund Total | \$ 19.2 |
| 59 | FY23 Estimated Ending Fund Balance Total | \$ 3,150.3 |
| 60 | Less: Mandatory Operating Reserve⁽⁴⁾ | \$ 216.7 |
| 61 | FY23 Estimated Ending Fund Balance After Reserve⁽⁵⁾ | \$ 2,933.6 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Committed - previously allocated to Metro, Municipal Operators, and cities.

⁽³⁾ Restricted by legislation and Board-approved projects and programs.

⁽⁴⁾ Required by the Board-approved Financial Stability Policy.

⁽⁵⁾ The budgetary fund balance represents the estimated net position at the end of FY25. The estimated FY25 fund balance does not cover all existing and known encumbrance/commitments. Refer to Appendix III, line 115, and Appendix V, line 214. The remaining \$3,392.9 million in LOP funds are committed to Board-approved State of Good Repair, Asset Improvement, and Transit Improvement/Modernization projects.



Statement of Revenues, Expenditures, and Changes in Fund Balances for the Years Ending June 30, 2024, and 2025

| Governmental Funds (\$ in millions) | Special Revenue Fund | | General Fund | | Total | |
|--|----------------------|---------------------|------------------|-------------------|---------------------|---------------------|
| | FY24 Budget | FY25 Proposed | FY24 Budget | FY25 Proposed | FY24 Budget | FY25 Proposed |
| Revenues | | | | | | |
| Sales Tax ⁽¹⁾ | \$ 5,629.3 | \$ 5,497.8 | \$ - | \$ - | \$ 5,629.3 | \$ 5,497.8 |
| Intergovernmental Grants ⁽²⁾ | 287.8 | 395.2 | 58.8 | 43.3 | 346.6 | 438.5 |
| Investment Income | 0.1 | 0.1 | 1.7 | 2.8 | 1.8 | 2.9 |
| Lease & Rental | - | - | 16.0 | 15.9 | 16.0 | 15.9 |
| Licenses & Fines | - | - | 0.8 | 0.8 | 0.8 | 0.8 |
| Federal Fuel Credits & Other | - | - | 46.5 | 36.6 | 46.5 | 36.6 |
| Revenues Total | 5,917.2 | 5,893.1 | 123.8 | 99.4 | 6,041.0 | 5,992.5 |
| Expenditures | | | | | | |
| Subsidies | \$ 2,444.9 | \$ 2,370.1 | \$ 58.5 | \$ 49.0 | \$ 2,503.4 | \$ 2,419.1 |
| Operating Expenditures | 590.8 | 531.6 | 268.3 | 270.3 | 859.1 | 801.9 |
| Debt & Interest Expenditures | - | - | - | - | - | - |
| Debt Principal Retirement | - | - | - | - | - | - |
| Expenditures Total | 3,035.7 | 2,901.7 | 326.8 | 319.3 | 3,362.5 | 3,221.0 |
| Transfers | | | | | | |
| Transfers In | \$ 224.2 | \$ 148.6 | \$ 182.9 | \$ 175.8 | \$ 407.1 | \$ 324.4 |
| Transfers (Out) | (4,119.0) | (3,796.1) | (19.0) | (71.6) | (4,138.0) | (3,867.7) |
| Proceeds from Financing | 37.8 | 32.5 | - | - | 37.8 | 32.5 |
| Transfers Total | \$ (3,857.0) | \$ (3,615.0) | \$ 163.9 | \$ 104.2 | \$ (3,693.1) | \$ (3,510.8) |
| Net Change in Fund Balances | \$ (975.5) | \$ (623.6) | \$ (39.1) | \$ (115.7) | \$ (1,014.6) | \$ (739.3) |
| Fund Balances - Beginning of Year | \$ 4,730.1 | \$ 3,754.6 | \$ 174.0 | \$ 134.8 | \$ 4,904.1 | \$ 3,889.4 |
| Fund Balances - End of Year⁽³⁾ | \$ 3,754.6 | \$ 3,131.1 | \$ 134.8 | \$ 19.2 | \$ 3,889.4 | \$ 3,150.3 |

Note: Totals may not add up because of rounding.

⁽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, Transit Infrastructure Development, Freeway Service Patrol, Pass-Through, and miscellaneous planning projects.

⁽³⁾ The budgetary fund balance represents the estimated net position at the end of FY25. The estimated FY25 fund balance does not cover all existing and known encumbrance/commitments. Refer to Appendix III, line 115, and Appendix V, line 214. The remaining \$3,392.9 million in LOP funds are committed to Board-approved State of Good Repair, Asset Improvement, and Transit Improvement/Modernization projects.



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

| | Resources & Expenses (\$ in millions) | FY24 Budget | FY25 Proposed | | | | |
|----|---|-------------------|-------------------|-------------------|-------------------|------------------|------------------------|
| | | | Total | Bus | Rail | Transit Court | Regional Activities |
| 1 | Transit Operations Resources | | | | | | |
| 2 | Transit Fares and Other Revenues | | | | | | |
| 3 | Fares ⁽¹⁾ | \$ 146.8 | \$ 174.6 | \$ 135.3 | \$ 39.3 | \$ - | \$ - |
| 4 | Advertising | 27.7 | 27.2 | 24.0 | 3.2 | - | - |
| 5 | Other Revenues ⁽²⁾ | 7.7 | 10.5 | 9.2 | - | 1.3 | - |
| 6 | Transit Fares and Other Revenues Subtotal | \$ 182.2 | \$ 212.3 | \$ 168.4 | \$ 42.5 | \$ 1.3 | \$ - |
| 7 | Federal and State Grants | | | | | | |
| 8 | Federal Preventive Maintenance | \$ 601.8 | \$ 408.0 | \$ 292.0 | \$ 116.0 | \$ - | \$ - |
| 9 | Federal CMAQ | 19.1 | 29.1 | - | 29.1 | - | - |
| 10 | Federal and State Grants | 31.2 | 50.9 | - | 50.9 | - | - |
| 11 | Federal and State Grants Subtotal | \$ 652.1 | \$ 488.1 | \$ 292.0 | \$ 196.1 | \$ - | \$ - |
| 12 | Local Subsidies | | | | | | |
| 13 | Prop A - (40% Bus) and (35% Rail) | \$ 205.3 | \$ 391.0 | \$ 168.5 | \$ 206.5 | \$ - | \$ 15.9 |
| 14 | Prop C - (40% Bus/Rail), (5% Security) and Interest | 689.0 | 384.1 | 270.8 | 103.2 | - | 10.1 |
| 15 | Measure R - (20% Bus) and (5% Rail) | 93.6 | 381.0 | 204.1 | 176.9 | - | - |
| 16 | Measure M - (20% Bus), (5% Rail) and (2% SGR) | 192.2 | 200.3 | 200.3 | - | - | - |
| 17 | Transit Development Act (TDA) Article 4 | 28.9 | 292.4 | 279.2 | - | - | 13.2 |
| 18 | STA, STA/SB1, and SB1/SGR | 331.7 | 282.9 | 162.4 | 120.5 | - | - |
| 19 | Toll and Revenue Grant | 4.4 | 4.4 | 4.4 | - | - | - |
| 20 | General and Other Funds | 2.2 | 17.5 | 10.3 | 5.0 | - | 2.2 |
| 21 | Local Subsidies Subtotal | \$ 1,547.1 | \$ 1,953.6 | \$ 1,300.0 | \$ 612.1 | \$ - | \$ 41.4 |
| 22 | Transit Operations Resources Total | \$ 2,381.4 | \$ 2,653.9 | \$ 1,760.5 | \$ 850.7 | \$ 1.3 | \$ 41.4 |
| 23 | Transit Capital Resources | | | | | | |
| 24 | Federal, State, and Local Grants | \$ 545.3 | \$ 537.3 | \$ 143.4 | \$ 393.8 | \$ - | \$ - |
| 25 | Local and State Sales Tax ⁽³⁾ | 1,356.4 | 1,012.3 | 341.0 | 671.3 | - | - |
| 26 | Other Capital Financing | 1,192.2 | 929.2 | 4.5 | 924.7 | - | - |
| 27 | Transit Capital Resources Total | \$ 3,093.9 | \$ 2,478.8 | \$ 489.0 | \$ 1,989.8 | \$ - | \$ - |
| 28 | Transit Operations & Capital Resources Total | \$ 5,475.3 | \$ 5,132.7 | \$ 2,249.5 | \$ 2,840.5 | \$ 1.3 | \$ 41.4 |
| 29 | Transit Operations Expenses | | | | | | |
| 30 | Labor and Benefits | \$ 1,486.4 | \$ 1,613.6 | \$ 1,118.5 | \$ 449.8 | \$ 0.8 | \$ 44.6 |
| 31 | Fuel and Propulsion Power | 91.6 | 95.5 | 49.6 | 45.9 | - | - |
| 32 | Materials and Supplies | 122.8 | 134.5 | 98.2 | 34.7 | - | 1.6 |
| 33 | Contract and Professional Services | 439.1 | 487.6 | 196.3 | 264.8 | 0.3 | 26.2 |
| 34 | PL/PP and Other Insurance | 68.9 | 84.8 | 69.9 | 14.9 | - | - |
| 35 | Purchased Transportation | 77.9 | 82.1 | 80.1 | - | - | 2.0 |
| 36 | Allocated Overhead ⁽⁴⁾ | 33.1 | 96.4 | 79.5 | 2.6 | 0.3 | 14.1 |
| 37 | Regional Chargeback | (0.0) | - | 38.6 | 11.0 | - | (49.6) |
| 38 | Other Expenses ⁽⁵⁾ | 61.7 | 59.5 | 29.8 | 27.1 | - | 2.5 |
| 39 | Transit Operations Expenses Total⁽⁶⁾ | \$ 2,381.4 | \$ 2,653.9 | \$ 1,760.5 | \$ 850.7 | \$ 1.3 | \$ 41.4 |
| 40 | Transit Capital Expenses Operating Total | \$ 2,772.4 | \$ 2,206.4 | \$ 468.4 | \$ 1,738.0 | \$ - | \$ - |
| 41 | Transit Capital Expenses Planning Total | \$ 321.4 | \$ 272.4 | \$ 20.6 | \$ 251.8 | \$ - | \$ - |
| 42 | Capital Expenses Total⁽⁷⁾ | \$ 3,093.9 | \$ 2,478.8 | \$ 489.0 | \$ 1,989.8 | \$ - | \$ - |
| 43 | Transit Operations & Capital Expenses Total | \$ 5,475.3 | \$ 5,132.7 | \$ 2,249.5 | \$ 2,840.5 | \$ 1.3 | \$ 41.4 |
| 44 | Transit Operations & Capital (Deficit)/Surplus | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Note: Totals may not add up because of rounding.

- (1) Fare revenues includes \$2.05 million revenues from TAP card sales.
- (2) Other Revenues includes interest income, parking charges, vending revenues, county buy down, transit court and other miscellaneous revenues.
- (3) Includes funding from Sales Tax, General Fund, State Repayment of Capital Project Loans, and State Proposition 1B cash funds.
- (4) Year-to-year changes in overhead distribution reflect changes in overhead allocation approved by Federal funding partners.
- (5) Other Expenses include utilities and credits, taxes, advertisement/settlement, travel/mileage/meals, and training/seminar/periodicals.
- (6) Presentation of expenses on this schedule follow Generally Accepted Accounting Principles (GAAP). In certain cases, this may differ slightly from the Summary of Expenditures tables.
- (7) Capital expenses for operations and construction project planning are combined for reporting purposes and include non-bus and rail items.



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

| Resources & Expenses (\$ in millions) | FY24 Budget | FY25 Proposed | | | | |
|--|-----------------|-----------------|------------------|-----------------|------------------|-----------------|
| | | Total | Union Station | ExpressLanes | Bike Share | Park & Ride |
| 1 Other Transit Operations Resources | | | | | | |
| 2 Toll Fares and Other Revenues | | | | | | |
| 3 Tolls and Violation Fines | \$ 65.5 | \$ 81.7 | \$ - | \$ 81.7 | \$ - | \$ - |
| 4 Rental and Lease Income | 3.4 | 2.9 | (2.2) | - | 1.5 | 3.5 |
| 5 Toll Fares and Other Revenues Subtotal | \$ 68.9 | \$ 84.6 | \$ (2.2) | \$ 81.7 | \$ 1.5 | \$ 3.5 |
| 6 Federal and State Grants | | | | | | |
| 7 Federal CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 8 Federal and State Grants Subtotal | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 9 Local Subsidies | | | | | | |
| 10 Propositions A and C | \$ 5.4 | \$ 1.9 | \$ - | \$ - | \$ - | \$ 1.9 |
| 11 Measure M | - | - | - | - | - | - |
| 12 General Fund | 10.1 | 10.7 | 2.1 | - | 7.9 | 0.6 |
| 13 City of Los Angeles | 9.6 | 14.4 | - | - | 14.4 | - |
| 14 Local Subsidies Subtotal | \$ 25.1 | \$ 27.0 | \$ 2.1 | \$ - | \$ 22.3 | \$ 2.5 |
| 15 Other Transit Operations Resources Total | \$ 94.0 | \$ 111.6 | \$ - | \$ 81.7 | \$ 23.9 | \$ 6.0 |
| 16 Other Transit Operations Expenses | | | | | | |
| 17 Labor and Benefits | \$ 6.5 | \$ 6.2 | \$ 0.5 | \$ 2.7 | \$ 1.0 | \$ 2.0 |
| 18 Materials and Supplies | - | - | - | - | - | - |
| 19 Contract and Professional Services | 58.3 | 61.7 | 0.8 | 35.7 | 22.2 | 3.0 |
| 20 PL/PD and Other Insurance | 0.5 | 0.6 | 0.6 | - | - | - |
| 21 Allocated Overhead | 3.0 | 2.1 | 0.3 | 0.5 | 0.3 | 1.0 |
| 22 Other Expenses | 1.1 | 1.1 | - | 0.8 | 0.3 | 0.1 |
| 23 Other Transit Operations Expenses Total | \$ 69.4 | \$ 71.7 | \$ 2.1 | \$ 39.6 | \$ 23.9 | \$ 6.0 |
| 24 Transit Operations Surplus/(Deficit)⁽¹⁾ | \$ (0.5) | \$ 13.0 | \$ (4.3) | \$ 42.1 | \$ (22.3) | \$ (2.5) |
| 25 Net Income | \$ 24.6 | \$ 39.9 | \$ (2.2) | \$ 42.1 | \$ - | \$ - |
| 26 Other Operations Non-Operating Expenses | | | | | | |
| 27 Toll Grant Revenue to Bus Operations | \$ 4.4 | \$ 4.4 | \$ - | \$ 4.4 | \$ - | \$ - |
| 28 Congestion Pricing Program | 12.4 | 7.9 | - | 7.9 | - | - |
| 29 Capital Projects | 1.8 | 17.6 | 1.8 | 15.9 | - | - |
| 30 Congestion Relief Transit Operating Subsidy | 3.6 | 3.6 | - | 3.6 | - | - |
| 31 Congestion Relief Toll Revenue Grant Program ⁽²⁾ | 6.2 | 6.4 | - | 6.4 | - | - |
| 32 Other Operations Non-Operating Expenses Total | \$ 28.3 | \$ 39.9 | \$ 1.8 | \$ 38.1 | \$ - | \$ - |
| 33 Change in Net Asset | \$ (3.7) | \$ 0.1 | \$ (3.9) | \$ 4.0 | \$ - | \$ - |
| 34 Net Asset - Beginning of Year | \$ 209.7 | \$ 206.0 | \$ (11.9) | \$ 219.5 | \$ (1.6) | \$ - |
| 35 Net Asset - End of Year | \$ 206.0 | \$ 206.0 | \$ (15.8) | \$ 223.5 | \$ (1.6) | \$ - |

Note: Totals may not add up because of rounding.

⁽¹⁾ Transit Operations Surplus/(Deficit) is derived by subtracting Other Transit Operations Expenses Total (line 23) from Toll Fares and Other Revenues Subtotal (line 5).

⁽²⁾ Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.



Appendix I

Legally Separate Entities



Public Transportation Services Corporation (PTSC)

Public Transportation Services Corporation (PTSC) is a nonprofit public benefit corporation. PTSC was created in December 1996 to transfer functions performed by the Los Angeles County Metropolitan Transportation Authority (MTA) 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 and Changes in Retained Earnings
for the Years Ending June 30, 2024 and 2025**

| Public Transportation Services Corporation (\$ in millions) | | FY24 Budget | FY25 Proposed |
|--|--|----------------|------------------|
| 1 | Revenue | \$ 594.8 | \$ 642.5 |
| 2 | Expenses | 594.8 | 642.5 |
| 3 | Increase/(Decrease) in Retained Earnings | - | - |
| 4 | Retained Earnings - Beginning of Year | - | - |
| 5 | Retained Earnings - End of Year | \$ - | \$ - |

Note: Totals may not add up because of rounding.

Service Authority for Freeway Emergencies (SAFE)

The Los Angeles County Service Authority for Freeway Emergencies (SAFE) was established in Los Angeles County in 1988. SAFE is an independent legal authority created under state law that 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
- SoCal 511 - Mobile Call Box program (motorist aid)
- SoCal 511 Traveler Information System

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



**Statement of Revenues, Expenditures and Changes in Fund Balances
for the Years Ending June 30, 2024 and 2025**

| Service Authority for Freeway Emergencies (\$ in millions) | | FY24 Budget | FY25 Proposed |
|--|---|------------------------|--------------------------|
| 1 | Revenues | \$ 8.4 | \$ 8.8 |
| 2 | Expenditures | 8.8 | 7.9 |
| 3 | Excess/(Deficiency) of Revenue Over | (0.4) | 1.0 |
| 4 | Other Financing and Sources (Uses) - Transfer Out | - | - |
| 5 | Fund Balances - Beginning of Year | 39.4 | 39.0 |
| 6 | Fund Balances - End of Year | \$ 39.0 | \$ 40.0 |

Note: Totals may not add up because of rounding.



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Appendix II

Service Statistics



Bus and Rail Operating Statistics

FY25 Proposed Budget Book

| Statistic | Bus | | | Rail | | | Total | | |
|---|----------------------------|---------------------|---------------|----------------------------|-------------------|---------------|----------------------------|---------------------|---------------|
| | FY24 Budget ⁽¹⁾ | FY25 Proposed | % Increase | FY24 Budget ⁽¹⁾ | FY25 Proposed | % Increase | FY24 Budget ⁽¹⁾ | FY25 Proposed | % Increase |
| Service Provided (000)⁽²⁾ | | | | | | | | | |
| Revenue Service Hours (RSH) | 6,907 | 7,158 | 3.6% | 1,205 | 1,403 | 16.4% | 8,113 | 8,561 | 5.5% |
| Revenue Service Miles (RSM) | 71,017 | 73,584 | 3.6% | 23,719 | 27,549 | 16.1% | 94,737 | 101,133 | 6.8% |
| Service Consumed (000)⁽²⁾ | | | | | | | | | |
| Unlinked Boardings | 211,703 | 257,012 | 21.4% | 60,258 | 74,596 | 23.8% | 271,961 | 331,608 | 21.9% |
| Passenger Miles | 750,218 | 903,099 | 20.4% | 327,581 | 322,205 | (1.6)% | 1,077,799 | 1,225,304 | 13.7% |
| Operating Revenue (000) | | | | | | | | | |
| Fare Revenue ⁽³⁾ | \$ 112,049 | \$ 133,696 | 19.3% | \$ 31,951 | \$ 38,804 | 21.4% | \$ 144,000 | \$ 172,500 | 19.8% |
| Advertising/Other | \$ 30,500 | \$ 33,200 | 8.9% | \$ 3,000 | \$ 3,200 | 6.7% | \$ 33,500 | \$ 36,400 | 8.7% |
| Operating Revenue Total | \$ 142,549 | \$ 166,896 | 17.1% | \$ 34,951 | \$ 42,004 | 20.2% | \$ 177,500 | \$ 208,900 | 17.7% |
| Operating Cost (000) | | | | | | | | | |
| Transportation | \$ 508,687 | \$ 573,131 | 12.7% | \$ 110,652 | \$ 104,682 | (5.4)% | \$ 619,338 | \$ 677,813 | 9.4% |
| Maintenance | \$ 440,568 | \$ 484,240 | 9.9% | \$ 357,505 | \$ 367,780 | 2.9% | \$ 798,073 | \$ 852,021 | 6.8% |
| Regional | \$ 33,545 | \$ 38,633 | 15.2% | \$ 9,566 | \$ 11,017 | 15.2% | \$ 43,111 | \$ 49,650 | 15.2% |
| Other & Support Cost | \$ 526,522 | \$ 635,831 | 20.8% | \$ 323,664 | \$ 367,192 | 13.4% | \$ 850,186 | \$ 1,003,023 | 18.0% |
| Operating Cost Total⁽⁴⁾ | \$ 1,509,322 | \$ 1,731,835 | 14.7% | \$ 801,387 | \$ 850,671 | 6.1% | \$ 2,310,709 | \$ 2,582,506 | 11.8% |
| Subsidy (000) | \$ 1,366,774 | \$ 1,564,939 | 14.5% | \$ 766,435 | \$ 808,667 | 5.5% | \$ 2,133,209 | \$ 2,373,606 | 11.3% |
| Per Boarding Statistics | | | | | | | | | |
| Fare Revenue | \$ 0.53 | \$ 0.52 | (1.7)% | \$ 0.53 | \$ 0.52 | (2.2)% | \$ 0.53 | \$ 0.52 | (1.8)% |
| Operating Cost | \$ 7.13 | \$ 6.74 | (5.5)% | \$ 13.30 | \$ 11.40 | (14.3)% | \$ 8.50 | \$ 7.79 | (8.3)% |
| Subsidy | \$ 6.46 | \$ 6.09 | (5.7)% | \$ 12.72 | \$ 10.84 | (14.8)% | \$ 7.84 | \$ 7.16 | (8.7)% |
| Passenger Miles | 3.54 | 3.51 | (0.8)% | 5.44 | 4.32 | (20.5)% | 3.96 | 3.70 | (6.8)% |
| Fare Recovery % | 7.4% | 7.7% | 4.0% | 4.0% | 4.6% | 14.4% | 6.2% | 6.7% | 7.2% |
| Per RSH Statistics | | | | | | | | | |
| Revenue | \$ 20.64 | \$ 23.32 | 13.0% | \$ 29.01 | \$ 29.94 | 3.2% | \$ 21.88 | \$ 24.40 | 11.5% |
| Boardings | 30.65 | 35.91 | 17.2% | 50.01 | 53.17 | 6.3% | 33.52 | 38.74 | 15.5% |
| Passenger Miles | 108.61 | 126.17 | 16.2% | 271.85 | 229.65 | (15.5)% | 132.86 | 143.13 | 7.7% |
| Transportation Cost | \$ 73.64 | \$ 80.07 | 8.7% | \$ 91.83 | \$ 74.61 | (18.7)% | \$ 76.34 | \$ 79.18 | 3.7% |
| Maintenance Cost | \$ 63.78 | \$ 67.65 | 6.1% | \$ 296.68 | \$ 262.13 | (11.6)% | \$ 98.38 | \$ 99.53 | 1.2% |
| Regional Cost | \$ 4.86 | \$ 5.40 | 11.1% | \$ 7.94 | \$ 7.85 | (1.1)% | \$ 5.31 | \$ 5.80 | 9.1% |
| Other & Support Cost | \$ 76.22 | \$ 88.83 | 16.5% | \$ 268.60 | \$ 261.71 | (2.6)% | \$ 104.80 | \$ 117.17 | 11.8% |
| Total Cost | \$ 218.51 | \$ 241.95 | 10.7% | \$ 665.05 | \$ 606.31 | (8.8)% | \$ 284.83 | \$ 301.67 | 5.9% |
| Subsidy (000) | \$ 197.87 | \$ 218.64 | 10.5% | \$ 636.04 | \$ 576.37 | (9.4)% | \$ 262.95 | \$ 277.27 | 5.4% |
| Per Passenger Mile Statistics | | | | | | | | | |
| Revenue | \$ 0.19 | \$ 0.18 | (2.7)% | \$ 0.11 | \$ 0.13 | 22.2% | \$ 0.16 | \$ 0.17 | 3.5% |
| Transportation Cost | \$ 0.68 | \$ 0.63 | (6.4)% | \$ 0.34 | \$ 0.32 | (3.8)% | \$ 0.57 | \$ 0.55 | (3.7)% |
| Maintenance Cost | \$ 0.59 | \$ 0.54 | (8.7)% | \$ 1.09 | \$ 1.14 | 4.6% | \$ 0.74 | \$ 0.70 | (6.1)% |
| Regional Cost | \$ 0.04 | \$ 0.04 | 0.0% | \$ 0.03 | \$ 0.03 | 0.0% | \$ 0.04 | \$ 0.04 | 0.0% |
| Other & Support Cost | \$ 0.70 | \$ 0.70 | 0.0% | \$ 0.99 | \$ 1.14 | 15.3% | \$ 0.79 | \$ 0.82 | 3.8% |
| Total Cost | \$ 2.01 | \$ 1.92 | (4.7)% | \$ 2.45 | \$ 2.64 | 7.9% | \$ 2.14 | \$ 2.11 | (1.7)% |
| Subsidy | \$ 1.82 | \$ 1.73 | (4.9)% | \$ 2.34 | \$ 2.51 | 7.3% | \$ 1.98 | \$ 1.94 | (2.1)% |
| FTE's per Hundred⁽⁵⁾ | | | | | | | | | |
| Operators per RSH | 4.71 | 4.63 | (1.7)% | 2.98 | 3.32 | 11.5% | 4.52 | 4.33 | (4.4)% |
| Mechanics per RSM | 0.12 | 0.12 | 0.0% | 0.14 | 0.12 | (14.3)% | 0.13 | 0.11 | (9.0)% |
| Service Attendants per RSM | 0.08 | 0.08 | 0.0% | 0.09 | 0.06 | (30.4)% | 0.09 | 0.07 | (15.6)% |
| Maintenance of Way (MOW) | - | - | 0.0% | 3.50 | 3.42 | (2.2)% | 3.50 | 3.42 | (2.2)% |
| Inspectors per Route Mile (RM) | | | | | | | | | |
| Transit Operations Supervisors per RSH | 0.68 | 0.67 | (2.5)% | 2.92 | 2.45 | (16.4)% | 1.05 | 0.96 | (8.7)% |

Note: Totals may not add up because of rounding.

⁽¹⁾ FY24 Budgeted RSH and RSM reflect a FY24 year-end estimate, therefore it may deviate from the RSH budget outlined in last year's budget book.

⁽²⁾ FY24 and FY25 service levels do not include Metro Micro in Bus.

⁽³⁾ FY25 Fare Revenues do not include \$2.05 million from TAP card sales or Metro Micro revenues in Bus.

⁽⁴⁾ FY24 and FY25 operating costs do not include Metro Micro costs in Bus.

⁽⁵⁾ Do not include purchased transportation miles/hours.



Service Level Details

FY25 Proposed Budget Book

| Service Hours | FY24 Budget ⁽¹⁾ | FY25 Proposed | Change |
|--|----------------------------|------------------|----------------|
| Revenue | | | |
| Bus | | | |
| Local & Rapid | 6,220,331 | 6,450,805 | 230,474 |
| J Line (Silver) | 122,429 | 126,200 | 3,771 |
| G Line (Orange) | 93,299 | 99,631 | 6,333 |
| Purchased Transportation | 471,431 | 481,076 | 9,645 |
| Bus Subtotal | 6,907,489 | 7,157,711 | 250,222 |
| Rail | | | |
| A Line (Blue) | 475,104 | 498,386 | 23,282 |
| C Line (Green) / K Line (Crenshaw/LAX) | 166,029 | 233,502 | 67,473 |
| E Line (Expo) | 289,788 | 294,848 | 5,060 |
| B Line (Red) / D Line (Purple) | 274,090 | 376,288 | 102,198 |
| Rail Subtotal | 1,205,011 | 1,403,023 | 198,012 |
| Metro Micro | 272,239 | 271,440 | (799) |
| Revenue Service Hours Total | 8,384,739 | 8,832,174 | 447,435 |
| Pre-Revenue | | | |
| K Line (Crenshaw/LAX) | 1,925 | 8,629 | 6,704 |
| Purple Line Extension (Phase 1) | 7,665 | 32,019 | 24,354 |
| A Line to Pomona Extension | - | 49,252 | 49,252 |
| Pre-Revenue Service Hours Total | 9,590 | 89,900 | 80,310 |
| Service Hours Total | 8,394,329 | 8,922,074 | 527,745 |

| Boardings (000) | FY24 Budget | FY25 Proposed | Change |
|--|----------------|----------------|---------------|
| Bus | | | |
| Local & Rapid | 193,351 | 234,732 | 41,381 |
| J Line (Silver) | 4,202 | 5,101 | 899 |
| G Line (Orange) | 4,498 | 5,461 | 963 |
| Purchased Transportation | 9,652 | 11,718 | 2,066 |
| Bus Subtotal | 211,703 | 257,012 | 45,309 |
| Rail | | | |
| A Line (Blue) | 16,651 | 20,707 | 4,056 |
| C Line (Green) / K Line (Crenshaw/LAX) | 6,488 | 7,241 | 753 |
| E Line (Expo) | 10,906 | 20,348 | 9,442 |
| B Line (Red) / D Line (Purple) | 26,213 | 26,300 | 87 |
| Rail Subtotal | 60,258 | 74,596 | 14,338 |
| Metro Micro | 759 | 759 | - |
| Boardings Total | 272,720 | 332,367 | 59,647 |

| Service Miles | FY24 Budget ⁽¹⁾ | FY25 Proposed | Change |
|--|----------------------------|--------------------|------------------|
| Revenue | | | |
| Bus | | | |
| Local & Rapid | 61,387,597 | 63,662,108 | 2,274,512 |
| J Line (Silver) | 2,688,470 | 2,771,284 | 82,814 |
| G Line (Orange) | 1,411,620 | 1,507,432 | 95,811 |
| Purchased Transportation | 5,529,745 | 5,642,876 | 113,131 |
| Bus Subtotal | 71,017,432 | 73,583,699 | 2,566,268 |
| Rail | | | |
| A Line (Blue) | 10,587,644 | 11,106,471 | 518,826 |
| C Line (Green) / K Line (Crenshaw/LAX) | 3,331,603 | 4,685,540 | 1,353,937 |
| E Line (Expo) | 4,774,745 | 4,858,113 | 83,368 |
| B Line (Red)/D Line (Purple) | 5,025,281 | 6,899,017 | 1,873,736 |
| Rail Subtotal | 23,719,273 | 27,549,141 | 3,829,867 |
| Metro Micro | 2,722,390 | 2,714,400 | (7,990) |
| Revenue Service Miles Total | 97,459,095 | 103,847,240 | 6,388,145 |
| Pre-Revenue | | | |
| K Line (Crenshaw/LAX) | 29,481 | 132,147 | 102,666 |
| Purple Line Extension (Phase 1) | 140,533 | 587,052 | 446,519 |
| A Line to Pomona Extension | - | 1,097,576 | 1,097,576 |
| Pre-Revenue Service Miles Total | 170,014 | 1,816,775 | 1,646,760 |
| Service Miles Total | 97,629,109 | 105,664,015 | 8,034,905 |

| Passenger Miles (000) | FY24 Budget | FY25 Proposed | Change |
|--|------------------|------------------|----------------|
| Bus | | | |
| Local & Rapid | 642,946 | 775,208 | 132,262 |
| J Line (Silver) | 38,453 | 45,743 | 7,290 |
| G Line (Orange) | 27,417 | 32,931 | 5,514 |
| Purchased Transportation | 41,402 | 49,216 | 7,814 |
| Bus Subtotal | 750,218 | 903,099 | 152,881 |
| Rail | | | |
| A Line (Blue) | 104,001 | 130,302 | 26,301 |
| C Line (Green) / K Line (Crenshaw/LAX) | 20,545 | 23,189 | 2,644 |
| E Line (Expo) | 69,115 | 128,267 | 59,152 |
| B Line (Red)/D Line (Purple) | 133,920 | 134,614 | 694 |
| Rail Subtotal | 327,581 | 416,372 | 88,791 |
| Metro Micro | 2,511 | 2,511 | - |
| Passenger Miles Total | 1,080,310 | 1,321,982 | 241,672 |

Note: Totals may not add up because of rounding.

⁽¹⁾ FY24 Budgeted RSH and RSM reflect a FY24 year-end estimate, therefore it may deviate from the RSH budget outlined in last year's budget book.



Activity-Based All Bus Cost Model

FY25 Proposed Budget Book

| Activities (\$ in thousands) | FY24 Budget ⁽¹⁾ | | FY25 Proposed | | Change | |
|--------------------------------------|----------------------------|-----------------|-------------------|-----------------|------------------|----------------|
| | \$ | \$/RSH | \$ | \$/RSH | \$ | \$/RSH |
| Transportation | | | | | | |
| Wages & Benefits | \$ 462,161 | \$ 71.81 | \$ 515,478 | \$ 77.21 | \$ 53,317 | \$ 5.40 |
| Materials & Supplies | 866 | 0.13 | 1,031 | 0.15 | 165 | 0.02 |
| Services | 75 | 0.01 | 75 | 0.01 | 0 | 0.00 |
| Field Supervision | 15,429 | 2.40 | 17,248 | 2.58 | 1,819 | 0.19 |
| Control Center | 11,334 | 1.76 | 10,949 | 1.64 | (385) | (0.12) |
| Training | 13,586 | 2.11 | 22,648 | 3.39 | 9,062 | 1.28 |
| Scheduling & Planning | 5,235 | 0.81 | 5,703 | 0.85 | 467 | 0.04 |
| Transportation Total | \$ 508,687 | \$ 79.04 | \$ 573,131 | \$ 85.84 | \$ 64,444 | \$ 6.80 |
| Division Maintenance | | | | | | |
| Wages & Benefits | \$ 201,126 | \$ 31.25 | \$ 207,851 | \$ 31.13 | \$ 6,725 | \$ (0.12) |
| Materials & Supplies | 45,736 | 7.11 | 64,867 | 9.72 | 19,131 | 2.61 |
| Services | 114 | 0.02 | 117 | 0.02 | 3 | 0.00 |
| Fuel | 46,519 | 7.23 | 53,007 | 7.94 | 6,489 | 0.71 |
| Fueling Contractor Reimbursement | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Division Maintenance Subtotal | \$ 293,494 | \$ 45.60 | \$ 325,842 | \$ 48.80 | \$ 32,348 | \$ 3.20 |
| Central Maintenance | | | | | | |
| Wages & Benefits | \$ 39,010 | \$ 6.06 | \$ 41,115 | \$ 6.16 | \$ 2,105 | \$ 0.10 |
| Materials & Supplies | 10,214 | 1.59 | 9,958 | 1.49 | (256) | (0.10) |
| Services | 148 | 0.02 | 308 | 0.05 | 160 | 0.02 |
| Central Maintenance Subtotal | \$ 49,373 | \$ 7.67 | \$ 51,381 | \$ 7.70 | \$ 2,008 | \$ 0.02 |
| Other Maintenance | | | | | | |
| Facilities | \$ 63,706 | \$ 9.90 | \$ 69,135 | \$ 10.35 | \$ 5,428 | \$ 0.46 |
| Support | 20,708 | 3.22 | 23,874 | 3.58 | 3,166 | 0.36 |
| Non-Revenue Vehicles | 12,251 | 1.90 | 13,805 | 2.07 | 1,554 | 0.16 |
| Training | 2,711 | 0.42 | 2,707 | 0.41 | (4) | (0.02) |
| Other Maintenance Subtotal | \$ 99,377 | \$ 15.44 | \$ 109,521 | \$ 16.40 | \$ 10,144 | \$ 0.96 |
| Maintenance Total | \$ 442,244 | \$ 68.71 | \$ 486,744 | \$ 72.90 | \$ 44,500 | \$ 4.19 |
| Other Operating | | | | | | |
| Transit Security | \$ 85,090 | \$ 13.22 | \$ 100,951 | \$ 15.12 | \$ 15,860 | \$ 1.90 |
| Customer Experience ⁽²⁾ | 47,564 | 7.39 | 65,997 | 9.88 | 18,433 | 2.49 |
| Workers' Compensation | 89,515 | 13.91 | 99,183 | 14.86 | 9,668 | 0.95 |
| Casualty & Liability | 56,847 | 8.83 | 70,206 | 10.52 | 13,359 | 1.68 |
| Revenue | 12,379 | 1.92 | 13,732 | 2.06 | 1,353 | 0.13 |
| Utilities | 19,712 | 3.06 | 20,757 | 3.11 | 1,045 | 0.05 |
| Building Costs | 4,097 | 0.64 | 7,375 | 1.10 | 3,278 | 0.47 |
| Service Development | 3,381 | 0.53 | 1,868 | 0.28 | (1,513) | (0.25) |
| Other Metro Operations | 23,713 | 3.68 | 22,144 | 3.32 | (1,569) | (0.37) |
| Safety | 5,325 | 0.83 | 5,405 | 0.81 | 80 | (0.02) |
| Transitional Duty Program | 1,504 | 0.23 | 2,061 | 0.31 | 557 | 0.08 |
| Copy Services | 420 | 0.07 | 844 | 0.13 | 424 | 0.06 |
| Other Operating Subtotal | \$ 349,547 | \$ 54.31 | \$ 410,524 | \$ 61.49 | \$ 60,977 | \$ 7.18 |

Note: Totals may not add up because of rounding.

⁽¹⁾ FY24 Budgeted RSH reflect a FY24 year-end estimate.

⁽²⁾ Contains customer care programs such as Transit Ambassadors and other Homeless Outreach programs.



| Activities (\$ in thousands) | FY24 Budget ⁽¹⁾ | | FY25 Proposed | | Change | |
|--|----------------------------|------------------|---------------------|------------------|-------------------|-----------------|
| | \$ | \$/RSH | \$ | \$/RSH | \$ | \$/RSH |
| 43 Support Functions | | | | | | |
| 44 Procurement | \$ 34,521 | \$ 5.36 | \$ 39,157 | \$ 5.86 | \$ 4,636 | \$ 0.50 |
| 45 Information & Technology Services | 23,764 | 3.69 | 36,712 | 5.50 | 12,948 | 1.81 |
| 46 Communications | 13,971 | 2.17 | 15,208 | 2.28 | 1,237 | 0.11 |
| 47 Finance & Budget | 17,129 | 2.66 | 22,575 | 3.38 | 5,446 | 0.72 |
| 48 Chief Executive Office | 18,349 | 2.85 | 30,878 | 4.62 | 12,529 | 1.77 |
| 49 Human Resources | 7,468 | 1.16 | 15,136 | 2.27 | 7,668 | 1.11 |
| 50 Construction | 3,164 | 0.49 | 5,126 | 0.77 | 1,962 | 0.28 |
| 51 Real Estate | 3,228 | 0.50 | 3,316 | 0.50 | 88 | 0.00 |
| 52 Management Audit Services | 1,097 | 0.17 | 2,244 | 0.34 | 1,148 | 0.17 |
| 53 Board Oversight | 1,226 | 0.19 | 2,713 | 0.41 | 1,487 | 0.22 |
| 54 Support Functions Subtotal | \$ 123,917 | \$ 19.25 | \$ 173,067 | \$ 25.92 | \$ 49,149 | \$ 6.67 |
| 55 Local & Rapid Bus Total | \$ 1,423,909 | \$ 215.63 | \$ 1,643,380 | \$ 246.14 | \$ 219,471 | \$ 30.50 |
| 56 Purchased Transportation | | | | | | |
| 57 Contracted Service | \$ 71,967 | \$ 152.66 | \$ 74,245 | \$ 154.33 | \$ 2,279 | \$ 1.68 |
| 58 Security | 6,233 | 13.22 | 7,274 | 15.12 | 1,041 | 1.90 |
| 59 Administration | 6,729 | 14.27 | 6,851 | 14.24 | 122 | (0.03) |
| 60 Purchased Transportation Total | \$ 84,928 | \$ 180.15 | \$ 88,370 | \$ 183.69 | \$ 3,442 | \$ 3.54 |
| 61 Activities Total⁽³⁾ | \$ 1,509,322 | \$ 218.51 | \$ 1,731,835 | \$ 241.95 | \$ 222,513 | \$ 23.45 |

| | | | | | | |
|-----------------------------|------------------|------------------|------------------|------------------|-----------------|----------------|
| 62 Metro Micro | | | | | | |
| 63 Services & Other | \$ 15,050 | \$ 55.28 | \$ 15,190 | \$ 55.96 | \$ 140 | \$ 0.68 |
| 64 Wages & Benefits | 20,184 | 74.14 | 21,338 | 78.61 | 1,154 | 4.47 |
| 65 Other Operating Costs | 4,852 | 17.82 | 5,340 | 19.67 | 488 | 1.85 |
| 66 Metro Micro Total | \$ 40,087 | \$ 147.25 | \$ 41,868 | \$ 154.25 | \$ 1,782 | \$ 7.00 |

| Revenue Service Hours (RSH in 000s) | FY24 Budget | FY25 Proposed | Change |
|-------------------------------------|--------------|---------------|------------|
| 67 Directly Operated | 6,436 | 6,677 | 241 |
| 68 Purchased Transportation | 471 | 481 | 10 |
| 70 Total Bus RSH | 6,907 | 7,158 | 250 |
| 71 Metro Micro RSH | 272 | 271 | (1) |

Note: Totals may not add up because of rounding.

⁽¹⁾ FY24 Budgeted RSH reflect a FY24 year-end estimate.

⁽³⁾ Wage increases for AFSME, ATU, TCU and Teamsters are not included in the FY25 proposed costs pending the conclusion of Collective Bargaining Agreement negotiations.



Activity-Based All Rail Cost Model

FY25 Proposed Budget Book

| | FY24 Budget ⁽¹⁾ | | FY25 Proposed | | Inc/(Dec) | |
|--|----------------------------|------------------|-------------------|------------------|-------------------|-------------------|
| | \$ | \$/RSH | \$ | \$/RSH | \$ | \$/RSH |
| 1 Transportation | | | | | | |
| 2 Wages & Benefits | \$ 84,293 | \$ 69.95 | \$ 75,961 | \$ 54.14 | \$ (8,332) | \$ (15.81) |
| 3 Materials & Supplies | 275 | 0.23 | 509 | 0.36 | 234 | 0.13 |
| 4 Services | 6 | 0.00 | 5 | 0.00 | (1) | - |
| 5 Control Center | 22,206 | 18.43 | 22,435 | 15.99 | 229 | (2.44) |
| 6 Training | 3,872 | 3.21 | 5,773 | 4.11 | 1,901 | 0.90 |
| 7 Transportation Total | \$ 110,652 | \$ 91.83 | \$ 104,682 | \$ 74.61 | \$ (5,970) | \$ (17.21) |
| 8 Vehicle Maintenance | | | | | | |
| 9 Wages & Benefits | \$ 98,395 | \$ 81.65 | \$ 112,074 | \$ 79.88 | \$ 13,679 | \$ (1.77) |
| 10 Materials & Supplies | 26,510 | 22.00 | 18,465 | 13.16 | (8,045) | (8.84) |
| 11 Vehicle Maintenance Subtotal | \$ 124,906 | \$ 103.66 | \$ 130,539 | \$ 93.04 | \$ 5,633 | \$ (10.61) |
| 12 Wayside Maintenance | | | | | | |
| 13 Wages & Benefits | \$ 51,152 | \$ 42.45 | \$ 52,530 | \$ 37.44 | \$ 1,378 | \$ (5.01) |
| 14 Materials & Supplies | 4,620 | 3.83 | 4,720 | 3.36 | 100 | (0.47) |
| 15 Services | 845 | 0.70 | 1,095 | 0.78 | 250 | 0.08 |
| 16 Propulsion Power | 47,399 | 39.33 | 46,051 | 32.82 | (1,348) | (6.51) |
| 17 Wayside Maintenance Subtotal | \$ 104,016 | \$ 86.32 | \$ 104,396 | \$ 74.41 | \$ 380 | \$ (11.91) |
| 18 Other Maintenance | | | | | | |
| 19 Facilities | \$ 120,007 | \$ 99.59 | \$ 126,603 | \$ 90.24 | \$ 6,596 | \$ (9.35) |
| 20 Support | 5,485 | 4.55 | 3,490 | 2.49 | (1,995) | (2.06) |
| 21 Non-Revenue Vehicles | 3,531 | 2.93 | 3,466 | 2.47 | (65) | (0.46) |
| 22 Other Maintenance Subtotal | \$ 129,022 | \$ 107.07 | \$ 133,559 | \$ 95.19 | \$ 4,537 | \$ (11.88) |
| 23 Maintenance Total | \$ 357,944 | \$ 297.05 | \$ 368,494 | \$ 262.64 | \$ 10,550 | \$ (34.40) |
| 24 Other Operating | | | | | | |
| 25 Transit Security | \$ 157,233 | \$ 130.48 | \$ 183,251 | \$ 130.61 | \$ 26,018 | \$ 0.13 |
| 26 Customer Experience ⁽²⁾ | 24,911 | 20.67 | 23,250 | 16.57 | (1,661) | (4.10) |
| 27 Workers' Compensation | 18,829 | 15.63 | 21,620 | 15.41 | 2,791 | (0.22) |
| 28 Casualty & Liability | 11,330 | 9.40 | 14,961 | 10.66 | 3,631 | 1.26 |
| 29 Revenue | 20,629 | 17.12 | 21,149 | 15.07 | 520 | (2.05) |
| 30 Utilities | 15,544 | 12.90 | 12,443 | 8.87 | (3,101) | (4.03) |
| 31 Building Costs | 1,151 | 0.96 | 393 | 0.28 | (758) | (0.68) |
| 32 Service Development | 5,226 | 4.34 | 5,381 | 3.84 | 155 | (0.50) |
| 33 Other Metro Operations | 13,352 | 11.08 | 17,310 | 12.34 | 3,958 | 1.26 |
| 34 Safety | 9,339 | 7.75 | 9,638 | 6.87 | 299 | (0.88) |
| 35 Transitional Duty Program | 427 | 0.35 | 528 | 0.38 | 101 | 0.02 |
| 36 Copy Services | 143 | 0.12 | 50 | 0.04 | (93) | (0.08) |
| 37 Other Operating Subtotal | \$ 278,113 | \$ 230.80 | \$ 309,973 | \$ 220.93 | \$ 31,860 | \$ (9.86) |
| 38 Support Functions | | | | | | |
| 39 Procurement | \$ 19,004 | \$ 15.77 | \$ 21,698 | \$ 15.47 | \$ 2,694 | \$ (0.31) |
| 40 Information & Technology Services | 6,856 | 5.69 | 4,575 | 3.26 | (2,281) | (2.43) |
| 41 Communications | 7,969 | 6.61 | 8,921 | 6.36 | 952 | (0.25) |
| 42 Finance & Budget | 3,424 | 2.84 | 1,797 | 1.28 | (1,627) | (1.56) |
| 43 Chief Executive Office | 890 | 0.74 | 16,020 | 11.42 | 15,130 | 10.68 |
| 44 Human Resources | 4,068 | 3.38 | 1,290 | 0.92 | (2,778) | (2.46) |
| 45 Construction | 74 | 0.06 | 143 | 0.10 | 69 | 0.04 |
| 46 Real Estate | 11,652 | 9.67 | 12,789 | 9.12 | 1,137 | (0.55) |
| 47 Management Audit Services | 371 | 0.31 | 136 | 0.10 | (235) | (0.21) |
| 48 Board Oversight | 370 | 0.31 | 152 | 0.11 | (218) | (0.20) |
| 49 Support Functions Subtotal | \$ 54,678 | \$ 45.38 | \$ 67,522 | \$ 48.13 | \$ 12,844 | \$ 2.75 |
| 50 Activities Total^{(3),(4)} | \$ 801,387 | \$ 665.05 | \$ 850,671 | \$ 606.31 | \$ 49,284 | \$ (58.73) |
| 51 Total Rail RSH (in 000s) | | 1,205 | | 1,403 | | 198 |

Note: Totals may not add up because of rounding.

⁽¹⁾ FY24 Budgeted RSH reflect a FY24 year-end estimate.

⁽²⁾ Contains Customer Care programs such as Transit Ambassadors and other Homeless Outreach programs that are allocated between Bus and Rail.

⁽³⁾ LAX/Metro Transit Center revenue service hours are in the FY25 plan, however, staffing needs are not reflected in the budget.

⁽⁴⁾ Wage increases for AFSME, ATU, TCU and Teamsters are not included in the FY25 proposed costs pending the conclusion of Collective Bargaining Agreement negotiations.



Appendix III

Transit Expansion Project List



Transit Project List

FY25 Proposed Budget Book

| | Project Description (\$ in thousands) | Forecasted Expenditures Through FY24 ⁽¹⁾ | FY25 Proposed | Life of Project |
|----|---|--|---------------------|-----------------------|
| 1 | Transit Expansion | | | |
| 2 | Transit Construction | | | |
| 3 | Bus | | | |
| 4 | G Line (Orange) Bus Rapid Transit (BRT) Improvements | | | |
| 5 | G Line (Orange) BRT Improvements: Construction ⁽²⁾ | \$ 132,835.4 | \$ 106,759.6 | \$ 149,683.0 |
| 6 | G Line (Orange) BRT Improvements: Planning | 3,571.4 | 58.8 | - |
| 7 | G Line (Orange) BRT Improvements Subtotal | \$ 136,406.8 | \$ 106,818.5 | \$ 149,683.0 |
| 8 | North Hollywood to Pasadena BRT⁽³⁾ | | | |
| 9 | North Hollywood to Pasadena BRT Connector: Construction | \$ - | \$ 113,388.4 | \$ - |
| 10 | North Hollywood to Pasadena BRT Connector: Planning | 76,875.8 | 1,023.2 | - |
| 11 | North Hollywood to Pasadena BRT Subtotal | \$ 76,875.8 | \$ 114,411.5 | \$ - |
| 12 | Bus Subtotal | \$ 213,282.6 | \$ 221,230.0 | \$ 149,683.0 |
| 13 | Rail | | | |
| 14 | Airport Metro Connector | | | |
| 15 | Airport Metro Connector: Planning | \$ 55,861.7 | \$ 36.1 | \$ - |
| 16 | Airport Metro Connector: Construction | 626,554.7 | 142,460.7 | 898,581.0 |
| 17 | Airport Metro Connector: Station Integration ⁽⁵⁾ | - | 1,000.0 | 3,666.6 |
| 18 | Airport Metro Connector Subtotal | \$ 682,416.4 | \$ 143,496.7 | \$ 902,247.6 |
| 19 | A Line (Gold) Foothill Extension 2A | | | |
| 20 | A Line (Gold) Foothill Extension: Insurance Betterment ⁽⁴⁾ | \$ 2,079.9 | \$ - | \$ 2,079.9 |
| 21 | A Line (Gold) Foothill Extension: Construction ⁽⁴⁾ | 646,579.5 | - | 708,833.0 |
| 22 | A Line (Gold) Foothill Extension: Planning ⁽⁴⁾ | 426.9 | - | - |
| 23 | A Line (Gold) Foothill Extension: Maintenance Facility - Metro 75% ⁽⁴⁾ | 207,118.7 | - | 207,437.4 |
| 24 | A Line (Gold) Foothill Extension Closeout | 701.2 | 1,500.0 | 5,200.0 |
| 25 | Azusa A Line Retaining Wall Repair | 59.5 | - | 1,330.0 |
| 26 | Light Rail Vehicle ⁽⁴⁾ | 60,340.9 | - | - |
| 27 | A Line (Gold) Foothill Extension 2A Subtotal | \$ 917,306.7 | \$ 1,500.0 | \$ 924,880.2 |
| 28 | A Line (Gold) Foothill Extension 2B | | | |
| 29 | A Line (Gold) Foothill Extension 2B: Planning ⁽⁴⁾ | \$ 30,969.2 | \$ - | \$ - |
| 30 | A Line (Gold) Foothill Extension 2B: Construction | 1,006,779.5 | 143,973.1 | 1,406,870.8 |
| 31 | A Line (Gold) Foothill Extension 2B: Alignment Integration | - | 1,250.0 | 13,346.8 |
| 32 | Light Rail Vehicle ⁽⁴⁾ | 57,100.0 | - | - |
| 33 | A Line (Gold) Foothill Extension 2B Subtotal | \$ 1,094,848.7 | \$ 145,223.1 | \$ 1,420,217.5 |
| 34 | D Line (Purple) Section 1 | | | |
| 35 | D Line (Purple) Business Interruption Fund | \$ 17,398.9 | \$ 3,500.0 | \$ 20,898.9 |
| 36 | D Line (Purple) Insurance Betterment ⁽⁴⁾ | 6,505.1 | - | 6,505.1 |
| 37 | D Line (Purple) Section 1: Construction | 2,856,731.7 | 215,362.0 | 3,128,879.6 |
| 38 | D Line (Purple) Section 1: Planning Phase 1 ⁽⁴⁾ | 8,504.7 | - | - |
| 39 | D Line (Purple) Section 1: Planning Phase 2 ⁽⁴⁾ | 36,887.0 | - | - |
| 40 | D Line (Purple) Section 1: Alignment Integration | 9,860.0 | 12,340.0 | 22,200.0 |
| 41 | Division 20 Portal Widening & Turnback Facility | 828,472.4 | 104,966.2 | 956,749.6 |
| 42 | Division 20 Shop Expansion ⁽³⁾ | 2,873.5 | 419.6 | - |
| 43 | Non-Revenue Vehicle ⁽⁴⁾ | 846.3 | - | - |
| 44 | D Line (Purple) Section 1 Subtotal | \$ 3,768,079.6 | \$ 336,587.9 | \$ 4,135,233.1 |
| 45 | D Line (Purple) Section 2 | | | |
| 46 | Beverly Hills North Portal | \$ 3,886.5 | \$ 3,007.4 | \$ 29,250.0 |
| 47 | D Line (Purple) Section 2: Construction | 1,832,764.7 | 162,886.5 | 2,574,969.3 |
| 48 | D Line (Purple) Section 2: Planning | 3,402.5 | - | - |
| 49 | D Line (Purple) Section 2: Alignment Integration | 1,423.6 | 2,407.0 | 14,700.0 |
| 50 | D Line (Purple) Section 2 Subtotal | \$ 1,841,477.4 | \$ 168,300.9 | \$ 2,618,919.3 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Forecasted expenditures through FY24 is actual expenditure through FY23 plus FY24 Budget.

⁽²⁾ G Line and ESFV LOP is for pre-construction phase only.

⁽³⁾ Projects are cumulatively funded on an annual basis until the Board adopts a Life of Project (LOP) budget.

⁽⁴⁾ Project completed or in closeout phase.

⁽⁵⁾ New project proposed for Board adoption.



Transit Project List

FY25 Proposed Budget Book

| | Project Description (\$ in thousands) | Forecasted Expenditures Through FY24 ⁽¹⁾ | FY25 Proposed | Life of Project |
|-----|---|--|-----------------------|------------------------|
| 51 | D Line (Purple) Section 3 | | | |
| 52 | D Line (Purple) Section 3: Construction | \$ 1,711,152.2 | \$ 189,823.7 | \$ 3,276,623.3 |
| 53 | D Line (Purple) Section 3: Planning ⁽⁴⁾ | 875.1 | - | - |
| 54 | D Line (Purple) Section 3 Subtotal | \$ 1,712,027.3 | \$ 189,823.7 | \$ 3,276,623.3 |
| 55 | E Line (Expo) | | | |
| 56 | Division 22 Paint & Body Shop ⁽⁴⁾ | \$ 10,321.8 | \$ - | \$ 11,000.0 |
| 57 | E Line (Expo) 1 Light Rail Vehicle ⁽⁴⁾ | 66,906.7 | - | - |
| 58 | E Line (Expo) 2 Insurance Betterment ⁽⁴⁾ | 2,462.9 | - | 2,462.9 |
| 59 | E Line (Expo) 2 Light Rail Vehicle ⁽⁴⁾ | 195,269.2 | - | - |
| 60 | E Line (Expo) Closeout | 2,222.0 | 2,878.0 | 5,100.0 |
| 61 | E Line (Expo) Light Rail Transit Phase 1: Expo Authority ⁽⁴⁾ | 847,094.6 | - | 967,400.0 |
| 62 | E Line (Expo) Light Rail Transit Phase 1: Metro Incurred ⁽⁴⁾ | 61,858.9 | - | - |
| 63 | E Line (Expo) Light Rail Transit Phase 2: Construction ⁽⁴⁾ | 924,614.5 | - | 1,295,058.0 |
| 64 | E Line (Expo) Light Rail Transit Phase 2: Holdback ⁽⁴⁾ | 39,095.3 | - | - |
| 65 | E Line (Expo) Light Rail Transit Phase 2: Non-Holdback ⁽⁴⁾ | 123,101.2 | - | - |
| 66 | E Line (Expo) Light Rail Transit Phase 2: Planning ⁽⁴⁾ | 396.1 | - | - |
| 67 | E Line (Expo) Phase 2 ⁽⁴⁾ | 3,050.5 | - | 3,900.0 |
| 68 | E Line (Expo) Phase 2 Bikeway ⁽⁴⁾ | 15,499.7 | - | 16,102.2 |
| 69 | E Line (Expo) Subtotal | \$ 2,291,893.5 | \$ 2,878.0 | \$ 2,301,023.1 |
| 70 | East San Fernando Valley Light Rail | | | |
| 71 | East San Fernando Valley LRT: Business Interruption Fund | \$ - | \$ 2,480.0 | \$ 2,480.0 |
| 72 | East San Fernando Valley LRT: Planning | 23,804.9 | 900.4 | - |
| 73 | East San Fernando Valley LRT: Construction ⁽²⁾ | 394,192.9 | 277,950.3 | 496,856.0 |
| 74 | East San Fernando Valley Light Rail Subtotal | \$ 417,997.7 | \$ 281,330.7 | \$ 499,336.0 |
| 75 | K Line (Crenshaw/LAX) | | | |
| 76 | K Line (Crenshaw/LAX) Business Interruption Fund | \$ 23,573.0 | \$ - | \$ 23,573.0 |
| 77 | K Line (Crenshaw/LAX) Fare Gates ⁽⁴⁾ | 7,647.0 | - | 7,800.0 |
| 78 | K Line (Crenshaw/LAX) Insurance Betterment ⁽⁴⁾ | 5,275.7 | - | 5,275.7 |
| 79 | K Line (Crenshaw/LAX) Light Rail Transit: Catch-All | 33,734.6 | 11,275.1 | 57,000.0 |
| 80 | K Line (Crenshaw/LAX) Light Rail Transit: Construction | 2,425,987.0 | 9,706.5 | 2,447,900.0 |
| 81 | K Line (Crenshaw/LAX) Light Rail Transit: Planning Phase 1 ⁽⁴⁾ | 5,526.2 | - | - |
| 82 | K Line (Crenshaw/LAX) Light Rail Transit: Planning Phase 2 ⁽⁴⁾ | 20,022.9 | - | - |
| 83 | K Line (Crenshaw/LAX) Pre-Revenue Service | 37,302.4 | - | 40,956.0 |
| 84 | Southwestern Maintenance Yard ⁽⁴⁾ | 156,783.0 | - | 157,000.0 |
| 85 | K Line (Crenshaw/LAX) Subtotal | \$ 2,715,851.8 | \$ 20,981.6 | \$ 2,739,504.7 |
| 86 | Regional Connector | | | |
| 87 | Regional Connector Business Interruption Fund | \$ 4,814.8 | \$ - | \$ 4,814.8 |
| 88 | Regional Connector Catch-All | 2,168.9 | 7,831.1 | 10,000.0 |
| 89 | Regional Connector Insurance Betterment ⁽⁴⁾ | 4,006.8 | - | 4,006.8 |
| 90 | Regional Connector System Intergration ⁽⁴⁾ | 3,314.8 | - | - |
| 91 | Regional Connector: Construction | 1,651,766.0 | 29,305.8 | 1,750,840.6 |
| 92 | Regional Connector: Construction Non-FFGA | 57,543.2 | 580.0 | 59,389.2 |
| 93 | Regional Connector: Planning ⁽⁴⁾ | 27,748.2 | - | - |
| 94 | Regional Connector Subtotal | \$ 1,751,362.8 | \$ 37,717.0 | \$ 1,829,051.3 |
| 95 | Rail Subtotal | \$ 17,193,261.8 | \$ 1,327,839.5 | \$ 20,647,036.1 |
| 96 | Systemwide | | | |
| 97 | Anticipated Measure R & M Projects ⁽⁶⁾ | \$ - | \$ 60,163.4 | \$ - |
| 98 | Metro Business Solutions Center ⁽⁷⁾ | - | 3,316.5 | - |
| 99 | Systemwide Subtotal | \$ - | \$ 63,479.9 | \$ - |
| 100 | Transit Construction Total | \$ 17,406,544.4 | \$ 1,612,549.3 | \$ 20,796,719.1 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Forecasted expenditures through FY24 is actual expenditure through FY23 plus FY24 Budget.

⁽²⁾ LOP for G Line BRT Improvements & ESFV LRT is for pre-construction phase only.

⁽⁴⁾ Project completed or in closeout phase.

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

⁽⁷⁾ Annually funded.



Transit Project List

FY25 Proposed Budget Book

| | Project Description (\$ in thousands) | Forecasted Expenditures Through FY24 ⁽¹⁾ | FY25 Proposed | Life of Project |
|-----|---|--|-----------------------|------------------------|
| 101 | Transit Planning⁽²⁾ | | | |
| 102 | C Line Extension to Torrance | \$ 73,928.7 | \$ 58,290.2 | \$ - |
| 103 | Countywide BRT Planning | 3,058.2 | 2,401.7 | - |
| 104 | E Line Eastside LRT Phase 2 | 78,960.8 | 45,450.9 | - |
| 105 | Eastside Light Rail Access Phases 1 & 2 | 17,542.6 | - | - |
| 106 | Eastside Light Rail Access Phase 3 ⁽³⁾ | 27,051.7 | 608.0 | 29,703.1 |
| 107 | K Line Northern | 45,009.9 | 8,260.6 | - |
| 108 | North San Fernando Valley BRT | 11,327.2 | 2,047.0 | - |
| 109 | Rail & Bus Operations Control Center Upgrade | 3,129.5 | 16,905.6 | - |
| 110 | Sepulveda Corridor | 202,141.7 | 60,540.8 | - |
| 111 | SGV Feasibility Study | 4,876.9 | 955.7 | - |
| 112 | Southeast Gateway Line | 115,806.3 | 136,809.9 | - |
| 113 | Vermont Transit Corridor | 11,684.8 | 20,100.1 | - |
| 114 | Transit Planning Total | \$ 594,318.3 | \$ 352,370.6 | \$ 29,703.1 |
| 115 | Transit Expansion Total | \$ 18,000,862.8 | \$ 1,964,919.9 | \$ 20,826,422.2 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Forecasted expenditures through FY24 is actual expenditure through FY23 plus FY24 Budget.

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

⁽³⁾ LOP authorized by the Board.



Appendix IV

Highway Project List



Highway Project List

FY25 Proposed Budget Book

| Highway Multimodal Development (\$ in millions) | | Expenditures Through FY23 | FY24 Budget | FY25 Proposed | Subregion |
|--|---|------------------------------|-----------------|------------------|-------------|
| Measure R and M Construction and Subregional Projects | | | | | |
| 1 | Countywide Soundwall Constructions | \$ 136.8 | \$ 22.4 | \$ 29.1 | SC |
| 2 | High Desert Corridor (environmental) | 37.2 | 0.1 | - | NC |
| 3 | Highway Demand Based Program (SG) | - | 0.1 | 0.1 | SG |
| 4 | Highway Efficiency Program | 11.9 | 4.0 | 1.6 | AV, LVM, NC |
| 5 | Highway Operational Improvements in Arroyo Verdugo Subregion | 59.1 | 7.5 | 5.0 | AV |
| 6 | Highway Operational Improvements in Las Virgenes/Malibu Subregion | 129.7 | 3.0 | 2.1 | LVM |
| 7 | I-105 ExpressLane from I-405 to I-605 | 47.6 | 81.1 | 129.2 | SC |
| 8 | Sepulveda Pass Transit Corridor (Ph 1 - I-405 ExpressLane) | 15.4 | 9.0 | 7.6 | SF |
| 9 | Interstate 405, I-110, I-105 and SR-91 Ramp & Interchange Improvements (South Bay) | 193.8 | 53.9 | 30.4 | SB |
| 10 | I-5 Capacity Enhancement from SR-134 to SR-170 | 197.2 | 12.5 | 4.4 | AV, SF |
| 11 | I-5 Carmenita Road Interchange Improvement | 23.5 | 0.6 | - | GC |
| 12 | Interstate 5 Capacity Enhancement from I-605 to Orange County Line | 138.2 | 20.1 | 12.0 | GC |
| 13 | Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes) | 199.1 | 105.2 | 52.9 | NC |
| 14 | Interstate 5/St. Route 14 Capacity Enhancement (North County) | 2.8 | 3.5 | 1.0 | NC |
| 15 | Interstate 605 corridor "Hot Spot" Interchanges (Gateway Cities) | 213.0 | 89.0 | 109.6 | GC |
| 16 | Interstate 710 South and/or Early Action Projects (Gateway Cities) | 180.1 | 24.0 | 38.7 | GC |
| 17 | South Bay Highway Operational Improvements | 0.4 | 10.0 | 0.5 | SB |
| 18 | SR-57/SR-60 Interchange Improvements | 111.5 | 66.2 | 82.7 | SG |
| 19 | SR-71 Gap from I-10 to Rio Rancho Road (Southern Segment) | 50.1 | 25.0 | 20.0 | SG |
| 20 | SR-71 Gap from I-10 to Rio Rancho Road (Northern Segment) | - | - | 10.0 | SG |
| 21 | SR-710 N Corridor Mobility Improvements | 3.1 | 12.7 | 4.8 | AV, CC, SG |
| 22 | State Route 138 Capacity Enhancements (North County) | 72.8 | 10.0 | 5.0 | NC |
| 23 | SR-14 Safety Improvements | 0.0 | 2.2 | 4.0 | NC |
| 24 | Transportation System and Mobility Improvement Program (South Bay) | 37.8 | 19.4 | 5.5 | SB |
| 25 | Measure R and Measure M Construction and Subregional Projects Subtotal | \$ 1,861.2 | \$ 581.5 | \$ 556.2 | |
| Other Highway Projects | | | | | |
| 27 | Caltrans Property Maintenance | \$ 11.1 | \$ 1.2 | \$ 1.3 | |
| 28 | Highway Planning | 155.3 | 4.7 | 3.1 | |
| 29 | I-210 Barrier Replacement | 15.0 | 2.2 | 1.7 | |
| 30 | I-405 Carpool Lane | 1,456.7 | 0.5 | 0.5 | |
| 31 | NextGen Bus Lanes | 7.5 | 28.0 | 36.9 | |
| 32 | Other Highway Projects Subtotal | \$ 1,645.6 | \$ 36.6 | \$ 43.5 | |
| 33 | Highway Multimodal Development Total | \$ 3,506.9 | \$ 618.1 | \$ 599.8 | |

Note: Totals may not add up because of rounding.

| Subregion Key |
|---------------------------|
| AV = Arroyo Verdugo |
| CC = Central City |
| GC = Gateway Cities |
| LVM = Las Virgenes-Malibu |
| NC = North County |
| SB = South Bay |
| SC = System Connectivity |
| SF = San Fernando |
| SG = San Gabriel |



Appendix V

CIP Project List



CIP Project List

FY25 Proposed Budget Book

| | Project Description (\$ in thousands) | Forecasted Expenditures Through FY24 ⁽¹⁾ | FY25 Proposed | Life Of Project |
|----|--|--|--------------------|-----------------------|
| 1 | Bus & Rail | | | |
| 2 | Bus Fleet Procurement | | | |
| 3 | 40' Compressed Natural Gas Buses | \$ 392,856.5 | \$ 691.6 | \$ 420,913.3 |
| 4 | 60' Battery Electric Zero Emission Buses | 71,180.5 | 2,067.3 | 80,003.3 |
| 5 | 60' Battery Electric Zero Emission Buses - Grant Funded | 4,429.1 | 679.3 | 5,109.5 |
| 6 | 60' Compressed Natural Gas Buses | 142,140.6 | 435.4 | 149,311.4 |
| 7 | 40' Battery Electric Zero Emission Buses | 85,673.6 | 41,158.9 | 163,534.0 |
| 8 | 40' Battery Electric Zero Emission Buses & En-Route Charging Infrastructure ⁽²⁾ | - | 1,500.0 | - |
| 9 | Battery Electric Buses & Chargers ⁽²⁾ | - | 1,142.0 | - |
| 10 | Bus Fleet Procurement Subtotal | \$ 696,280.4 | \$ 47,674.4 | \$ 818,871.6 |
| 11 | Bus Facilities Improvements | | | |
| 12 | Electric Bus Charging Infrastructure J (Silver) Line | \$ 10,182.4 | \$ 17,135.8 | \$ 50,000.0 |
| 13 | Metro G Line (Orange) Reclaimed Water Project | 558.9 | 92.2 | 655.4 |
| 14 | Fire Alarm Panel Replacement Throughout Metro Facilities | 1,806.9 | 1,174.4 | 3,474.0 |
| 15 | Bus Division Improvements IV | 10,458.9 | 4,590.3 | 28,000.0 |
| 16 | Division 1 Street Closure | 7,604.0 | 1,892.2 | 9,500.0 |
| 17 | Environmental Compliance Capital Project (FY23-FY27) | 6,969.1 | 4,907.7 | 35,000.0 |
| 18 | Division 8 Charging Infrastructure ⁽³⁾ | - | 8,000.0 | 65,131.1 |
| 19 | Resilience Charging System ⁽³⁾ | - | 5,000.4 | 22,447.9 |
| 20 | Division Zero Emission Bus Infrastructure Transition ⁽²⁾ | - | 2,000.0 | - |
| 21 | Bus Facilities Improvements Subtotal | \$ 37,580.2 | \$ 44,792.9 | \$ 214,208.3 |
| 22 | Bus Fleet Maintenance | | | |
| 23 | Bus Engine Replacements | \$ 6,052.3 | \$ 3,206.0 | \$ 13,518.0 |
| 24 | New Flyer/El Dorado Bus Midlife | 68,169.7 | 43,388.5 | 205,000.0 |
| 25 | Bus Maintenance Equipment Acquisition | 1,027.9 | 1,000.0 | 3,900.0 |
| 26 | Collision Avoidance Demo ⁽²⁾ | 1,533.5 | 1,028.0 | - |
| 27 | Bus Fleet Maintenance Subtotal | \$ 76,783.4 | \$ 48,622.6 | \$ 222,418.0 |
| 28 | Rail Facilities Improvements | | | |
| 29 | Metro A Line (Blue) Artwork | \$ 254.1 | \$ 62.0 | \$ 477.2 |
| 30 | A Line (Blue) & E Line (Expo) Tunnel Artwork | 214.8 | 50.7 | 453.0 |
| 31 | Metro Art Enhancement | 92.0 | 30.6 | 147.0 |
| 32 | Rail Facility Improvements | 15,638.3 | 4,590.3 | 24,400.0 |
| 33 | Elevator Modernization and Escalator Replacement | 3,421.4 | 1,390.1 | 126,692.0 |
| 34 | Logistics Equipment Replacement | 1,015.0 | 283.4 | 1,500.0 |
| 35 | Metro C Line (Green)/L Line (Gold) Backup Battery Replacement | 1,023.5 | 507.0 | 1,871.5 |
| 36 | ETEL/PTEL Replacement | 1,199.7 | 155.4 | 2,440.0 |
| 37 | Metro C Line (Green) Art Refurbishments ⁽³⁾ | - | 720.1 | 3,022.3 |
| 38 | Metro B Line (Red) and Metro D Line (Purple) Art Refurbishment ⁽³⁾ | - | 870.9 | 3,257.7 |
| 39 | Rail Station Improvements ⁽³⁾ | - | 9,929.3 | 28,255.0 |
| 40 | Station Experience - Cameras ⁽³⁾ | - | 15.0 | 1,500.0 |
| 41 | Div 1, 2, 18 CCTV Parking Lot Improvements ⁽³⁾ | - | 100.0 | 4,000.0 |
| 42 | Rail Facilities Improvements Subtotal | \$ 22,858.7 | \$ 18,704.8 | \$ 198,015.8 |
| 43 | Rail Fleet Procurement | | | |
| 44 | P3010 Light Rail Vehicle (LRV) Project Plus Options | \$ 808,459.9 | \$ 10,296.3 | \$ 867,153.5 |
| 45 | LRV Design, Procure And Management | 29,908.4 | 79.0 | 30,000.0 |
| 46 | Heavy Rail Vehicle Procurement | 64,037.4 | 36,610.7 | 130,901.0 |
| 47 | HR5000 Heavy Rail Vehicle Procurement | - | 11,452.2 | 730,057.1 |
| 48 | Rail Fleet Procurement Subtotal | \$ 902,405.7 | \$ 58,438.2 | \$ 1,758,111.6 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Forecasted expenditures through FY24 is actual expenditure through FY23 plus FY24 Budget.

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

⁽³⁾ New project proposed for Board adoption.



CIP Project List

FY25 Proposed Budget Book

| | Project Description (\$ in thousands) | Forecasted Expenditures Through FY24 ⁽¹⁾ | FY25 Proposed | Life Of Project |
|----|---|--|--------------------|---------------------|
| 49 | Rail Fleet Maintenance | | | |
| 50 | Heavy Rail Vehicle Midlife | \$ 53,192.4 | \$ 8,895.8 | \$ 105,109.6 |
| 51 | P2000 Light Rail Midlife Modernization | 133,363.1 | 8,831.5 | 160,800.0 |
| 52 | P2550 Light Rail Vehicle | 31,263.7 | 1,000.0 | 35,007.5 |
| 53 | P2550 Light Rail Vehicle Mid-Life Overhaul | 125,584.9 | 32,934.7 | 206,340.8 |
| 54 | P2000 Vehicle Component Replacement | 1,988.3 | 2,285.2 | 16,100.0 |
| 55 | P3010 Fleet-Friction Brake Overhaul | 5,537.7 | 7,422.1 | 35,990.0 |
| 56 | A650 Low Voltage Power Supply and Friction Brake Overhaul | 3,840.9 | 4,231.3 | 11,000.0 |
| 57 | P3010 Fleet Component Overhaul | 5,320.0 | 6,008.1 | 36,000.0 |
| 58 | A650 Heavy Rail Vehicle Refurbishment | - | 22,348.5 | 264,662.6 |
| 59 | Rail Fleet Maintenance Subtotal | \$ 360,091.0 | \$ 93,957.2 | \$ 871,010.6 |
| 60 | Wayside Systems | | | |
| 61 | Division 20 Bungalow A Replacement | \$ 1,000.0 | \$ 6,100.7 | \$ 15,000.0 |
| 62 | Monrovia Station Crossing Upgrade Pilot | 191.6 | 651.6 | 1,700.0 |
| 63 | VHF Rail Radio System Replacement ⁽²⁾ | 205.0 | 523.1 | - |
| 64 | Metro C Line (Green) Mainline Turnout Tie Replacement | 350.0 | 901.5 | 5,991.7 |
| 65 | Heavy Rail Supervisory Control and Data Acquisition Systems (SCADA) Replacement | 14,656.9 | 959.6 | 15,882.5 |
| 66 | Fiber Optic Main Loop Upgrade | 3,940.2 | - | 4,250.0 |
| 67 | Systemwide Corrosion Protection | 6,548.0 | - | 13,000.0 |
| 68 | Metro B Line (Red) Train to Wayside Communication (TWC) Rehabilitation | 951.8 | 122.3 | 1,800.0 |
| 69 | Metro B Line (Red) Electronic Access Control | 1,613.0 | 422.9 | 2,319.0 |
| 70 | Metro C Line (Green) Track Circuits & TWC System Refurbishments | 23,474.5 | 1,110.1 | 28,851.2 |
| 71 | Metro A Line (Blue) Resignaling Rehabilitation | 117,446.0 | 656.6 | 118,290.0 |
| 72 | Maintenance Of Way Tools and Equipment | 2,034.4 | 518.4 | 3,325.8 |
| 73 | Metro A Line (Blue)/ L Line (Gold) Train Control Battery Replacement | 988.7 | - | 1,685.5 |
| 74 | Metro C Line (Green) Switch Machine Overhaul | 903.8 | 591.2 | 2,763.7 |
| 75 | Metro A Line (Blue) Trip System Replacement | 3,569.5 | 458.2 | 8,306.9 |
| 76 | Metro B Line (Red) Fire Control Panel Upgrade | 2,172.7 | 778.7 | 3,000.0 |
| 77 | Correct Side Door Opening | 930.0 | 536.8 | 9,062.0 |
| 78 | Overhead Catenary System (OCS) Inspection System | 410.6 | 617.3 | 1,259.0 |
| 79 | Metro B Line (Red) SEG-2 SCADA Equipment Replacement | 366.2 | 1,328.8 | 8,270.0 |
| 80 | Metro C Line (Green) OCS Replacement | 2,959.1 | 6,944.4 | 38,350.0 |
| 81 | Metro B Line (Red) Program Station Stop Replacement | 113.2 | 1,460.9 | 2,860.0 |
| 82 | Metro C Line (Green) Arroyo Seco Hill Stabilization | 1,048.0 | 358.8 | 10,660.0 |
| 83 | Systemwide Corrosion Control | 1,146.0 | 1,558.1 | 21,350.0 |
| 84 | Metro B Line (Red) Mainline Fastener Replacement | 3,316.2 | 4,686.7 | 36,980.0 |
| 85 | Metro B Line (Red) Backup Batteries FY22-FY25 | 951.6 | 1,465.4 | 5,640.0 |
| 86 | Metro A Line (Blue) 7th/Metro Substation Replacement | 2,282.3 | 695.8 | 7,860.0 |
| 87 | Transit Passenger Information System (TPIS) Station Replacement - Expo /PGL | 941.6 | 442.9 | 1,390.0 |
| 88 | Foothill Back Up Generators | 116.0 | 507.9 | 2,750.0 |
| 89 | Metro G Line (Orange) Communication Transmission System (CTS) Nodes Replacement | 563.0 | 579.4 | 5,650.0 |
| 90 | Metro C Line (Green) Substation Replacement | 4,065.6 | 1,577.6 | 98,500.0 |
| 91 | Rail Communication System UPS Backup and Battery Replacement | 517.3 | 638.8 | 10,300.0 |
| 92 | Closed Circuit TV (CCTV) System Upgrade | 2,388.0 | 1,194.3 | 15,630.0 |
| 93 | Metro A Line (Blue) Train Control Non-Vital Relay | 1,530.4 | 2,900.3 | 11,100.0 |
| 94 | Metro B Line (Red) Vital Processor Upgrade | 3,131.2 | 4,656.0 | 50,100.0 |
| 95 | Metro L Line (Gold) Electronic Code 5/Vital Harmon Logic Processor Upgrade | 166.7 | 445.6 | 5,580.0 |
| 96 | Metro L Line (Gold) Eastside SCADA Equipment Replacement | 419.2 | 202.1 | 3,900.0 |
| 97 | Metro B Line (Red) Seg-3 SCADA Equipment | 867.5 | 1,085.9 | 8,300.0 |
| 98 | Train Control DC Standby Power | 480.5 | 588.8 | 3,700.0 |
| 99 | Metro L Line (Gold) Weight Poles and Air Brake | 881.0 | 823.7 | 9,200.0 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Forecasted expenditures through FY24 is actual expenditure through FY23 plus FY24 Budget.

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



CIP Project List

FY25 Proposed Budget Book

| | Project Description (\$ in thousands) | Forecasted Expenditures Through FY24 ⁽¹⁾ | FY25 Proposed | Life Of Project |
|-----|---|--|---------------------|-----------------------|
| 100 | Wayside Systems | | | |
| 101 | Metro L Line (Gold) Gate Mechanism | 385.6 | 1,070.7 | 4,690.0 |
| 102 | Emergency Power Replacement | 260.0 | 117.4 | 10,100.0 |
| 103 | OCS Tools and Equipment | 300.0 | 308.7 | 3,700.0 |
| 104 | Metro B Line (Red) Segment 1 SCADA Equipment Replacement | 332.5 | 370.0 | 1,700.0 |
| 105 | Light Rail Protective Relay | 751.0 | 573.7 | 12,600.0 |
| 106 | Metro B Line (Red) Auxiliary Power ⁽²⁾ | 1,582.9 | 1,261.3 | - |
| 107 | Metro B Line (Red) Segment 1 Substation Replacement ⁽²⁾ | 2,002.9 | 760.2 | - |
| 108 | Metro L Line (Gold) Uninterruptible Power Supply (UPS) Replace | 733.7 | 278.4 | 1,400.0 |
| 109 | Substation Test Equipment/Tools | 78.0 | 479.3 | 1,970.0 |
| 110 | Metro A Line (Blue) & E Line (Expo) Light Rail Speed Improvement ⁽²⁾ | 65.0 | 286.8 | - |
| 111 | Metro A Line (Blue), E Line (Expo) and L Line (Gold) Led Tunnel Lights | 300.0 | 389.6 | 6,800.0 |
| 112 | Metro B Line (Red) and D Line (Purple) CTS Upgrade ⁽²⁾ | 600.0 | 143.7 | - |
| 113 | Metro A Line (Blue) Gate Mechanism Replacement | 700.0 | 205.8 | 5,950.0 |
| 114 | Harbor Hump Direct Fixation Replacement | 100.0 | 383.2 | 3,015.3 |
| 115 | Metro C Line (Green) Mainline Fastener Replacement | 195.0 | 2,863.0 | 17,100.0 |
| 116 | Tunnel Fan and Damper Replacement ⁽²⁾ | 350.0 | 1,039.6 | - |
| 117 | Distributed Energy Resources | 500.0 | - | 17,089.2 |
| 118 | Digital Rail Radio System | 19,090.5 | 2,183.7 | 25,000.0 |
| 119 | Metro B Line (Red) Protective Relay ⁽³⁾ | - | 325.0 | 9,759.8 |
| 120 | Metro B (Red) and D Line (Purple) Auxiliary RM CCTV Alarm ⁽³⁾ | - | 500.0 | 12,180.8 |
| 121 | Metro A Line (Blue) TC Cases and Hawk ⁽³⁾ | - | 250.0 | 18,600.0 |
| 122 | Maintenance Of Way Training Facility ⁽³⁾ | - | 286.0 | 10,000.0 |
| 123 | Wayside Systems Subtotal | \$ 237,964.7 | \$ 63,167.0 | \$ 756,212.4 |
| 124 | Bus & Rail Total | \$ 2,333,963.9 | \$ 375,357.2 | \$ 4,838,848.3 |
| 125 | Non-Measure R (MR)/Measure M (MM) Major Construction | | | |
| 126 | Metro Center Street Project | \$ 121,929.4 | \$ 1,116.2 | \$ 143,688.3 |
| 127 | Rosa Parks/Willowbrook Station | 125,533.1 | 738.7 | 128,348.4 |
| 128 | Rail to Rail Construction | 119,504.8 | 27,282.5 | 166,384.0 |
| 129 | Industrial Park Study ⁽²⁾ | 126.3 | 1,763.7 | - |
| 130 | FY25 Platform Extension Metro C Line (Green) ⁽²⁾ | - | 2,750.0 | - |
| 131 | Traction Power Substation (TPSS) K Line ⁽²⁾ | - | 4,000.0 | - |
| 132 | Add TPSS Metro C Line (Green) 3 Car Capacity ⁽²⁾ | - | 2,250.0 | - |
| 133 | Non-MR/MM Major Construction Subtotal | \$ 367,093.6 | \$ 39,901.2 | \$ 438,420.7 |
| 134 | Other Asset Improvements | | | |
| 135 | Non-Revenue Vehicles | | | |
| 136 | FY20 Non-Revenue Vehicle Replacement | \$ 4,804.9 | \$ 2,195.1 | \$ 8,800.0 |
| 137 | FY22 Emergency Generator Replacements | 2,421.5 | 1,292.5 | 4,130.0 |
| 138 | FY22 Non-Revenue Vehicle Equipment Replacement | 560.8 | 325.3 | 1,520.0 |
| 139 | AQMD 1196 Rule Non-Revenue Vehicle Replacement | 1,642.2 | 1,362.3 | 9,400.0 |
| 140 | FY23 Emergency Generator Replacements | 974.8 | 975.0 | 1,950.0 |
| 141 | FY23 Non-Revenue Vehicle Replacements | 6,523.5 | 815.4 | 13,700.0 |
| 142 | Facilities Maintenance Vehicles and Equipment | 65.0 | 551.8 | 1,550.0 |
| 143 | Maintenance of Way (MOW) Vehicles and Equipment | 337.0 | 1,057.3 | 6,100.0 |
| 144 | Vehicle Operations (VO) Laptops ⁽²⁾ | 167.5 | 100.0 | - |
| 145 | FY25 Non-Revenue Vehicle Equipment Replacement ⁽³⁾ | - | 289.6 | 16,448.0 |
| 146 | Non-Revenue Vehicles Subtotal | \$ 17,497.3 | \$ 8,964.3 | \$ 63,598.0 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Forecasted expenditures through FY24 is actual expenditure through FY23 plus FY24 Budget.

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

⁽³⁾ New project proposed for Board adoption.



CIP Project List

FY25 Proposed Budget Book

| | Project Description (\$ in thousands) | Forecasted Expenditures Through FY24 ⁽¹⁾ | FY25 Proposed | Life Of Project |
|-----|--|--|--------------------|---------------------|
| 147 | Regional & Hubs | | | |
| 148 | Patsaouras Bus Plaza Station Improvements | \$ 50,526.2 | \$ 15.0 | \$ 50,913.0 |
| 149 | Chatsworth Metrolink Station ADA Improvements | 425.4 | 3,567.1 | 4,000.0 |
| 150 | Fire Detection System Renovation | 934.8 | 437.4 | 5,950.0 |
| 151 | Countywide Transit Signal Priority (TSP) Upgrade and Expansion | 7,057.2 | 2,842.0 | 10,620.0 |
| 152 | NextGen Cloud Based Transit Signal Priority (TSP) | 6,742.4 | 696.5 | 15,000.0 |
| 153 | E PPR Bus Stop Electrical Signage ⁽²⁾ | - | 200.0 | 585.0 |
| 154 | Ticket Vending Machine (TVM) Software Upgrade | 533.4 | 250.0 | 1,729.8 |
| 155 | USG & Bus Division UPS & HVAC | 575.0 | 700.0 | 1,600.0 |
| 156 | Public Plug-In Charge Stations | 472.7 | - | 973.0 |
| 157 | Building Renovation Plan | 40,299.7 | 2,159.2 | 42,842.0 |
| 158 | Muni Ticket Vending Machine Installations | 441.1 | 250.0 | 1,728.0 |
| 159 | Metrolink Pedestrian Connection | 318.1 | - | 825.0 |
| 160 | Systemwide Signage | 13,829.6 | 2,555.5 | 24,100.0 |
| 161 | Fare Capping ⁽²⁾ | 5,972.0 | - | - |
| 162 | Life Portal Development | 937.7 | - | 980.0 |
| 163 | Mobility Wallet (CARB Step) | 72.0 | - | - |
| 164 | Tapforce Conversion | 300.0 | 250.0 | 1,200.0 |
| 165 | TAP Plus Salesforce Integration ⁽³⁾ | - | 500.0 | 5,000.0 |
| 166 | Muni Bus Mobile Validators (BMV) Replacement ⁽³⁾ | 500.0 | 2,922.1 | 4,912.0 |
| 167 | Gateway New LED Lighting | 65.1 | 16.5 | 2,588.7 |
| 168 | Passenger Screen-Facility Hardening | 598.1 | 78.5 | 3,448.8 |
| 169 | CCTV Video Analytics Technology | 4,165.1 | - | 7,200.0 |
| 170 | Track and Tunnel Intrusion Detection | 11,371.9 | - | 11,372.0 |
| 171 | Video Management Security (VMS) Intelligence System ⁽⁴⁾ | - | 5,141.4 | 5,268.2 |
| 172 | Call Point Security Blue Light Boxes | 1,419.1 | 851.0 | 13,950.0 |
| 173 | USG Building Drainage Piping | 684.7 | 624.2 | 11,260.0 |
| 174 | Bus Division Improvements V ⁽³⁾ | - | 2,818.0 | 35,000.0 |
| 175 | Cashroom Processing Equipment | 750.0 | - | 750.0 |
| 176 | EV Parking Equipment | 1,296.7 | - | 2,000.0 |
| 177 | USG Electrical and Security System ⁽³⁾ | - | 2,265.4 | 25,000.0 |
| 178 | Rail Facility Maintenance & IM ⁽³⁾ | - | 3,690.4 | 35,000.0 |
| 179 | Regional & Hubs Subtotal | \$ 150,287.9 | \$ 32,830.4 | \$ 325,795.6 |
| 180 | Technology | | | |
| 181 | 2nd Generation Bus Mobile Validators (BMV) | \$ 15,249.3 | \$ 1,660.4 | \$ 18,100.0 |
| 182 | Union Station Gateway (USG) Building Data Center | 319.7 | 537.4 | 3,450.0 |
| 183 | Financial & Budget System Integration | 1,983.4 | 1,573.2 | 4,200.0 |
| 184 | Agency Information Security & Compliance Program | 7,185.4 | 622.0 | 7,814.0 |
| 185 | Enterprise Telephone & United Messaging System | 6,569.7 | 868.4 | 9,646.0 |
| 186 | Technology Enhancement For Customer Experience | 1,358.9 | 400.0 | 2,226.8 |
| 187 | Enterprise Asset Management System (EAMS) | 43,524.4 | 15,598.0 | 68,750.0 |
| 188 | Human Capital System Project | 2,173.9 | 600.0 | 3,980.0 |
| 189 | Real Estate Management System | 1,240.9 | 200.0 | 1,748.0 |
| 190 | Connected Facilities Project | 1,818.3 | 500.0 | 7,454.2 |
| 191 | Payroll System Replacement Program | 12,892.7 | 9,963.2 | 22,856.0 |
| 192 | Data Center Modernization | 3,346.4 | - | 5,500.0 |
| 193 | Oracle E-Business System Upgrade | 2,087.3 | - | 2,636.0 |
| 194 | Core Server and Ticket Vending Machine Upgrade | 3,000.0 | 6,500.0 | 13,300.0 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Forecasted expenditures through FY24 is actual expenditure through FY23 plus FY24 Budget.

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

⁽³⁾ New project proposed for Board adoption.

⁽⁴⁾ LOP increase.



CIP Project List

FY25 Proposed Budget Book

| | Project Description (\$ in thousands) | Forecasted Expenditures Through FY24 ⁽¹⁾ | FY25 Proposed | Life Of Project |
|-----|--|--|---------------------|-----------------------|
| 195 | Technology | | | |
| 196 | Advanced Transportation Management System II (ATMS) Bus System Replacement | \$ 934.5 | \$ 10,807.3 | \$ 117,000.0 |
| 197 | Hastus v2022 Upgrade | 2,038.5 | 3,121.8 | 5,421.0 |
| 198 | Vendor Portal Integration | 301.3 | 610.3 | 2,911.9 |
| 199 | Data Governance Program | 425.0 | 1,425.0 | 2,550.0 |
| 200 | IT Workstation Refresh Program FY24-FY25 | 1,750.0 | 1,250.0 | 3,000.0 |
| 201 | Platform Refresh FY24-FY25 | 1,750.0 | 1,250.0 | 3,000.0 |
| 202 | Cyber Security Management | 1,229.1 | 700.0 | 3,365.2 |
| 203 | Cyber Security Program | - | 840.0 | 5,300.0 |
| 204 | Cyber Security Infrastructure ⁽³⁾ | - | 600.0 | 1,257.2 |
| 205 | LAUS CCTV Camera Upgrades ⁽³⁾ | - | 700.0 | 2,071.0 |
| 206 | LAUS North Patio Security Fencing ⁽³⁾ | - | 700.0 | 1,593.5 |
| 207 | Integrated Data and Communications System Replacement | 2,551.6 | 3,000.0 | 33,980.0 |
| 208 | Camera Bus Lane Enforcement | 2,085.0 | 2,500.0 | 11,000.0 |
| 209 | Print Shop Press and Cutter | 637.0 | 1,274.2 | 1,911.2 |
| 210 | Logistics Equipment Replacement Phase 2 ⁽²⁾ | - | 588.5 | - |
| 211 | IT Service Management ⁽³⁾ | - | 1,405.0 | 4,475.0 |
| 212 | Technology Subtotal | \$ 116,452.1 | \$ 69,794.7 | \$ 370,497.0 |
| 213 | Non-MR/MM Major Construction and Other Asset Improvements Total | \$ 651,330.9 | \$ 151,490.5 | \$ 1,198,311.2 |
| 214 | Total CIP Budget | \$ 2,985,294.9 | \$ 526,847.7 | \$ 6,037,159.5 |
| 215 | Other Operating Capital⁽⁶⁾ | | | |
| 216 | Parking Guidance System | \$ 3,121.5 | \$ 430.1 | \$ 5,025.0 |
| 217 | Bike Locker Capital Improvements | 872.4 | 1,565.2 | 3,000.0 |
| 218 | Bike Hub Capital Improvements ⁽³⁾ | - | 500.0 | 4,400.0 |
| 219 | Bike Share TAP Integration ⁽⁴⁾ | 1,149.7 | 500.0 | 1,650.0 |
| 220 | Metro Bike Share Replenishment | 1,687.0 | 150.0 | 2,000.0 |
| 221 | 4540 MBS Eqpt. & Expansion ⁽³⁾ | - | 4,000.0 | 4,000.0 |
| 222 | Station-wide Tile Replacement | 248.4 | 50.0 | 1,000.0 |
| 223 | LA Union Station Digital Signage Upgrades | 450.0 | 750.0 | 2,750.0 |
| 224 | LA Union Station Electrical System Upgrade | 725.0 | 750.0 | 6,325.0 |
| 225 | LA Union Station Public Safety Address System | 1,125.0 | 750.0 | 3,905.0 |
| 226 | LA Union Station Building Information Modeling & Survey | 1,050.0 | 800.0 | 3,850.0 |
| 227 | LA Union Station Access Control System Upgrade | 1,000.0 | - | 1,100.0 |
| 228 | LA Union Station S. Patio Plumbing/Pavers | 1,775.0 | 8,000.0 | 13,500.0 |
| 229 | LA Union Station Plumbing Infrastructure | 1,750.0 | 1,750.0 | 3,500.0 |
| 230 | Other Operating Capital Total | \$ 14,954.0 | \$ 19,995.3 | \$ 56,005.0 |

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

⁽³⁾ New project proposed for Board adoption.

⁽⁴⁾ LOP increase.

⁽⁵⁾ Projects captured under General Planning & Programs.



Appendix VI

Total Bus Investment



Total Bus Investment

FY25 Proposed Budget Book

| | Bus Investments (\$ in thousands) | FY24 Budget | FY25 Proposed | \$ Change | % Change | Life of Project |
|----|--|-----------------------|-----------------------|----------------------|----------------|---------------------|
| 1 | Operations & Maintenance | | | | | |
| 2 | Public Safety | | | | | |
| 3 | Security (Law Enforcement/Private/Metro) | \$ 95,269.5 | \$ 112,812.8 | \$ 17,543.3 | 18.4% | N/A |
| 4 | Transit Ambassador Program | 4,704.2 | 12,560.2 | 7,856.0 | 167.0% | N/A |
| 5 | Homeless/Mental Health Outreach | 7,827.7 | 7,808.2 | (19.6) | (0.2)% | N/A |
| 6 | Public Safety Subtotal | \$ 107,801.4 | \$ 133,181.2 | \$ 25,379.7 | 23.5% | N/A |
| 7 | Other Operating and Support | | | | | |
| 8 | Workers' Compensation | \$ 76,870.9 | \$ 85,232.3 | \$ 8,361.4 | 10.9% | N/A |
| 9 | PLPD | 33,145.5 | 44,661.3 | 11,515.9 | 34.7% | N/A |
| 10 | Customer Care Call Center | 52,096.1 | 62,520.8 | 10,424.7 | 20.0% | N/A |
| 11 | Supply Chain, Warehouse & Inventory Management | 58,265.9 | 58,678.0 | 412.1 | 0.7% | N/A |
| 12 | Purchased Transportation | 71,966.7 | 74,245.3 | 2,278.6 | 3.2% | N/A |
| 13 | Other Operating and Support Subtotal | \$ 292,345.1 | \$ 325,337.7 | \$ 32,992.7 | 11.3% | N/A |
| 14 | Directly Operated Service Delivery - Labor Subtotal | \$ 563,085.1 | \$ 663,983.8 | \$ 100,898.7 | 17.9% | N/A |
| 15 | Directly Operated Service Delivery - Parts, Supplies, CNG, Other Subtotal | \$ 461,872.7 | \$ 520,243.4 | \$ 58,370.7 | 12.6% | N/A |
| 16 | Cleanliness Subtotal | \$ 107,918.4 | \$ 112,048.5 | \$ 4,130.2 | 3.8% | N/A |
| 17 | Operations & Maintenance Total | \$ 1,533,022.7 | \$ 1,754,794.6 | \$ 221,772.0 | 14.5% | N/A |
| 18 | NextGen | | | | | |
| 19 | Bus Mobile Validators (BMV) (All Door Boarding) | \$ 9,280.9 | \$ 1,660.4 | \$ (7,620.5) | (82.1)% | \$ 18,100.0 |
| 20 | Camera Bus Lane Enforcement | 2,085.0 | 2,500.0 | 415.0 | 19.9% | 11,000.0 |
| 21 | Transit Signal Priority | 10,242.4 | 3,538.5 | (6,703.9) | (65.5)% | 25,620.0 |
| 22 | NextGen Bus Lanes | 5,590.0 | 4,758.6 | (831.4) | (14.9)% | - |
| 23 | NextGen Curb Improvements | 2,000.0 | 8,100.4 | 6,100.4 | 305.0% | - |
| 23 | NextGen Bus Stops and Shelters | 10,400.0 | 16,372.2 | 5,972.2 | 57.4% | - |
| 23 | Bus Termini and Layover Improvement | - | 3,000.0 | 3,000.0 | 100.0% | - |
| 23 | NextGen Speed Improvement & Headway Management | 9,994.5 | 4,666.7 | (5,327.8) | (53.3)% | - |
| 24 | NextGen Total | \$ 49,592.8 | \$ 44,596.8 | \$ (4,996.0) | (10.1)% | \$ 54,720.0 |
| 25 | Bus Capital Improvements | | | | | |
| 26 | Bus Fleet Procurement | | | | | |
| 27 | 40' Battery Electric Zero Emission Buses | \$ 56,487.8 | \$ 41,758.9 | \$ (14,729.0) | (26.1)% | \$ 163,534.0 |
| 28 | 40' Compressed Natural Gas Buses | 4,752.3 | 691.6 | (4,060.7) | (85.4)% | 420,913.3 |
| 29 | 60' Battery Electric Zero Emission Buses | 4,625.1 | 2,067.3 | (2,557.8) | (55.3)% | 80,003.3 |
| 30 | 60' Battery Electric Zero Emission Buses - Grant Funded | 2,683.3 | 679.3 | (2,004.0) | (74.7)% | 5,109.5 |
| 31 | 60' Compressed Natural Gas Buses | 1,519.5 | 435.4 | (1,084.1) | (71.3)% | 149,311.4 |
| 32 | 40' Battery Electric Zero Emission Buses & En-Route Charging Infrastructure | - | 1,500.0 | 1,500.0 | 100.0% | - |
| 33 | Battery Electric Buses & Chargers | - | 1,142.0 | 1,142.0 | 100.0% | - |
| 34 | Bus Fleet Procurement Subtotal | \$ 70,068.0 | \$ 48,274.4 | \$ (21,793.6) | (31.1)% | \$ 818,871.6 |
| 35 | Bus Facilities Improvements | | | | | |
| 36 | Bus Division Improvements IV | \$ 4,109.9 | \$ 4,590.3 | \$ 480.4 | 11.7% | \$ 28,000.0 |
| 37 | Division 1 Street Closure | 4,623.4 | 1,892.2 | (2,731.2) | (59.1)% | 9,500.0 |
| 38 | Metro G Line (Orange) Reclaimed Water Project | - | 92.2 | 92.2 | 100.0% | 655.4 |
| 39 | Electric Bus Charging Infrastructure J (Silver) Line | 8,569.8 | 17,135.8 | 8,566.0 | 100.0% | 50,000.0 |
| 40 | Division 8 Charging Infrastructure | - | 8,000.0 | 8,000.0 | 100.0% | 65,131.1 |
| 41 | Resilience Charging System | - | 5,000.4 | 5,000.4 | 100.0% | 22,447.9 |
| 42 | Division Zero Emission Bus Infrastructure Transition | - | 2,000.0 | 2,000.0 | 100.0% | - |
| 43 | Environmental Compliance Capital Project (FY23-FY27) | 2,996.6 | 4,907.7 | 1,911.1 | 63.8% | 35,000.0 |
| 44 | Fire Alarm Panel Replacement Throughout Metro Facilities | 734.7 | 1,174.4 | 439.7 | 59.8% | 3,474.0 |
| 45 | Bus Facilities Improvements Subtotal | \$ 21,034.4 | \$ 44,793.0 | \$ 23,758.5 | 113.0% | \$ 214,208.3 |

Note: Totals may not add up because of rounding.



Total Bus Investment

FY25 Proposed Budget Book

| | Bus Investments (\$ in thousands) | FY24 Budget | FY25 Proposed | \$ Change | % Change | Life of Project |
|----|---|-----------------------|-----------------------|---------------------|----------------|-----------------------|
| 46 | Bus Fleet Maintenance | | | | | |
| 47 | Bus Engine Replacements | \$ 2,660.8 | \$ 3,206.0 | \$ 545.3 | 20.5% | \$ 13,518.0 |
| 48 | New Flyer/EI Dorado Bus Midlife | 40,482.5 | 43,388.5 | 2,906.1 | 7.2% | 205,000.0 |
| 49 | Bus Maintenance Equipment Acquisition | 1,000.0 | 1,000.0 | - | 0.0% | 3,900.0 |
| 50 | Collision Avoidance Demo | - | 1,028.0 | 1,028.0 | 100.0% | - |
| 51 | Bus Fleet Maintenance Subtotal | \$ 44,143.3 | \$ 48,622.6 | \$ 4,479.3 | 10.1% | \$ 218,518.0 |
| 52 | Regional and Hubs | | | | | |
| 53 | Passenger Screen-Facility Hardening | \$ 1,400.0 | \$ 78.5 | \$ (1,321.5) | (94.4)% | \$ 3,448.8 |
| 54 | Validators For Muni Buses | 500.0 | 2,922.1 | 2,422.1 | 484.4% | 4,912.0 |
| 55 | Patsaouras Bus Plaza Station Improvements | 38.6 | 15.0 | (23.6) | (61.2)% | 50,913.0 |
| 56 | Bus Division Improvements V | - | 2,818.0 | 2,818.0 | 100.0% | - |
| 57 | Adopt - a - Stop | 150.0 | 150.0 | - | 0.0% | - |
| 58 | Bus Stop Lighting | 1,000.0 | 340.0 | (660.0) | (66.0)% | - |
| 59 | Regional & Hubs Subtotal | \$ 3,088.6 | \$ 6,323.7 | \$ 3,235.0 | 104.7% | \$ 59,273.8 |
| 60 | Technology | | | | | |
| 61 | Advanced Transportation Management System II (ATMS) Replacement | \$ 797.3 | \$ 10,807.3 | \$ 10,009.9 | 1255.4% | \$ 117,000.0 |
| 62 | Technology Subtotal | \$ 797.3 | \$ 10,807.3 | \$ 10,009.9 | 1255.4% | \$ 117,000.0 |
| 63 | Non Measure R (MR)/Measure M (MM) Major Construction | | | | | |
| 64 | Rosa Parks/Willowbrook Station | \$ 1,261.7 | \$ 738.7 | \$ (523.0) | (41.5)% | \$ 128,348.4 |
| 65 | Non MR/MM Major Construction Subtotal | \$ 1,261.7 | \$ 738.7 | \$ (523.0) | (41.5)% | \$ 128,348.4 |
| 66 | Bus Capital Improvements Total | \$ 140,393.3 | \$ 159,559.6 | \$ 19,166.3 | 13.7% | \$ 1,556,220.1 |
| 67 | Bus Transit Construction and Planning | | | | | |
| 68 | Transit Construction | | | | | |
| 69 | G Line (Orange) Bus Rapid Transit (BRT) Improvements | \$ 74,569.2 | \$ 106,818.5 | \$ 32,249.3 | 43.2% | \$ 149,683.0 |
| 70 | North Hollywood to Pasadena BRT Connector | 60,708.0 | 114,411.5 | 53,703.5 | 88.5% | N/A |
| 71 | Transit Construction Subtotal | \$ 135,277.2 | \$ 221,230.0 | \$ 85,952.8 | 63.5% | \$ 149,683.0 |
| 72 | Transit Planning | | | | | |
| 73 | Countywide BRT Planning | \$ 2,999.8 | \$ 2,401.7 | \$ (598.1) | 100.0% | N/A |
| 74 | North San Fernando Valley BRT | 3,364.3 | 2,047.0 | (1,317.2) | (39.2)% | N/A |
| 75 | San Gabriel Valley (SGV) Feasibility Study | 1,933.9 | 955.7 | (978.2) | (50.6)% | N/A |
| 76 | Vermont Transit Corridor | 6,416.6 | 20,100.1 | 13,683.5 | 213.3% | N/A |
| 77 | Other Bus Planning & Studies | 1,572.7 | 37.0 | (1,535.7) | (97.6)% | N/A |
| 78 | Transit Planning Subtotal | \$ 16,287.3 | \$ 25,541.6 | \$ 9,254.3 | 56.8% | N/A |
| 79 | Bus Transit Construction and Planning Total | \$ 151,564.5 | \$ 246,771.6 | \$ 95,207.1 | 62.8% | \$ 149,683.0 |
| 80 | LIFE Program/Bus | \$ 25,398.5 | \$ 27,101.2 | \$ 1,702.7 | 6.7% | N/A |
| 81 | Bus Investments Total | \$ 1,899,971.7 | \$ 2,232,823.8 | \$ 332,852.1 | 17.5% | \$ 1,760,623.1 |

Note: Totals may not add up because of rounding.



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Appendix VII

Regional Transit Allocations



| | State & Local (\$ in thousands) | FY25 Estimated Revenue ⁽¹⁾ | Carryover FY23 Budget vs Actual | Interest FY23 Actual | FY25 Total Funds Available | FY24 Total Funds |
|---|--|--|------------------------------------|-------------------------|-------------------------------|-----------------------|
| Transportation Development Act | | | | | | |
| Planning & Administration | | | | | | |
| 3 | Planning - Metro | \$ 5,780.0 | \$ - | \$ - | \$ 5,780.0 | \$ 6,000.0 |
| 4 | Planning - Southern California Association of Governments (SCAG) | 4,335.0 | - | - | 4,335.0 | 4,500.0 |
| 5 | Administration - Metro | 4,378.9 | - | - | 4,378.9 | 4,379.0 |
| 6 | Planning & Administration Subtotal | \$ 4,378.9 | \$ - | \$ - | \$ 4,378.9 | \$ 14,879.0 |
| 7 | Article 3 Pedestrian & Bikeways 2.0% | \$ 11,270.1 | \$ 310.4 | \$ 231.8 | \$ 11,812.3 | \$ 13,592.0 |
| 8 | Article 4 Bus Transit 90.8% | 511,287.3 | 14,079.7 | 10,517.0 | 535,884.1 | 617,004.0 |
| 9 | Article 8 Streets & Highways 7.2% | 40,948.7 | 1,127.6 | 842.3 | 42,918.7 | 48,985.0 |
| 10 | Transportation Development Act Total | \$ 578,000.0 | \$ 15,517.7 | \$ 11,591.2 | \$ 605,108.9 | \$ 694,459.0 |
| Proposition A | | | | | | |
| 12 | Administration 5.0% | \$ 57,800.0 | \$ 3,968.9 | \$ - | \$ 61,768.9 | \$ 71,310.0 |
| 13 | Local Return ⁽²⁾ 25.0% | 274,550.0 | N/A | - | 274,550.0 | 285,000.0 |
| 14 | Rail Development 35.0% | 384,370.0 | 26,393.1 | - | 410,763.1 | 474,213.0 |
| 15 | Bus Transit^{(3),(4)} 40.0% | | | | | |
| 16 | 95% of 40% Capped at Consumer Price Index (CPI) of 3.0% | 287,721.6 | N/A | - | 287,721.6 | 279,341.0 |
| 17 | 95% of 40% Over CPI | 129,594.4 | N/A | - | 129,594.4 | 153,859.0 |
| 18 | Bus Transit Subtotal | \$ 417,316.0 | \$ - | \$ - | \$ 417,316.0 | \$ 433,200.0 |
| 19 | 5% of 40% Incentive | \$ 21,964.0 | \$ 1,508.2 | \$ - | \$ 23,472.2 | \$ 27,098.0 |
| 20 | Proposition A Total | \$ 1,156,000.0 | \$ 31,870.2 | \$ - | \$ 1,187,870.2 | \$ 1,290,822.0 |
| Proposition C | | | | | | |
| 22 | Administration 1.5% | \$ 17,340.0 | \$ 1,190.7 | \$ - | \$ 18,530.7 | \$ 21,393.0 |
| 23 | Rail/Bus Security 5.0% | 56,933.0 | 3,909.3 | - | 60,842.3 | 70,240.0 |
| 24 | Commuter Rail 10.0% | 113,866.0 | 7,818.7 | - | 121,684.7 | 140,481.0 |
| 25 | Local Return ⁽²⁾ 20.0% | 227,732.0 | N/A | - | 227,732.0 | 236,400.0 |
| 26 | Freeways & Highways 25.0% | 284,665.0 | 19,546.7 | - | 304,211.7 | 351,202.0 |
| 27 | Discretionary 40.0% | 455,464.0 | 31,274.7 | - | 486,738.7 | 561,924.0 |
| 28 | Proposition C Total | \$ 1,156,000.0 | \$ 63,740.0 | \$ - | \$ 1,219,740.0 | \$ 1,381,641.0 |
| State Transit Assistance (STA)⁽⁵⁾ | | | | | | |
| 29 | Bus (PUC 99314 Revenue Base Share) | \$ 76,459.8 | \$ 33,802.1 | \$ 1,631.0 | \$ 111,893.0 | \$ 79,902.0 |
| 30 | Rail (PUC 99313 Population Share) | 57,860.9 | 25,165.2 | 1,298.1 | 84,324.1 | 84,813.0 |
| 31 | State Transit Assistance Total | \$ 134,320.7 | \$ 58,967.3 | \$ 2,929.1 | \$ 196,217.1 | \$ 164,715.0 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Sales tax is projected to be \$1,156.0 million per ordinance, an increase of 2% over the FY24 reforecasted of \$1,133.0 million.

⁽²⁾ Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.

⁽³⁾ Consumer Price Index (CPI) of 3.0% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Proposition A discretionary allocated to Included operators.

⁽⁴⁾ 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.

⁽⁵⁾ 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 FY25 revenue.



| | State & Local (\$ in thousands) | FY25 Estimated Revenue ⁽¹⁾ | Carryover FY23 Budget vs Actual | Interest FY23 Actual | FY25 Total Funds Available | FY24 Total Funds |
|----|---|--|------------------------------------|-------------------------|-------------------------------|-----------------------|
| 33 | Senate Bill 1 (SB1) State Transit Assistance⁽⁵⁾ | | | | | |
| 34 | Bus (Public Utilities Code (PUC) 99314 Revenue Base Share) ⁽⁶⁾ | \$ 62,362.0 | \$ 27,238.5 | \$ 1,353.4 | \$ 90,954.0 | \$ 65,826.0 |
| 35 | Rail (PUC 99313 Population Share) | 47,192.4 | 20,266.3 | 1,077.1 | 68,535.8 | 69,765.0 |
| 36 | SB1 State Transit Assistance Total | \$ 109,554.4 | \$ 47,504.9 | \$ 2,430.5 | \$ 159,489.8 | \$ 135,592.0 |
| 37 | SB1 State of Good Repair | | | | | |
| 38 | Bus (PUC 99314 Revenue Base Share) ⁽⁶⁾ | \$ 20,358.3 | \$ 1,777.1 | \$ 763.1 | \$ 22,898.5 | \$ 13,408.0 |
| 39 | Rail (PUC 99313 Population Share) | 15,406.1 | 1,317.2 | 191.2 | 16,914.5 | 16,360.0 |
| 40 | SB1 State of Good Repair Total | \$ 35,764.4 | \$ 3,094.3 | \$ 954.3 | \$ 39,813.0 | \$ 29,768.0 |
| 41 | Measure R | | | | | |
| 42 | Administration 1.5% | \$ 17,340.0 | \$ 1,183.7 | \$ 575.2 | \$ 19,098.9 | \$ 21,018.0 |
| 43 | Transit Capital - "New Rail" 35.0% | 398,531.0 | 27,205.1 | (899.0) | 424,837.1 | 494,707.0 |
| 44 | Transit Capital - Metrolink 3.0% | 34,159.8 | 2,331.9 | 336.4 | 36,828.1 | 41,695.0 |
| 45 | Transit Capital - Metro Rail 2.0% | 22,773.2 | 1,554.6 | 350.6 | 24,678.3 | 27,953.0 |
| 46 | Highway Capital 20.0% | 227,732.0 | 15,545.8 | 3,264.8 | 246,542.5 | 279,472.0 |
| 47 | Operations "New Rail" 5.0% | 56,933.0 | 3,886.4 | 1,684.4 | 62,503.8 | 69,159.0 |
| 48 | Operations Bus 20.0% | 227,732.0 | 15,545.8 | 6,550.3 | 249,828.1 | 276,240.0 |
| 49 | Local Return ⁽²⁾ 15.0% | 170,799.0 | N/A | N/A | 170,799.0 | 177,300.0 |
| 50 | Measure R Total | \$ 1,156.0 | \$ 67.3 | \$ 11.9 | \$ 1,235.1 | \$ 1,387,543.0 |
| 51 | Measure M | | | | | |
| 52 | Local Return Supplemental & Administration | | | | | |
| 53 | Administration 0.5% | \$ 5,953.4 | \$ 383.0 | \$ 106.2 | \$ 6,442.6 | \$ 7,288.0 |
| 54 | Supplemental Transfer to Local Return ^{(2), (7)} 1.0% | 11,386.6 | N/A | N/A | 11,386.6 | 11,820.0 |
| 55 | Local Return Supplemental & Administration Subtotal | \$ 17,340.0 | \$ 383.0 | \$ 106.2 | \$ 17,829.2 | \$ 19,108.0 |
| 56 | Local Return Base ^{(2), (7)} 16.0% | \$ 182,185.6 | n/a | n/a | \$ 182,185.6 | \$ 189,120.0 |
| 57 | Metro Rail Operations 5.0% | 56,933.0 | 3,663.0 | 744.2 | 61,340.2 | 69,103.0 |
| 58 | Transit Operations (Metro & Municipal Providers) 20.0% | 227,732.0 | 14,652.2 | 6,476.3 | 248,860.5 | 276,006.0 |
| 59 | ADA Paratransit/Metro Discounts for Seniors & Students 2.0% | 22,773.2 | 1,465.2 | 145.5 | 24,383.9 | 28,165.0 |
| 60 | Transit Construction 35.0% | 398,531.0 | 25,641.3 | 4,609.2 | 428,781.5 | 494,573.0 |
| 61 | Metro State of Good Repairs 2.0% | 22,773.2 | 1,465.2 | 632.9 | 24,871.3 | 27,899.0 |
| 62 | Highway Construction 17.0% | 193,572.2 | 12,454.4 | 13,479.8 | 219,506.3 | 232,115.0 |
| 63 | Metro Active Transportation Program 2.0% | 22,773.2 | 1,465.2 | 1,213.7 | 25,452.2 | 27,462.0 |
| 64 | Regional Rail 1.0% | 11,386.6 | 732.6 | 248.8 | 12,368.0 | 13,951.0 |
| 65 | Measure M Total | \$ 1,156.0 | \$ 61.9 | \$ 27.7 | \$ 1,245.6 | \$ 1,377,502.0 |
| 66 | Total State & Local Funds Available | \$ 5,481,639.5 | \$ 349,869.9 | \$ 57,424.5 | \$ 5,888,933.8 | \$ 6,462,042.4 |
| 67 | Total Planning & Admin Allocations (lines 6, 12, 22, 42, and 53) | \$ 112,927.3 | \$ 6,726.3 | \$ 681.4 | \$ 120,335.0 | \$ 135,888.5 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Sales tax is projected to be \$1,156.0 million per ordinance, an increase of 2% over the FY24 reforecasted of \$1,133.0 million.

⁽²⁾ Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.

⁽⁵⁾ 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 FY25 revenue.

⁽⁶⁾ In order to be eligible for SB1-SGR funding, eligible agencies must comply with various reporting requirements. SGR revenue estimates from the State Controller's Office are reduced by 5% due to the anticipated shortfall of FY25 revenue.

⁽⁷⁾ Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.



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Appendix VIII

Eligibility and Allocation of FY25 Funding



Transit Operating, Capital Improvement Program (CIP), and Transit Infrastructure Development (TID)

| Dedicated Funding Sources by Program Type (\$ in millions) | | | | | | | |
|---|---|--|--|--|--|--|-------------------|
| 1 | Total FY25 Proposed Budget Resources | | | | | | \$ 8,949.1 |
| 2 | Less: Highway and Regional Rail ⁽¹⁾ | | | | | | (913.0) |
| 3 | Less: Subsidy Funding | | | | | | (2,051.2) |
| 4 | Less: General Planning & Programs ⁽²⁾ | | | | | | (260.0) |
| 5 | Less: Congestion Management | | | | | | (124.4) |
| 6 | Less: Oversight and Administration ⁽³⁾ | | | | | | (95.1) |
| 7 | Operations and Transit Capital Resources | | | | | | \$ 5,505.4 |

| | Operations Only | | Ops/CIP | | Ops/CIP/TID | | TID Only | | Total |
|----|-----------------|---------------|-----------------|---------------|-------------------|---------------|-------------------|---------------|-------------------|
| | Amount | Cat. % | Amount | Cat. % | Amount | Cat. % | Amount | Cat. % | |
| 8 | \$ 674.5 | 95.3% | \$ 245.9 | 25.1% | \$ 1,240.1 | 76.8% | \$ 819.5 | 37.2% | \$ 2,979.9 |
| 9 | 4.4 | 0.6% | - | 0.0% | 266.3 | 16.5% | 15.9 | 0.7% | 286.6 |
| 10 | 29.1 | 4.1% | 732.9 | 74.9% | 109.3 | 6.8% | 1,367.6 | 62.1% | 2,238.9 |
| 11 | \$ 708.0 | 100.0% | \$ 978.8 | 100.0% | \$ 1,615.7 | 100.0% | \$ 2,202.9 | 100.0% | \$ 5,505.4 |

| Resource Allocation Split by Eligibility (\$ in millions) | | | | | | | | | | |
|--|--|-----------------|---------------|-----------------|---------------|-------------------|---------------|-------------------|---------------|-------------------|
| 12 | Bus and Rail Operations | \$ 707.2 | 99.9% | \$ 936.8 | 95.7% | \$ 1,007.7 | 62.4% | \$ - | 0.0% | \$ 2,651.7 |
| 13 | Capital Improvement Program (CIP) | - | 0.0% | 42.0 | 4.3% | 455.8 | 28.2% | 29.0 | 1.3% | 526.8 |
| 14 | Transit Infrastructure Development (TID) | - | 0.0% | - | 0.0% | 40.1 | 2.5% | 1,924.8 | 87.4% | 1,964.9 |
| 15 | Debt Service ⁽⁴⁾ | 0.8 | 0.1% | - | 0.0% | 112.1 | 6.9% | 249.1 | 11.3% | 362.0 |
| 16 | Total | \$ 708.0 | 100.0% | \$ 978.8 | 100.0% | \$ 1,615.7 | 100.0% | \$ 2,202.9 | 100.0% | \$ 5,505.4 |

Note: Totals may not add up because of rounding.

⁽¹⁾ Includes Highway and Regional Rail debt service.

⁽²⁾ Includes \$26.6 million of General Fund revenues for Bike, Parking, and Union Station expenses. Also includes Proposition A35 debt service for Union Station acquisition.

⁽³⁾ Includes \$4.9 million of General Fund revenues for Transit School subsidy.

⁽⁴⁾ Net of Highway, Regional Rail, and Union Station debt service.



Appendix IX

Abbreviations

Abbreviations

FY25 Proposed Budget Book

| | | | |
|---------------|---|----------------|--|
| ADA | Americans with Disabilities Act | HOV | High Occupancy Vehicle |
| AFSCME | American Federation of State, County, and Municipal Employees | HRV | Heavy Rail Vehicle |
| API | Application Program Interface | I | Interstate |
| AQMD | Air Quality Management District | IIJA | Infrastructure Investment and Jobs Act |
| ARPA | American Rescue Plan Act | INTP | Immediate Needs Transportation Program |
| ASRS | Automated Storage Retrieval System | IOS | Interim Operating Segment |
| ATP | Active Transportation Program | ITS | Information and Technology Services |
| ATU | Amalgamated Transit Union | LAC | Los Angeles County |
| BAB | Build America Bonds | LADOT | Los Angeles Department of Transportation |
| BEB | Battery Electric Buses | LAX | Los Angeles International Airport |
| BIF | Business Interruption Fund | LED | Light-Emitting Diode |
| BIPOC | Black, Indigenous, and People of Color | LIFE | Low-Income Fares is Easy |
| BLE | Bus Lane Enforcement | LOP | Life of Project |
| BMV | Bus Mobile Validator | LRT | Light Rail Transit |
| BOC | Bus Operations Center | LRV | Light Rail Vehicle |
| BRT | Bus Rapid Transit | MAT | Metro Active Transport |
| BSC | Business Solution Center | MATIS | Motorist Aid and Traveler Information System |
| BYD | Build Your Dreams | MBEAT | Metro Budget Equity Assessment Tool |
| CARB | California Air and Resources Board | MDTs | Multidisciplinary Outreach Teams |
| CBA | Collective Bargaining Agreement | Metro | Metropolitan Transportation Authority |
| CBO | Community-Based Organization | MM | Measure M |
| CEO | Chief Executive Office | MOW | Maintenance of Way |
| CIP | Capital Improvement Program | MPV | Mobile Phone Validator |
| CMAQ | Congestion Mitigation and Air Quality | MR | Measure R |
| CMF | Central Maintenance Facility | MTA | Metropolitan Transportation Authority |
| CNG | Compressed Natural Gas | NABI | North American Bus Industries |
| CPI | Consumer Price Index | NFC | Near Field Communication |
| CRA | Community Redevelopment Agency | OCS | Overhead Catenary System |
| CRD | Congestion Reduction Demonstration | O&M | Operations & Maintenance |
| CRM | Customer Relations Management | P3 | Public-Private Partnership |
| CX | Customer Experience | PA | Proposition A |
| DEI | Diversity, Equity, and Inclusion | PATH | People Assisting the Homeless |
| DHS | Department of Health Services | PC | Proposition C |
| DMH | Department of Mental Health | PERS | Public Employees Retirement System |
| DPSS | Department of Public Social Services | PL/PD | Public Liability/Property Damage |
| EFC | Equity-Focused Communities | PSAC | Public Safety Advisory Committee |
| EV | Electric Vehicle | PTSC | Public Transportation Services Corporation |
| EZBB | Equitable Zero-Based Budget | PUC | Public Utilities Code |
| FFGA | Full Funding Grant Agreement | RIITS | Regional Integration of Intelligent Transportation Systems |
| FIS | Financial Information System | RM | Route Mile |
| FLM | First/Last Mile | ROC | Rail Operations Center |
| FLS | Fire Life Safety | RPOS | Regional Point of Sale |
| FSI | Fareless System Initiative | | |
| FSP | Freeway Service Patrol | | |
| FTE | Full-Time Equivalent | | |
| FY | Fiscal Year | | |
| GHG | Greenhouse Gas | | |



Abbreviations

| | |
|------------------|---|
| RSH | Revenue Service Hour |
| RSM | Revenue Service Mile |
| RTPA | Regional Transportation Planning Agency |
| SAFE | Service Authority for Freeway Emergencies |
| SB1 | Senate Bill 1 (The Road Repair Accountability Act of 2017) |
| SCADA | Supervisory Control and Data Acquisition |
| SCAG | Southern California Association of Governments |
| SCO | State Controller's Office |
| SCRRA | Southern California Regional Rail Authority |
| SEED LA | Transportation School |
| SGR | State of Good Repair |
| SMART | International Association of Sheet Metal, Air, Rail, and Transportation Workers |
| SOC | Security Operations Center |
| SR | State Route |
| SSLE | System Security and Law Enforcement |
| STA | State Transit Assistance |
| TAM | Transit Asset Management |
| TAP | Transit Access Pass |
| TCU | Transportation Communications Union |
| TDA | Transportation Development Act |
| TDM | Transportation Demand Management |
| Teamsters | International Brotherhood of Teamsters |
| TID | Transit Infrastructure Development |
| TIM | Transit Improvements/Modernization |
| TOC | Transit-Oriented Communities |
| TOD | Transit-Oriented Development |
| TPSS | Traction Power Substation |
| TSO | Transit Security Officer |
| TSP | Transit Signal Priority |
| TVM | Ticket Vending Machine |
| TWC | Train to Wayside Communications |
| UFS | Universal Fare System |
| UPS | Uninterruptible Power Supply |
| USC | University of Southern California |
| USG | Union Station Gateway |
| WIN-LA | Workforce Initiative Now Los Angeles |
| YOTM | Youth on the Move |
| ZEB | Zero-Emission Bus |



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