

# Metro

*Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA*



## Agenda - Final

Wednesday, June 17, 2015

1:00 PM

One Gateway Plaza, Los Angeles, CA 90012,  
3rd Floor, Metro Board Room

### **Finance, Budget and Audit Committee**

*Mark Ridley-Thomas, Chair*

*Paul Krekorian, Vice Chair*

*James Butts*

*Diane DuBois*

*Hilda Solis*

*Carrie Bowen, non-voting member*

## **METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES (ALSO APPLIES TO BOARD COMMITTEES)**

### **PUBLIC INPUT**

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

**REMOVAL FROM THE BOARD ROOM** The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

### **INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

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**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

## CALL TO ORDER

## ROLL CALL

5. CONSIDER:

[2015-0450](#)

- A. approving the summary of delegated Chief Executive Officer fund type assignments; and
- B. receiving and filing this information as a **response to Motion 5.1 which directed staff to undertake a Fiscal Stability Overview and Funding Commitments Inventory**, subject to further review and validation.

Attachments:      [MASTER ALL FILES 4June2015v2](#)

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

6. CONSIDER:

[2015-0259](#)

- A. approving the **Southern California Regional Rail Authority's (SCRRA) FY 2015-16 Annual Work Program** pursuant to their April 17, 2015, budget transmittal (Attachment A) and subsequent May 28, 2015, revised budget transmittal (Attachment B);
- B. approving the Los Angeles County Metropolitan Transportation Authority's (LACMTA) share of SCRRA FY 2015-16 Metrolink funding totaling \$87,514,128 to reflect the programming of funds as follows:
  - 1. \$ 65,481,000 for Metrolink Operations;
  - 2. \$ 2,578,128 for Right of Way (ROW) Security;
  - 3. \$ 5,806,000 for ROTEM Reimbursement;
  - 4. \$ 13,074,000 for New TVM Purchase in Los Angeles County;
  - 5. \$ 475,000 for Capital Projects; and
  - 6. \$ 100,000 for one-time special events
- C. authorizing the Chief Executive Officer (CEO) to defer LACMTA's share of SCRRA FY 2015-16 Renovation and Rehabilitation budget and extend the lapsing dates of expiring MOUs until the agreed upon cash flow and reconciliation of SCRRA's Renovation and Rehabilitation program is provided to LACMTA or until September

30, 2015;

- D. approving the FY 2015-16 Transfers to Other Operators payment rate of \$1.10 per boarding to LACMTA and an EZ Pass reimbursement cap to LACMTA of \$5,592,000;
- E. authorizing the CEO to amend LACMTA's Commuter Rail Program budget as described in the financial impact section of this report and to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding; and
- F. authorizing the CEO to amend LACMTA's adopted budget to reflect the above recommendations.

Attachments:      [Attachment A - Transmittal of SCRRA's Preliminary FY16 Budget](#)  
                                 [Attachment B - FY16 Revised Budget](#)

7. ADOPT:

[2015-0574](#)

- A. findings and recommendations (Attachment A) for **allocating fiscal year (FY) 2015-16 Transportation Development Act (TDA) Article 8 funds estimated at \$23,988,324** as follows:
  - 1. In the City of Avalon there are unmet transit needs that are reasonable to meet, and the City of Avalon will use \$146,632 of their Article 8 funds (Attachment B) for their transit services. Therefore, TDA Article 8 funds will be used to meet the unmet transit needs, as described in Attachment A;
  - 2. In the Antelope Valley, which includes the Cities of Lancaster and Palmdale, and in the Los Angeles County Unincorporated areas of the Antelope Valley, transit needs are met using other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$6,011,397 and \$5,852,688 (Lancaster and Palmdale, respectively), may be used for street and road purposes and/or transit, as long as long as their transit needs continue to be met;
  - 3. In the Santa Clarita Valley, which includes the City of Santa Clarita and the Los Angeles County unincorporated areas of the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$7,863,268 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;

4. In the Los Angeles County Unincorporated areas of North County, the areas encompass both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$4,117,340 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and
- B. a resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

**Attachments:**      [A - Proposed Recommendations](#)  
[B - FY16 TDA 8 Apportionments](#)  
[C - FY16 TDA Article 8 Resolution](#)  
[D - Unmet Needs Description](#)  
[E - TDA Article 8 Public Hearing Process](#)  
[F - FY16 Comment Summary Sheet - TDA Article 8](#)  
[G - Summary of Recommendations and Actions Taken](#)  
[H - Proposed Recommendations of the SSTAC](#)

8. CONSIDER:

[2015-0704](#)

- A. approving \$1.8 billion in **FY2016 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations** as shown in Attachments A through E and are further described in Attachment F. These allocations comply with federal and state regulations and LACMTA Board policies and guidelines:
  1. Planning and Administrative allocations of Transportation Development Act (TDA), Proposition A, Proposition C and Measure R in the amount of \$70.4 million as shown in Attachment A, Line 37;
  2. Bus Transit Subsidies of State and Local funds in the amount of \$939.5 million as shown in Attachment B and includes:
  3. \$6.0 million for the continuation of the Tier 2 Operators Funding Program
  4. Allocation of Federal Formula Grants in the amount of \$333.6 million as shown in Attachment C.
  5. Proposition A Incentive Programs in the amount of \$14.7 million as shown in Attachment D.

6. Proposition A Local Return, Proposition C Local Return, Measure R Local Return, TDA Article 3 (Pedestrian and Bikeways) and TDA Article 8 (Street and Highways) for \$476.1 million as shown in Attachment E.
  
- B. authorizing the Chief Executive Officer to adjust FY2016 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) estimated allocations upon receipt of final apportionment from the Federal Transit Authority and amend FY2016 budget as necessary to reflect the aforementioned adjustment.
  
- C. approving fund exchange in the amount of \$6 million of Santa Monica's Big Blue Bus' FY2016 Federal Section 5307 formula share allocation with Metro's TDA Article 4 allocation.
  
- D. approving fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$250,000 with Metro's TDA Article 4 allocation.
  
- E. approving fund exchanges in the amount totaling \$10.7 million of Metro's share of Federal Section 5307 with municipal operators' shares of Federal Sections 5339 and 5337.
  
- F. adopting a resolution required by state law designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations in compliance to the terms and conditions of the allocation (Attachment F); and
  
- G. upon approval, authorizing the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

**Attachments:**      [FY16 FAP Attachments](#)

9. ADOPT: [2015-0449](#)
  - A. the **proposed change to the Policy on Use of Interagency Transfers** as described in Attachment A;
  
  - B. finding that the proposed policy change results in a Disparate Impact but there is substantial legitimate justification for the proposed change and there are no alternatives that would have a less disparate impact on minority riders; and
  
  - C. the recommendation to distribute up to 1 million TAP cards free to bus riders purchasing transfers in advance of the effective date of

the policy to address the underlying cause of the Disparate Impact finding (current TAP card possession).

**Attachments:**     [Attachment A - Proposed IAT Policy](#)  
                              [Attachment B - TAP Operators](#)  
                              [Attachment C - Title VI Evaluation of TAP-Based IATs](#)

10.     **WITHDRAWN:** ~~ADOPT the **FY16 Proposed Audit Plan.**~~     [2015-0676](#)

**Attachments:**     [FY16 Audit Plan final](#)

11.     RECEIVE AND FILE the third quarter report of **Management Audit Services** for the period ending March 31, 2015.     [2015-0580](#)

**Attachments:**     [FY15 Q3 Report](#)  
                              [FY15 Q3 Matrix](#)

12.     RECEIVE AND FILE status report on **response to Board Motion No. 8: MTA Ridership** (March 19, 2015) to develop an Action Plan to increase Metro ridership.     [2015-0655](#)

**Attachments:**     [Attachment A Ridership Motion FINAL \(2015-03-18\)](#)  
                              [Attachment B - Immediate Action Plan](#)  
                              [Attachment C - Other Ridership Increase Strategies](#)  
                              [Attachment D- Prior Board Motions on Increasing Ridership-V3](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

13.     RECEIVE **report from the Chief Executive Officer.**     [2015-0764](#)

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

## **Adjournment**



Board Report

File #: 2015-0450, File Type: Motion / Motion Response

Agenda Number: 5/19.

**REVISED**  
**FINANCE, BUDGET AND AUDIT COMMITTEE**  
**PLANNING AND PROGRAMMING COMMITTEE**  
**JUNE 17, 2015**

**SUBJECT: FISCAL STABILITY OVERVIEW AND FUNDING COMMITMENTS INVENTORY (2014 SHORT RANGE TRANSPORTATION PLAN FINANCIAL UPDATE)**

**ACTION: APPROVE THE SUMMARY OF DELEGATED CHIEF EXECUTIVE OFFICER FUND TYPE ASSIGNMENTS**

**RECOMMENDATION**

APPROVED:

- A. the summary of delegated Chief Executive Officer fund type assignments; and
- B. receiving and filing this information as a **response to Motion 5.1 which directed staff to undertake a Fiscal Stability Overview and Funding Commitments Inventory**, subject to further review and validation.

**ISSUE**

In March 2015, the Board of Directors approved motion 5.1, directing staff to undertake a Fiscal Stability Overview and Funding Commitments Inventory (Attachment A, hereafter “the Motion”). In response to that Motion staff is providing all of the attached information, including the SRTP Financial Forecast Update. The SRTP is a ten-year action plan identifying project priorities, schedules and a financial forecast of costs and available resources for the FY2015-2024 time frame.

**DISCUSSION**

Strategic Financial Planning and Programming (formerly “Capital Planning”) is responsible for recommending the programming of countywide transportation funds to the Metro Board of Directors, including securing them in a strategic manner that enables the Metro Board to accomplish the Long Range Transportation Plan (LRTP). As part of that responsibility, it provides financial forecasts for the use of these funds, such as the SRTP, which categorizes and prioritizes near-term projects identified in the Board-adopted LRTP. These documents drive the statutorily required Transportation Improvement Program for Los Angeles County.



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Fiscal Stability and Funding Commitments Inventory in SRTP

The Motion requests a consolidated budgetary statement on all Metro Transit Projects, as well as other comprehensive financial information. That information is provided in detail, in the SRTP, a summary of which is included in the March 31, 2015 Countywide Financial Forecasting Model (hereinafter “the SRTP Model”). The SRTP Model is the only financial modeling comprehensive enough to create the Fiscal Stability Overview and Funding Commitment Inventory requested in the Motion. The Motion specifically requests a consolidated budgetary statement on “all Metro Transit Projects.” That list, which is included in Attachment B, is based on “all transportation projects,” not just “transit.” The distinction is important to provide a complete view, as the table is constrained to available funding and represents a reliable record of the Board’s entire multi-modal commitment, as opposed to a subset of those commitments. Attachment B includes funding only controlled by Metro, unlike the SRTP which contains Countywide funds.

The information requested in 1.a. of the Motion for Life-of-Project (LOP) budgets can be found in the SRTP Model (per Attachment C) which has been provided to each Board Office under separate cover. LOP budgets are approved by the Board usually at the time of construction or bid award. Therefore, projects in the financial forecast that are not yet under construction do not have current/approved LOP budgets. However, all major transit and highway projects in the SRTP do have estimated total project costs. Additional project and program estimated shortfall information requested as part of 1.b. is located in the SRTP Model and attached here in Attachment D. On lines 59 (D-1 Operations) and 170 (D-2, Capital and Rehabilitations), one can see the estimated shortfalls. It is noted here that putting the shortfall on these pages of the SRTP model is arbitrary. As we show in Attachment K, the placement has yet to be determined by the Metro Board of Directors.

The Motion (item 1.c) requests a list of estimated costs for approved or pending “betterments” for capital projects funded with Propositions A, Proposition C and Measure R since the 2009 LRTP. A list of all additions is included in the list of betterments in Attachment E. No distinction is made in the attachment between a “betterment” approved by the Metro Board and a “cost increase” approved by the Metro Board.

Existing and Planned Debt Remains within Policy Constraints

The information requested in item 2 regarding an inventory of debt has been identified by Treasury and can be found in Attachment F. The debt inventory and capacity is managed by Treasury, recorded, and well managed for all bond issuances. The programmed debt service commitments pertaining to Proposition A, Proposition C, and Measure R can be found in the SRTP Model (shown in Attachment G). This includes detail from Proposition A, Proposition C and Measure R along with Transportation Infrastructure Finance and Innovation Act (TIFIA) loan proceeds for each eligible project and Capital Grant Receipt Revenue Bonds. The programmed debt strategy was developed in response to Metro Board of Directors directions and based on a planned debt strategy that allows projects to be efficiently developed and constructed.

The Debt Policy Maximums (Attachment H) are specified in the Metro Debt Policy; but it is important to distinguish this from funding availability because the need for operating and other funds exceed the debt limits as a constraint. The operating constraint is important to the FTA in evaluating our

ability to operate what is built relative to the context of all of our financial commitments. This distinction is important because it demonstrates our comprehensive understanding of the commitments Metro makes to FTA to assure them that we can maintain and operate the system they are helping to fund and that we can do it at a very high level of competence. To demonstrate this commitment to fiscal responsibility, the Metro Board of Directors implemented a distinct Measure R bond interest policy, the adherence to which is identified in Attachment H-2, page 1, Total column, line 35.

### Planning for Policy Objectives and Other Financial Needs

The Call for Projects is a long standing effort by the Board to facilitate policy setting by motivation instead of penalty. It has been extremely successful, as specifically noted in an independent third-party audit of the 2013 Call process, completed in June 2014. This audit report gave the Call process high marks, in particular, noting that the Call process is well organized, identifies clear goals (improve mobility, maximize person throughput, reduce vehicle miles traveled, and reduce greenhouse gas emissions), includes clear procedures, and has strong internal controls. Agencies across the nation and around the world request copies of our application package to use as a model in developing their own competitive programming processes. Each year in June, staff presents a comprehensive list for recertification and/or deobligation of Call for Projects awards, which includes June 2015. Additionally, Attachment I provides the listing of the Call for Projects in the SRTP Model.

The Motion requests the needs of Bus and Rail Operations and the State of Good Repair (Attachment J). As a result of comprehensive state-of-the art planning, almost all future needs were captured. Some unplanned needs have recently emerged and are addressed in the SRTP update. Metro is well positioned to meet existing and future needs, provided that the organization remains within certain financial constraints.

The Motion requests a specific 3-column table included as Attachment K. One of the requested components is the shortfall by the project line item. There is no way to identify where a shortfall should be located in the SRTP without very specific priorities adopted by the Metro Board of Directors. It is important to note that any existing shortfall is not a result of the projects and costs approved in the 2014 SRTP, but instead are a result of some unanticipated expenses approved by the Metro Board of Directors, as shown in Attachment E. As a result of these actions, there is currently a forecasted backlog of funding commitments which will need to be resolved in a fiscally responsible manner going forward.

Specific responses to each of the elements of the Motion as provided by Strategic Financial Planning and Programming and referenced above are indexed in the following table:

### Fiscal Stability Overview and Funding Commitments Inventory

Action Element	Data Request	Data Source	Attachment
5.1	Metro Approved Board Motion	Motion language attached for reference	A
1.	Consolidated budgetary statement on all Metro Transportation Projects and Programs	March 31, 2015 Countywide Financial Forecasting Model, "Uses Overview" (Page 5) included as Attachment B	B
a.	Life of Project Budgets	March 31, 2015 Countywide Financial Forecasting Model (Pages 224 to 444)	C
b.	Estimated Projected Capital, Operations, and Rehabilitation Shortfall for Each Project		D-1 D-2
c.	Estimated Costs for Approved and Pending "Betterments" for Projects Approved Since 2009 L RTP	See Board Action Column in Attachment E	E
2.	Inventory of Debt and Debt Service Commitments Pertaining to Proposition A and C and Measure R	Compiled by Metro Treasury Department	F
	<ul style="list-style-type: none"> <li>Programmed debt issuance for existing projects and programs</li> </ul>	March 31, 2015 Countywide Financial Forecasting Model, "Summary of New Debt Financing" (Page 75) and "Summary of New Debt Financing-Innovative Financing" (Page 78)	G
	<ul style="list-style-type: none"> <li>Debt Policy Maximum in Each Sales Tax Measure Debt Issuance Category</li> </ul>	March 31, 2015 Countywide Financial Forecasting Model, "Debt Policy Conformance" (Page 83)	H
	<ul style="list-style-type: none"> <li>Fiscal Responsibility Policy for Measure R Capital Project Contingency Funds</li> </ul>	Measure R Debt Service Cap Analysis	H-2
3.	Grant Agreements and Future Plans for Funding the Call for Projects Program	March 31, 2015 Countywide Financial Forecasting Model, Call for Projects list (Pages 445 to 455).	I
4.	Bus and Rail Operations, State of Good Repair	March 31, 2015 Countywide Financial Forecasting Model, Bus Operations section (Pages 224 to 239) and "Transit Corridor Operations Summary" (Page 265)	J
N/A	Each Project and Program Funded through the Three Existing Sales Tax Measures (3-column chart)		K
April 2011	Metro Amended Board Item	Item 11, Minutes of Metro Board Meeting	L
April 2011	Fiscal Stability Overview and Funding Commitments Inventory Presentation	L RTP Financial Update	M

### Prior Board Policy Actions Requiring this Follow-Up

In April 2011 the Board authorized the Chief Executive Officer to negotiate and execute funding contracts or agreements as needed with Los Angeles County jurisdictions, agencies or other entities to provide funds programmed as authorized, consistent with the priorities of the LRTP and this report. This authorization allows Metro to strategically assign federal, state and local funds to maximize the use of all available dollars. The ability to act quickly on these issues enables Metro and its staff to take advantage of new funding opportunities, revenue increases, and cost savings on existing programs. Any delay to ready-to-go projects could expose Metro and project sponsors throughout Los Angeles County to construction cost increases that would further reduce our capital programming capacity. The Board directed staff to periodically report back when moving funding to support Board approved projects and programs (Attachment L).

In December 2014, as part of a Board Report on the FY 2016 Budget Development process, the Board received a Financial Forecast Overview of the SRTP. That overview indicated that key improvements that are under construction are forecasted to cost \$14 billion, and since its adoption the Board has received more than \$1.4 billion in additions and updates to the Plan, not previously included. Increases to the SRTP have continued since that December 2014 report, and are currently calculated at more than \$1.8 billion. An updated presentation is included as Attachment M. The current fund programming strategy for largest Metro projects by dollar value, including both approved and proposed fund adjustments, can be found in the Appendix B to Attachment M. Any other project detail is available upon request. Staff is using the same process as past reporting to update programming and to continue to be consistent with the LRTP.

Attachment M provides the Board with a detailed financial context for the potential impact of a funding shortfall, as well as identifying the cash flow needs to meet existing SRTP priorities. As indicated, there has been a cumulative effect of various program and project increases. Specifically, a \$900 million shortfall is currently identified, about 1.6% of the total Metro controlled program of over \$54 billion through FY 2024.

## **NEXT STEPS**

Given the extensive nature of the information provided, as well as the need for components from other departmental areas, Finance and Treasury staff will require additional time to analyze and validate this report. Strategic Financial Planning and Programming staff will continue to update the Metro Board of Directors with any information needed to further supplement or clarify the overview or inventories provided.

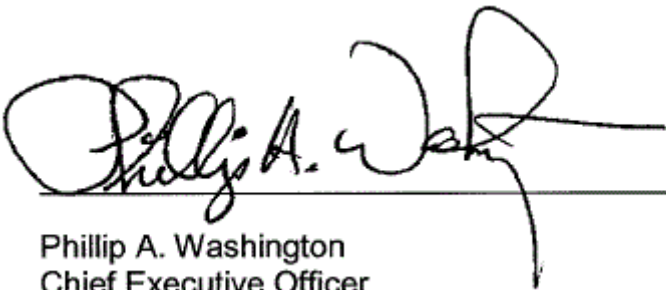
In September 2015 Metro will apply for \$1.187 billion grant from the Federal New Starts program and a loan for \$307 million from the Federal Transportation Infrastructure and Finance Innovation Act (TIFIA) for the Westside Purple Line Extension Section 2 project. A requirement for these applications is a comprehensive review and evaluation of Metro's agency-wide financial plan by the Federal Transit Administration (FTA) and the Federal TIFIA Office. To secure a New Starts rating of medium or better, Metro must submit a balanced financial plan to FTA and TIFIA, requiring that we develop a credible strategy for closing the funding gaps identified in this report.

## **ATTACHMENTS**

- Attachment A - Motion 5.1
- Attachment B - Consolidated Budgetary Statement for all Metro Transportation Projects and Programs
- Attachment C - Life of Projects Budgets
- Attachment D - Estimated Projected Capital, Operations, and Rehabilitation Shortfall for Each Project
- Attachment E - Estimated Costs for Approved and Pending "Betterments"
- ~~Attachment F - Inventory of Debt and Debt Service Commitments Pertaining to Proposition A and C and Measure R~~
- Attachment F - Inventory of Debt and Debt Service Commitments Pertaining to Proposition A and C and Measure R
- Attachment G - Summary of New Debt Financing
- Attachment H - Debt Policy Maximum (Conformance)
- Attachment H-2. Measure R Bond Interest Policy
- Attachment I - Call for Projects List
- Attachment J - Bus and Rail Operations, State of Good Repair
- Attachment K - Sales Tax Measures Project and Program Funding (A, C & R)
- Attachment L - Motion Amending Board Item 11 in April 2011
- Attachment M - Presentation on Fiscal Stability Overview and Funding Commitments Inventory

Prepared by: Gloria Anderson, Director, (213) 922-2457  
Kalieh Honish, Deputy Executive Officer, (213) 922-7109  
William Ridder, Executive Officer, (213) 922-2887  
David Yale, Managing Executive Officer, (213) 922-2469

Reviewed By: Martha Welborne, Chief Planning Officer  
Nalini Ahuja, Executive Director, Finance and Budget (213) 922-3088



Phillip A. Washington  
Chief Executive Officer

## Finance and Budget Committee

## Motion by Directors Butts, Knabe, Dubois and Antonovich to

## Amend Item No. 5

A Fiscal Stability Overview and Funding Commitments Inventory

Metro currently finds itself at an interesting crossroads; in so far as this Board has three new members, a pending new CEO and is currently in the process of updating the 2009 Long Range Transportation Plan (LRTP) while concurrently developing information that could lead to a new sales tax ballot measure as early as November, 2016.

Before us this month is the timely issue of Debt Management and Debt Service policy. A primary goal of such policy is to monitor and manage Metro debt commitments so as to avoid over leveraging longer-term future revenues in order to finance present and near future programs and projects. We believe that everyone would agree that we should be consciously aware of how much future debt we have already committed in order that we may seek to strike a responsible balance between paying for the costs of on-going Operations and Maintenance and the State of Good Repair needs with real-time revenues prior to embarking on a shared ambition to continue to expand the transit network. We are concerned that we may be over-mortgaging future sales tax revenues to grow beyond our means to sustain the operations and maintenance of Metro's growing infrastructure.

We also feel it might be helpful for us all if the Board were to step back and undertake a ***Fiscal Stability Overview and Funding Commitments Inventory*** to be submitted by Capital Planning, Operations and Construction staff to the Chief Financial Officer and Treasurer that examines the following areas:

1. A consolidated budgetary statement on all Metro Transit Projects and Programs currently funded through Propositions A and C and Measure R, including
  - a. Life of Project Budgets;
  - b. Estimated projected capital, operations, and rehabilitation shortfall for each project; and
  - c. A list of estimated costs for approved and pending "betterments" for each of those projects that have been approved by the Metro Board since the LRTP was adopted in 2009.
2. An Inventory of Debt and Debt Service commitments pertaining to each Proposition A, C and Measure R, and programmed debt issuance for existing projects and programs, and the remaining residual ***Debt Policy Maximum*** in each sales tax measure debt issuance category;
3. A list of Grant Agreements and future plans for funding the *Call for Projects* program;
4. This inventory should also include the funding needs of Bus and Rail Operations and the State of Good Repair

Specifically, such an inventory should list each project and program funded through the three existing sales tax measures (*A, C, and R*) in a 3-column chart that lists

- a) Current funding
- b) Amount needed to complete the Project; and
- c) Shortfall amount (projected to be included in a new ballot measure, re-programming of current commitments, or issuance of new debt )

**Motion by Directors Butts, Knabe, Dubois and Antonovich to**

**Amend Item No. 5**

**We, Therefore, Move** that this Board:

- A. Approve the staff Recommendation as contained in Item number Five; and
- B. Instruct the Capital Planning, Construction and Operations staff with the validation of data by the Chief Financial Officer and Treasurer to report back in June, 2015 to the Finance, Budget and Planning Committees with the information described above in order to provide this Board, the new CEO and the subregion stakeholder partners a **financial baseline** from which to develop a framework for the updated LRTP, sales tax measure and other pertinent strategic financial decisions for the future of transportation development.



**Consolidated Budgetary Statement for all Metro**      **ATTACHMENT B-1**  
**Transportation Projects and Programs (Summary)**

Metro-Controlled Sources and Uses (not including local return)

	FY 15-24	FY 25-40	Total
Local Revenues	33,851.7	85,682.8	119,534.5
State Revenues	3,459.4	3,721.1	7,180.5
Federal Revenues	8,912.7	12,218.7	21,131.4
Subtotal Before Bonds	46,223.8	101,622.6	147,846.4
New Bonds	7,867.6	7,790.5	15,658.1
<b>Total Sources</b>	<b>54,091.4</b>	<b>109,413.1</b>	<b>163,504.5</b>
Existing Debt Service	3,615.0	3,192.8	6,807.8
Operations and other cash uses	25,309.9	61,739.5	87,049.4
Subtotal Uses Not Bond Eligible	28,924.9	64,932.3	93,857.2
Bond Eligible Capital	22,739.3	34,064.9	56,804.2
New Debt Service	2,867.4	10,889.9	13,757.3
<b>Total Uses</b>	<b>54,531.6</b>	<b>109,887.1</b>	<b>164,418.7</b>
<b>Sources Over/(Under) Uses</b>	<b>(440.2)</b>	<b>(474.0)</b>	<b>(914.2)</b>

# Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Detail)

## ATTACHMENT B-2

Metro-Controlled Sources and Uses (not including local return)

	FY 15-24	FY 25-40	Total
1 Sales Tax Revenues (A, C, R, TDA)	27,874.8	70,008.0	97,882.8
2 Fares	4,394.8	13,468.3	17,863.1
3 Other Local	1,582.1	2,206.5	3,788.6
4			
5 State Revenues			
6 STA	1,071.4	1,758.7	2,830.1
7 Other State	2,388.0	1,962.4	4,350.4
8			
9 Federal Revenues			
10 New Starts	2,695.1	2,660.0	5,355.1
11 Other Fed	6,217.6	9,558.7	15,776.3
12 <b>Subtotal Before Bonds</b>	<b>46,223.8</b>	<b>101,622.6</b>	<b>147,846.4</b>
13			
14 Bond Proceeds Prop A 35 Rail	933.7	4,310.3	5,244.0
15 Bond Proceeds Prop C 40	117.0	335.0	452.0
16 Bond Proceeds Prop C 25 Highway	1,802.1	2,324.9	4,127.0
17 Bond Proceeds Prop C 10 Commuter Rail	138.2	79.2	217.4
18 Bond Proceeds Measure R 35% Transit Projects	878.1	661.7	1,539.8
19 Bond Proceeds Measure R 35% Transit TIFIA	1,868.9	-	1,868.9
20 Bond Proceeds Measure R 20% Highway	971.5	79.4	1,050.9
21 Bond Proceeds Measure R 2% Rail Capital	118.5	-	118.5
22 Bond Proceeds New Starts CGRRRB (for Westside Purple Line Section 1)	1,039.6	-	1,039.6
23 <b>Subtotal New Bonds (category summary on next page)</b>	<b>7,867.6</b>	<b>7,790.5</b>	<b>15,658.1</b>
24 <b>Total Sources including Bonds</b>	<b>54,091.4</b>	<b>109,413.1</b>	<b>163,504.5</b>
25 <b>Uses</b>			
26 Existing Debt Service	3,615.0	3,192.8	6,807.8
27 Transit Operations (Metro, Munis, Access Services, Metrolink)	22,981.0	57,189.2	80,170.2
28 Other Metro Highway Operations	869.8	1,643.7	2,513.5
29 Admin	1,116.1	2,469.5	3,585.6
30 Metro Agencywide Capital	343.0	437.1	780.1
31 <b>Subtotal Not Bonded</b>	<b>28,924.9</b>	<b>64,932.3</b>	<b>93,857.2</b>

## Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Detail)

### ATTACHMENT B-2

Metro-Controlled Sources and Uses (not including local return)

	FY 15-24	FY 25-40	Total
32 Measure R Transit Capital Projects (Measure R 2%, 3%, 35%)	4,952.9	5,112.9	10,065.8
33 Metro Bus and Rail State of Good Repair	2,468.3	9,391.1	11,859.4
34 Other Transit Capital	8,341.5	10,885.7	19,227.2
35 Measure R Highway Capital Projects (Measure R 20%)	2,770.8	2,199.2	4,970.0
36 Other Metro Highway Capital	4,205.8	6,476.0	10,681.8
37 <b>Subtotal Bond Eligible</b>	<b>22,739.3</b>	<b>34,064.9</b>	<b>56,804.2</b>
38			
39 <b>Subtotal</b>	<b>51,664.2</b>	<b>98,997.2</b>	<b>150,661.4</b>
40 New Debt Service	2,867.4	10,889.9	13,757.3
41 <b>TOTAL</b>	<b>54,531.6</b>	<b>109,887.1</b>	<b>164,418.7</b>
42			
43 <b><u>Uses Bonded by Category</u></b>			-
44 Measure R Transit Capital Projects	4,838.8	4,972.0	9,810.8
45 Measure R Highway Capital Projects	971.5	79.4	1,050.9
46 Non-Measure R Bus Transit Capital	117.0	182.0	299.0
47 Non-Measure R Rail Transit Capital	138.2	232.2	370.4
48 Non-Measure R Highway Capital	1,802.1	2,324.9	4,127.0
49 Subtotal	7,867.6	7,790.5	15,658.1



# Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Costs)

		2019	2020	2021	2022	2023	2024	2025	2026	2027
	<b>L RTP Update 3/31/15</b>									
	(\$ in millions)									
1	Metro Bus Operations	1,198.7	1,236.6	1,275.8	1,315.0	1,355.5	1,439.0	1,493.0	1,504.3	1,548.6
2	Access Services Operations	146.7	150.5	154.4	158.2	162.1	166.1	170.1	174.2	178.2
3	Other ADA Service	47.3	49.2	51.1	53.0	55.2	57.0	59.1	61.7	64.2
4	Muni and Non-Metro Bus Operations	324.9	335.2	345.7	355.9	367.4	378.1	389.2	402.3	415.2
5	<b>Subtotal Bus Operations</b>	<b>1,717.7</b>	<b>1,771.6</b>	<b>1,827.1</b>	<b>1,882.1</b>	<b>1,940.2</b>	<b>2,040.3</b>	<b>2,111.4</b>	<b>2,142.5</b>	<b>2,206.3</b>
6	Metro Rail Operations	555.1	591.3	614.1	633.8	658.1	700.0	751.4	773.4	811.3
7	Metro Link Rail Operations	67.1	69.8	72.6	75.5	78.5	80.9	83.3	85.8	88.4
8	<b>Subtotal Rail Operations</b>	<b>622.2</b>	<b>661.1</b>	<b>686.7</b>	<b>709.3</b>	<b>736.7</b>	<b>780.9</b>	<b>834.7</b>	<b>859.2</b>	<b>899.7</b>
9	Metro Bus Acquisition	125.0	125.0	125.0	125.0	134.8	191.6	124.4	195.3	199.9
10	Metro Other Bus Capital	122.6	125.3	128.5	131.6	134.1	138.1	141.3	144.6	148.0
11	Muni and non-Metro Bus Capital	3,001.7	104.1	105.8	107.6	109.3	111.1	112.8	114.6	116.5
12	<b>Subtotal Bus Capital</b>	<b>350.1</b>	<b>354.4</b>	<b>359.3</b>	<b>364.2</b>	<b>368.2</b>	<b>440.7</b>	<b>378.5</b>	<b>454.6</b>	<b>464.3</b>
13	Major Rail Projects	700.4	626.4	431.2	444.2	274.8	191.2	218.1	274.2	353.0
14	Metro Rail State of Good Repair	220.1	153.2	127.6	157.5	240.3	187.8	247.0	216.5	217.0
15	Metro Rail Vehicles	94.2	40.3	34.1	34.6	61.3	64.3	50.4	46.8	109.4
16	Metro Red/Purple Line System Improvements	-	-	-	83.9	112.2	107.9	172.1	107.9	36.8
17	Other Metro Rail Capital	15.0	10.0	2.9	2.8	27.8	27.7	2.6	-	-
18	Metro Link Rail Capital	47.6	47.6	49.5	51.3	53.4	55.3	57.4	59.8	62.2
19	<b>Subtotal Rail Capital</b>	<b>1,077.8</b>	<b>877.6</b>	<b>645.2</b>	<b>774.3</b>	<b>769.8</b>	<b>634.2</b>	<b>747.7</b>	<b>705.3</b>	<b>778.4</b>
20	Call for Projects	91.8	163.0	256.2	250.0	250.0	250.0	250.0	250.0	250.0
21	Freeway Projects	430.0	281.1	239.2	342.2	369.4	419.6	376.8	398.8	401.9
22	Measure R Contingency Balance	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	2.2	2.2	2.2
23	Alameda Corridor East	34.0	34.0	34.0	34.0	24.3	-	-	-	-
24	Retrofit Soundwalls	44.2	58.0	28.5	-	-	-	-	-	-
25	Other Highway/Multimodal Projects	9.3	29.7	11.8	10.4	24.0	23.4	11.6	12.1	12.6
26	Freeway Service Patrol	26.2	26.8	27.4	28.0	28.6	29.2	29.8	30.5	31.1
27	Rideshare/Vanpools	14.8	15.4	16.0	18.5	17.4	18.1	18.8	19.6	20.3
28	Regional Administration and Other	46.8	43.7	48.5	40.3	41.2	42.1	43.0	43.9	44.8
29	<b>Subtotal Highway</b>	<b>697.1</b>	<b>651.7</b>	<b>661.6</b>	<b>723.5</b>	<b>754.9</b>	<b>782.4</b>	<b>732.1</b>	<b>757.1</b>	<b>762.9</b>
30	Rail Capital Debt Service Prop A 35%	171.3	168.7	130.4	138.1	98.0	118.0	143.5	160.2	159.5
31	Rail Capital Debt Service Prop C 40%	67.3	63.6	63.6	64.0	29.1	27.6	16.7	19.4	19.4
32	Bus Capital Debt Service Prop A 40%	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
33	Bus Capital Debt Service Prop C 40%	3.4	5.1	6.1	7.1	14.6	14.6	15.9	15.9	21.1
34	Highway Debt Service Prop C 25%	131.1	143.0	147.7	149.4	146.9	157.5	166.6	184.9	204.1
35	Commuter Rail Debt Service Prop C 10%	15.6	15.9	17.0	18.2	11.7	11.7	12.5	11.4	12.4
36	Measure R 2% Debt Service	12.4	15.4	16.8	16.8	16.8	16.8	16.8	16.7	16.7
37	Measure R 35% Debt Service	223.8	183.8	200.7	251.1	199.9	233.7	218.3	230.3	242.8
38	Measure R 20% Debt Service	30.4	42.5	54.6	68.6	76.9	86.9	95.6	95.6	95.6
39	Capital Grant Bond Debt Service	100.0	100.0	100.0	100.0	100.0	100.0	84.6	-	-
40	Regional Improvement Program Debt Service	-	-	-	-	-	-	-	-	-
41	<b>Subtotal Debt Service</b>	<b>757.6</b>	<b>740.0</b>	<b>738.9</b>	<b>815.4</b>	<b>695.9</b>	<b>768.7</b>	<b>772.5</b>	<b>736.4</b>	<b>773.7</b>
42	Agencywide Capital	17.7	18.1	18.5	18.9	19.4	19.8	20.2	20.6	21.1
43	Administrative Overhead	104.1	107.0	109.9	112.8	114.8	117.8	120.8	125.3	128.5
44	Immediate Needs and General Relief Token	12.0	12.3	12.6	12.9	13.2	13.5	13.9	14.2	14.5
45	<b>Subtotal Other</b>	<b>133.8</b>	<b>137.3</b>	<b>141.0</b>	<b>144.6</b>	<b>147.4</b>	<b>151.1</b>	<b>154.9</b>	<b>160.1</b>	<b>164.2</b>
46	<b>GRAND TOTAL</b>	<b>5,355.9</b>	<b>5,193.7</b>	<b>5,059.8</b>	<b>5,413.5</b>	<b>5,443.1</b>	<b>5,598.2</b>	<b>5,731.9</b>	<b>5,815.1</b>	<b>6,049.4</b>

# Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Costs)

	Total '15-'40	2028	2029	2030	2031	2032	2033	2034	2035	2036
(\$ in millions)										
1 Metro Bus Operations	40,125.3	1,593.5	1,634.3	1,675.8	1,723.5	1,772.5	1,822.4	1,873.7	1,926.5	1,981.0
2 Access Services Operations	4,600.1	182.3	185.9	189.5	193.8	198.0	202.4	206.8	211.3	216.0
3 Other ADA Service	1,703.0	66.7	69.1	72.6	76.3	79.1	81.9	84.6	87.6	90.5
4 Muni and Non-Metro Bus Operations	10,794.3	428.1	440.3	456.3	473.8	487.8	502.0	516.5	531.4	546.6
5 <b>Subtotal Bus Operations</b>	<b>57,222.7</b>	<b>2,270.6</b>	<b>2,329.6</b>	<b>2,394.2</b>	<b>2,467.4</b>	<b>2,537.4</b>	<b>2,608.6</b>	<b>2,681.6</b>	<b>2,756.8</b>	<b>2,834.1</b>
6 Metro Rail Operations	20,647.6	847.5	867.9	888.8	897.7	937.3	962.3	988.0	1,097.2	1,145.8
7 Metrolink Rail Operations	2,300.0	91.0	93.8	96.6	99.5	102.5	105.5	108.7	112.0	115.3
8 <b>Subtotal Rail Operations</b>	<b>22,947.6</b>	<b>938.6</b>	<b>961.7</b>	<b>985.4</b>	<b>997.2</b>	<b>1,039.7</b>	<b>1,067.8</b>	<b>1,096.7</b>	<b>1,209.1</b>	<b>1,261.1</b>
9 Metro Bus Acquisition	4,370.8	163.6	325.5	158.1	147.7	111.0	181.6	218.0	307.2	138.5
10 Metro Other Bus Capital	3,880.0	151.3	154.2	157.1	160.6	164.1	167.7	171.3	173.1	176.9
11 Muni and non-Metro Bus Capital	3,001.7	118.3	120.1	120.8	121.2	123.2	125.1	127.1	129.2	131.3
12 <b>Subtotal Bus Capital</b>	<b>11,252.5</b>	<b>433.2</b>	<b>599.8</b>	<b>436.0</b>	<b>429.5</b>	<b>398.3</b>	<b>474.4</b>	<b>516.5</b>	<b>609.5</b>	<b>446.7</b>
13 Major Rail Projects	17,311.8	529.5	623.3	667.1	853.0	873.9	906.9	745.6	528.0	418.5
14 Metro Rail State of Good Repair	8,091.1	224.0	249.3	311.9	316.8	549.2	466.6	849.4	557.2	449.5
15 Metro Rail Vehicles	1,668.5	64.8	64.7	87.5	70.1	15.9	42.3	42.5	29.5	44.5
16 Metro Red/Purple Line System Improvements	849.3	-	-	7.1	46.5	92.2	27.8	-	-	-
17 Other Metro Rail Capital	405.5	-	-	-	-	-	-	-	-	-
18 Metrolink Rail Capital	1,573.5	64.7	69.9	70.2	73.5	76.2	79.1	81.9	84.9	88.0
19 <b>Subtotal Rail Capital</b>	<b>29,899.9</b>	<b>883.0</b>	<b>1,007.1</b>	<b>1,143.8</b>	<b>1,359.8</b>	<b>1,607.5</b>	<b>1,522.6</b>	<b>1,719.5</b>	<b>1,199.6</b>	<b>1,000.5</b>
20 Call for Projects	3,415.1	250.0	250.0	205.0	-	-	-	-	-	-
21 Freeway Projects	9,000.0	415.9	403.5	293.9	289.1	292.4	310.5	369.9	209.0	229.4
22 Measure R Contingency Balance	938.6	(18)	1.2	1.2	1.2	1.3	1.3	3.4	174.2	175.0
23 Alameda Corridor East	420.2	-	-	-	-	-	-	-	-	-
24 Retrofit Soundwalls	1,085.5	-	-	57.0	91.5	123.2	85.1	106.4	77.9	33.9
25 Other Highway/Multimodal Projects	792.3	13.1	13.6	18.6	18.9	20.6	22.2	23.7	25.3	31.0
26 Freeway Service Patrol	803.6	31.7	32.3	32.9	33.5	34.2	34.9	35.6	36.3	37.0
27 Rideshare/Vanpools	488.6	21.2	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
28 Regional Administration and Other	1,221.2	45.7	46.5	45.1	46.0	46.9	47.8	48.8	49.7	50.7
29 <b>Subtotal Highway</b>	<b>18,165.0</b>	<b>775.8</b>	<b>769.2</b>	<b>675.7</b>	<b>502.3</b>	<b>540.6</b>	<b>523.8</b>	<b>609.7</b>	<b>594.5</b>	<b>579.0</b>
30 Rail Capital Debt Service Prop A 35%	4,713.4	160.5	163.3	166.6	169.1	174.1	198.0	220.1	250.3	271.9
31 Rail Capital Debt Service Prop C 40%	815.9	12.2	10.0	2.3	3.2	4.5	5.8	5.7	7.0	7.6
32 Bus Capital Debt Service Prop A 40%	43.4	2.0	2.0	2.0	2.0	2.0	2.0	2.0	-	-
33 Bus Capital Debt Service Prop C 40%	411.3	21.1	21.8	36.8	33.5	31.7	30.7	29.7	22.2	22.2
34 Highway Debt Service Prop C 25%	5,131.9	223.6	243.7	261.7	274.8	281.8	292.0	288.3	294.0	296.1
35 Commuter Rail Debt Service Prop C 10%	355.6	13.6	13.0	13.4	13.4	13.4	13.4	13.4	13.4	13.4
36 Measure R 2% Debt Service	367.9	10.9	16.7	16.7	16.7	16.7	16.7	16.7	16.7	16.7
37 Measure R 35% Debt Service	5,797.5	258.6	232.1	245.7	280.5	343.2	366.0	349.7	357.8	347.5
38 Measure R 20% Debt Service	1,735.1	95.6	95.6	95.6	95.6	95.6	95.6	95.6	95.6	95.6
39 Capital Grant Bond Debt Service	1,184.6	-	-	-	-	-	-	-	-	-
40 Regional Improvement Program Debt Service	8.6	-	-	-	-	-	-	-	-	-
41 <b>Subtotal Debt Service</b>	<b>20,565.3</b>	<b>797.9</b>	<b>798.2</b>	<b>840.8</b>	<b>888.6</b>	<b>962.8</b>	<b>1,020.1</b>	<b>1,021.0</b>	<b>1,056.9</b>	<b>1,071.0</b>
42 Agencywide Capital	673.3	21.5	21.9	22.3	22.7	23.2	23.7	24.1	24.6	25.1
43 Administrative Overhead	3,317.6	131.8	134.7	137.9	141.6	145.1	148.6	152.1	155.8	160.2
44 Immediate Needs and General Relief Token	374.8	14.9	15.1	15.4	15.8	16.1	16.5	16.8	17.2	17.6
45 <b>Subtotal Other</b>	<b>4,365.8</b>	<b>168.2</b>	<b>171.7</b>	<b>175.6</b>	<b>180.1</b>	<b>184.4</b>	<b>188.7</b>	<b>193.1</b>	<b>197.6</b>	<b>203.0</b>
46 <b>GRAND TOTAL</b>	<b>164,418.7</b>	<b>6,267.2</b>	<b>6,637.4</b>	<b>6,651.5</b>	<b>6,825.0</b>	<b>7,270.8</b>	<b>7,406.0</b>	<b>7,838.1</b>	<b>7,624.0</b>	<b>7,395.3</b>

## Consolidated Budgetary Statement for all Metro Transportation Projects and Programs (Costs)

	2037		2038		2039	
	Total '15-'40	2038	2039	2040	2041	2042
<b>L RTP Update 3/31/15</b>						
(\$ in millions)						
1 Metro Bus Operations	4,600.1	220.7	225.3	229.2	229.2	
2 Access Services Operations	1,703.0	93.5	96.4	99.4	99.4	
3 Other ADA Service	10,794.3	561.8	577.0	490.8	490.8	
4 Muni and Non-Metro Bus Operations	<b>57,222.7</b>	<b>2,912.4</b>	<b>2,990.3</b>	<b>3,012.1</b>	<b>3,012.1</b>	
5 Subtotal Bus Operations	20,647.6	1,176.1	1,206.4	1,212.3	1,212.3	
6 Metro Rail Operations	2,300.0	118.8	122.4	126.0	126.0	
7 Metrolink Rail Operations	<b>22,947.6</b>	<b>1,294.9</b>	<b>1,328.8</b>	<b>1,338.3</b>	<b>1,338.3</b>	
8 Subtotal Rail Operations	4,370.8	254.4	164.7	257.0	257.0	
9 Metro Bus Acquisition	3,880.0	180.7	184.5	187.7	187.7	
10 Metro Other Bus Capital	3,001.7	133.4	135.5	137.5	137.5	
11 Muni and non-Metro Bus Capital	<b>11,252.5</b>	<b>568.5</b>	<b>484.7</b>	<b>582.2</b>	<b>582.2</b>	
12 Subtotal Bus Capital	17,311.8	372.7	664.7	60.0	60.0	
13 Major Rail Projects	8,091.1	684.0	545.8	739.4	739.4	
14 Metro Rail State of Good Repair	1,668.5	46.4	25.0	0.4	0.4	
15 Metro Rail Vehicles	849.3	-	-	-	-	
16 Metro Red/Purple Line System Improvements	405.5	-	-	-	-	
17 Other Metro Rail Capital	1,573.5	91.1	94.3	39.5	39.5	
18 Metrolink Rail Capital	<b>29,899.9</b>	<b>1,194.2</b>	<b>1,329.8</b>	<b>839.2</b>	<b>839.2</b>	
19 Subtotal Rail Capital	3,415.1	-	-	-	-	
20 Call for Projects	9,000.0	96.5	95.0	28.2	28.2	
21 Freeway Projects	938.6	280.7	294.2	-	-	
22 Measure R Contingency Balance	420.2	-	-	-	-	
23 Alameda Corridor East	1,085.5	76.2	89.5	80.8	80.8	
24 Retrofit Soundwalls	792.3	47.3	117.7	168.0	168.0	
25 Other Highway/Multimodal Projects	803.6	37.7	38.4	39.1	39.1	
26 Freeway Service Patrol	488.6	22.1	22.1	22.1	22.1	
27 Rideshare/Vanpools	1,221.2	51.7	52.7	53.5	53.5	
28 Regional Administration and Other	<b>18,165.0</b>	<b>612.2</b>	<b>709.7</b>	<b>391.6</b>	<b>391.6</b>	
29 Subtotal Highway	4,713.4	271.8	291.9	314.2	314.2	
30 Rail Capital Debt Service Prop A 35%	815.9	8.6	9.3	11.0	11.0	
31 Rail Capital Debt Service Prop C 40%	43.4	-	-	-	-	
32 Bus Capital Debt Service Prop A 40%	411.3	20.9	20.9	15.7	15.7	
33 Bus Capital Debt Service Prop C 40%	5,131.9	296.1	273.9	273.9	273.9	
34 Highway Debt Service Prop C 25%	355.6	13.4	13.4	14.6	14.6	
35 Commuter Rail Debt Service Prop C 10%	367.9	16.7	16.7	-	-	
36 Measure R 2% Debt Service	5,797.5	277.6	222.6	-	-	
37 Measure R 35% Debt Service	1,735.1	95.6	95.6	-	-	
38 Measure R 20% Debt Service	1,184.6	-	-	-	-	
39 Capital Grant Bond Debt Service	8.6	-	-	-	-	
40 Regional Improvement Program Debt Service	<b>20,565.3</b>	<b>1,000.7</b>	<b>944.3</b>	<b>629.3</b>	<b>629.3</b>	
41 Subtotal Debt Service	673.3	25.6	26.1	26.5	26.5	
42 Agencywide Capital	3,317.6	165.2	170.0	145.3	145.3	
43 Administrative Overhead	374.8	18.0	18.4	18.7	18.7	
44 Immediate Needs and General Relief Token	<b>4,365.8</b>	<b>208.8</b>	<b>214.5</b>	<b>190.5</b>	<b>190.5</b>	
45 Subtotal Other	<b>164,418.7</b>	<b>7,791.8</b>	<b>8,002.1</b>	<b>6,983.3</b>	<b>6,983.3</b>	
46 GRAND TOTAL						

**Life of Project Costs as of March 2015\***  
 (\$ in millions)

**ATTACHMENT C**

	Financial Forecast Model Page**	Total Funded Project Cost through FY 40 including prior	Subtotal Metro-Controlled Funded Costs for FY '15-'24	Subtotal Metro-Controlled Funded Costs for FY '25-'40
1				
2				
3	310	2,773.9	2,575.1	-
4	312	2,273.2	2,151.4	-
5		5,047.1	4,726.5	-
6	290	2,058.0	1,475.7	-
7	300 & 302	1,460.0	1,250.5	-
8	296	1,511.2	800.2	-
9	308	649.0	301.9	326.0
10	298	851.1	284.0	-
11	289	252.9	246.0	-
12	292	170.1	154.3	-
13	295	977.8	48.5	-
14	297	30.0	11.9	-
15	305	555.0	5.6	523.9
16		3.9	3.9	-
17		154.1	1.7	-
18	315	2,157.1	-	2,082.9
19	293	2,490.0	-	2,396.2
20	303	2,468.0	-	2,393.0
21		<b>20,835.3</b>	<b>9,310.7</b>	<b>7,722.0</b>
22				
23	393	1,514.7	774.3	-
24	426	1,512.4	447.9	1,046.5
25	429	489.9	420.2	-
26	395	574.8	394.2	164.8
27	389	633.9	334.5	-
28	407	812.8	269.8	527.5
29	438	1,111.5	264.0	821.5
30	447	243.0	239.6	-
31	415	1,103.2	223.8	814.6
32	410 & 413	843.6	192.1	609.1
33	392	425.6	107.0	-
34	423	253.3	96.6	127.3



# Life of Project Costs as of March 2015\*

(\$ in millions)

# ATTACHMENT C

	Financial Forecast Model Page**	Total Funded Project Cost through FY 40 including prior	Subtotal Metro-Controlled Funded Costs for FY '15-'24	Subtotal Metro-Controlled Funded Costs for FY '25-'40
35				
36	420	259.6	78.1	172.6
37	418	70.0	55.4	-
38	430	35.0	35.0	-
39	418	18.0	18.0	-
40	419	33.0	6.5	-
41	418	5.0	5.0	-
42	418	2.0	2.0	-
43		<b>9,941.3</b>	<b>3,964.0</b>	<b>4,283.9</b>
44		<b>30,776.6</b>	<b>13,274.7</b>	<b>12,005.9</b>
45	399	455.5	310.2	-
46	406	1,256.4	172.0	-
47	402	475.0	170.6	304.4
48	446	217.1	105.7	-
49	394	330.0	94.0	236.0
50	403	115.0	48.3	55.9
51	405	330.0	37.9	287.7
52	401	120.0	15.0	105.0
53				
54	326	207.4	69.5	-
55	327	145.8	145.8	-
56		<b>353.2</b>	<b>215.3</b>	<b>-</b>
57	328	789.6	466.8	-
58	331	130.9	130.6	-
59	325	34.1	9.6	-
60	332	26.5	26.5	-
61	322	849.3	251.1	598.2
62		<b>2,536.8</b>	<b>1,315.2</b>	<b>598.2</b>
63	261	31.0	16.8	-
64	260	120.3	51.3	-
		<b>36,410.5</b>	<b>15,396.4</b>	<b>13,593.1</b>

# Life of Project Costs as of March 2015\*

(\$ in millions)

# ATTACHMENT C

	Financial Forecast Model Page**	Total Funded Project Cost through FY 40 including prior	Subtotal Metro-Controlled Funded Costs for FY '15-'24	Subtotal Metro-Controlled Funded Costs for FY '25-'40
65			11,816.4	
66			6,482.4	
67			5,384.4	
68			3,197.4	
69			1,710.1	
70			1,450.2	
71			1,279.8	
72			1,232.3	
73			1,188.7	
74			1,155.1	
75			1,024.0	
76			669.4	
77			643.9	
78			463.2	
79			425.4	
80			407.3	
81			304.1	
82			167.4	
83			133.7	
84			<b>54,531.6</b>	
85				
86			10.0	
87			4.3	
88			300.0	
89			114.0	
90			1.1	
91			11.2	
92			25.0	
93			-165.5	
			54,697.4	
			54,992.9	

\*Projects in the Financial Forecast that are not yet under construction do not have current approved Life-of-Project budgets. However, all major transit and highway projects in the SRTP do have estimated total costs that are included above.

\*\*Provided under separate cover.

# Estimated Projected Operations Shortfall

LACMTA Financial Forecasting Model  
Transit Corridor Operations

ATTACHMENT D-1

LRTP Update 3/31/15

	Years '15-'24	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024
<b>USES OF FUNDS</b>											
30 Red/Purple Line	1,127.8	96.0	99.5	102.8	106.7	110.7	114.7	118.2	122.1	126.1	131.0
31 Westside Purple Line Extension	13.6	-	-	-	-	-	-	-	-	-	13.6
32 Blue Line	816.7	69.0	71.7	74.5	77.3	80.3	83.2	85.7	88.6	91.5	94.8
33 Green Line	547.5	46.5	48.3	49.9	51.7	53.7	55.6	57.3	59.3	61.5	63.7
34 Gold Line - Pasadena	356.5	29.3	30.4	33.0	34.3	35.6	35.2	38.1	39.5	40.8	40.3
35 Gold Line - Foothill Extension	309.7	-	8.0	33.2	34.4	35.8	37.0	38.3	39.6	41.0	42.3
36 Gold Line - Eastside Extension	294.4	24.5	25.4	27.1	28.1	29.2	29.5	31.3	32.3	33.4	33.7
37 Gold Line - Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-
38 Blue Line - Exposition Phase I	417.6	35.1	36.7	38.1	39.5	41.1	42.6	43.9	45.3	46.8	48.5
39 Blue Line - Exposition Phase II	346.3	-	8.9	37.2	38.6	40.1	41.4	42.8	44.3	45.7	47.2
40 Crenshaw/LAX Line	79.0	-	-	-	-	-	11.8	18.3	18.9	19.7	10.3
41 West Santa Ana Branch Line	-	-	-	-	-	-	-	-	-	-	-
42 Regional Connector	34.4	-	-	-	-	-	-	5.9	9.2	9.5	9.8
43 Subtotal Metro Operations	4,343.5	300.4	329.0	395.8	410.7	426.4	451.1	479.8	499.1	516.0	535.3
44 Rail Security - Red Line	277.1	24.4	25.0	25.6	26.3	27.0	27.8	28.5	29.2	29.9	33.4
45 Rail Security - Blue Line incl. Expo/Reg'l Conn.	314.8	21.9	24.2	29.8	30.6	31.4	32.3	34.3	35.9	36.7	37.7
46 Rail Security - Green Line	76.0	6.7	6.9	7.1	7.3	7.5	7.7	7.9	8.1	8.3	8.5
47 Rail Security - Gold Line including Eastside	285.7	16.8	19.7	28.5	29.3	30.1	30.2	31.7	32.5	33.3	33.4
48 Rail Security - Crenshaw/LAX Line	43.6	-	-	-	-	-	5.9	9.1	9.3	9.5	9.8
49 Rail Security - West Santa Ana Line	-	-	-	-	-	-	-	-	-	-	-
50 Subtotal Metro Security	997.3	69.8	75.9	91.0	93.5	96.1	103.9	111.4	115.0	117.8	122.9
51 GLF and Expo II add'l start-up	43.6	-	43.6	-	-	-	-	-	-	-	-
52 Subtotal Metro	5,384.4	370.2	448.5	486.8	504.2	522.4	555.1	591.3	614.1	633.8	658.1
53 Metrolink	1,362.1	121.5	123.9	124.9	128.9	133.0	137.1	141.4	145.9	150.4	155.1
54 TOTAL USES	6,746.5	491.7	572.3	611.7	633.0	655.4	692.2	732.7	760.0	784.2	813.3
<b>CASH BALANCE</b>											
56 Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(28.2)	(33.9)	(33.9)	(33.9)
57 Annual Net Change to Cash Balance	(33.9)	0.0	0.0	0.0	0.0	0.0	(28.2)	(5.7)	0.0	0.0	0.0
58 Ending Fiscal Year Cash Balance	(33.9)	0.0	0.0	0.0	0.0	0.0	(28.2)	(33.9)	(33.9)	(33.9)	(33.9)
59 Subtotal new lines w/o security	826.6	-	60.5	70.4	73.1	75.9	90.3	105.3	112.0	115.8	123.3
60 Metro operations percent change			21.15%	8.54%	3.58%	3.62%	6.24%	6.53%	3.86%	3.21%	3.84%
61 Revenue Service Hours		1,027,799	1,089,254	1,267,377	1,267,377	1,267,377	1,315,295	1,366,517	1,376,687	1,377,397	1,380,332
62 Cost per hour		\$360.18	\$371.70	\$384.08	\$397.82	\$412.22	\$422.00	\$432.69	\$446.05	\$460.14	\$476.79

**NOTES:**

- Transit Corridor Revenue Operation Dates:  
Expo I - 4/12, Expo II - 4/16, Gold Fthl - 4/16, Crenshaw - 10/19,  
Reg'l Conn - 10/20, AMC - 7/23, Purple Ext I - 11/23,  
Ext II - 8/25, Ext III - 7/35, West Santa Ana Branch - 7/27,  
Green So Bay - 7/35, Gold East Ext II - 7/35.

**Estimated Projected Capital and Rehabilitation Shortfall**

LACMTA Financial Forecasting Model  
 Rail Capital & Transit Corridors Summary  
 LRTP Update 3/31/15

(\$ in millions)	Years '15-'24		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024	2021	2022	2023	2024	2024	
140 Double track near Northridge Station (no proj sheet)			63.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
141 Willowbrook/Rosa Parks Station			19.9	3.5	12.0	4.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
142 Transit Oriented Development Planning Grants			19.5	5.3	5.0	4.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
143 SCRIIP			375.7	-	126.2	118.0	131.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
144 Metrolink (Capital Only)			196.6	39.3	21.3	20.6	16.6	(0.7)	19.9	18.7	18.7	19.5	20.3	20.3	21.1	-	-	-	-	-	-	-
145 Subtotal Other Capital			1,007.9	105.6	334.2	186.0	189.2	35.0	34.9	28.7	28.7	34.9	23.1	23.1	48.9	-	-	-	-	-	-	-
146 Subtotal Capital Costs			12,713.1	1,314.5	2,368.3	1,770.1	1,816.6	1,385.7	1,088.6	817.0	817.0	692.4	720.1	720.1	739.8	-	-	-	-	-	-	-
147 Contingency (Measure R 2% System Improvements)			-	1.7	(1.7)	(0.0)	0.2	(0.2)	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)	-	-	-	-	-	-	-	-
148 Metrolink PTC (Measure R 3% PTC 1st priority)			244.4	10.2	10.2	10.3	19.0	44.7	27.8	28.9	30.0	31.1	31.1	32.3	-	-	-	-	-	-	-	-
149 Contingency not alloc (Measure R 35% Annual Bal)			0.0	0.0	0.0	(0.0)	0.0	0.0	11.4	(11.5)	0.0	0.0	0.7	0.7	-	-	-	-	-	-	-	-
150 Total Capital Costs			12,957.6	1,326.4	2,376.9	1,780.4	1,835.8	1,441.6	1,104.9	845.9	845.9	722.3	751.9	751.9	771.4	-	-	-	-	-	-	-
151 Financing Payments:																						
152 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees)			1,272.4	144.3	142.6	143.1	143.2	146.0	145.9	143.4	143.4	104.3	104.3	104.3	55.2	-	-	-	-	-	-	-
153 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees)			645.6	73.0	71.7	71.4	71.1	70.8	67.3	63.6	63.6	64.0	64.0	64.0	29.1	-	-	-	-	-	-	-
154 Addtl Sr. Bonds - Prop A, 35% (Model)			158.6	-	-	1.4	9.5	17.6	20.6	20.6	20.6	21.4	21.4	29.3	38.3	-	-	-	-	-	-	-
155 Addtl Sr. Bonds - Prop C 40% (Model)			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
156 Measure R 35% 2010 Tax Exempt Bonds			120.1	20.0	20.0	20.0	20.0	20.0	20.0	-	-	-	-	-	-	-	-	-	-	-	-	-
157 Measure R 35% Tax Exempt Bonds			297.1	-	0.1	26.6	26.6	26.6	26.6	40.8	40.8	50.0	50.0	50.0	50.0	-	-	-	-	-	-	-
158 Measure R 35% 2010 BABs			253.3	18.0	18.0	18.0	18.0	18.0	18.0	36.3	36.3	36.3	36.3	36.3	36.3	-	-	-	-	-	-	-
159 Measure R 35% TIFIA Loans Debt Service			576.3	0.7	0.1	0.1	0.1	0.1	118.4	107.7	107.7	116.4	116.4	116.4	116.4	-	-	-	-	-	-	-
160 Measure R 35% TIFIA DSRF Deposit and Release			84.0	3.1	11.9	12.4	14.8	10.7	40.8	(1.0)	(1.0)	(2.7)	(2.7)	(3.2)	-	-	-	-	-	-	-	-
161 Measure R 2% Tax Exempt Bonds Debt Service			123.1	5.5	5.5	11.2	11.4	11.4	12.4	15.4	15.4	16.8	16.8	16.8	16.8	-	-	-	-	-	-	-
162 Capital Grant Receipt Revenue Bonds Debt Service			1,000.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	-	-	-	-	-	-
163 Commercial Paper Measure R 35%			260.4	7.1	2.8	58.6	116.5	23.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
164 Commercial Paper Measure R 2% incl fees			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
165 Commercial Paper Prop A 35%			49.5	6.4	5.0	5.0	4.9	4.9	4.8	4.7	4.7	4.7	4.6	4.5	4.5	-	-	-	-	-	-	-
166 Subtotal Financing Payments			4,840.3	378.1	377.7	467.8	536.1	449.0	574.9	531.5	531.5	511.4	570.1	570.1	443.8	-	-	-	-	-	-	-
167 TOTAL USES			17,797.9	1,704.6	2,754.6	2,248.2	2,371.9	1,890.6	1,679.8	1,377.3	1,377.3	1,233.7	1,321.9	1,321.9	1,215.2	-	-	-	-	-	-	-
168 Beginning Fiscal Year Cash Balance			54.8	54.8	0.0	0.0	0.0	0.0	0.0	(193.4)	(193.4)	(406.3)	(406.3)	(406.3)	(406.3)	-	-	-	-	-	-	-
169 Annual Net Change to Cash Balance			(461.1)	(54.8)	(0.0)	(0.0)	0.0	0.0	(193.5)	(212.8)	(212.8)	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-
170 Ending Fiscal Year Cash Balance			(406.3)	0.0	0.0	0.0	0.0	0.0	(193.4)	(406.3)	(406.3)	(406.3)	(406.3)	(406.3)	(406.3)	-	-	-	-	-	-	-

# Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

(\$ in millions)

Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
1 May 2010	10	I-5/SR-14 HOV Direct Connector	Increased the total programmed budget from \$161.1 M to \$175.8 M with CMAQ funds.	CMAQ	\$ 14.700	\$ 14.700	\$ 14.700
2 May 2010	29	Metro Gold Line Eastside Quad Gates	Establish LOP of \$7.0 million for Phase I	Measure R 2%	\$ 7.000	\$ 7.000	\$ 21.700
3 June 2010	28	Red Line Canopy	Increase project budget by \$638,000	Prop A 35%	\$ 0.638	\$ 0.638	\$ 22.338
4 July 2010	6	Duarte Soundwall	Receive and File Annual Report on Programming Cost Changes - \$900,000 for Caltrans Con Mgt	Prop C	\$ 0.900	\$ 0.900	\$ 23.238
5 July 2010	6	US-101 Freeway Ramp Realignment	Receive and File Annual Report on Programming Cost Changes - \$2.9 M for Claims	Prop C	\$ 2.900	\$ 2.900	\$ 26.138
6 July 2010	12	I-405 HOV from SR-90 to I-10	Approve \$23 M. Could affect the delivery of other future highway projects.	\$19 STIP, \$4 CMAQ	\$ 23.000	\$ 23.000	\$ 49.138
7 July 2010	26	Expo Phase I	Increase LOP for Safety Enhancements	Prop C 25% for FY 11	\$ 36.590	\$ 36.590	\$ 85.728
8 Sept 2010	3	Red Line Universal City Pedestrian Bridge	Increase LOP \$750,000 from \$4.139 M to \$4.889 M	Prop A 35%	\$ 0.750	\$ 0.750	\$ 86.478
9 Sept 2010	30	MBL/MGL Transit Passenger Info System	Establish LOP of \$5,987,180	Prop 1B & Homeland Sec Grant	\$ 5.987	\$ 5.987	\$ 92.465
10 Dec 2010	22	CRD	Increase LOP by \$41.2 M, \$37.2 M of which is new programmed funding	CMAQ	\$ 37.200	\$ 37.200	\$ 129.665
11 Dec 2010	6	Expo Phase I	Increase LOP by \$28.5 M for claims	Prop A 35%	\$ 28.500	\$ 28.500	\$ 158.165
12 Feb 2011	5	I-405 Sepulveda Pass	Increase LOP by \$6 M from \$1.034 to \$1.040 B to be funded by City of LA	City of LA	\$ 6.000	\$ -	\$ 158.165
13 Feb 2011	8	Vanpool Program	Add \$1.5 M to the FY 11 budget	Prop C 25%	\$ 1.500	\$ 1.500	\$ 159.665
14 Feb 2011	12	Expo Phase I	Increase LOP from \$927,390,445 to \$930,625,055 (\$3.175 M)	Culver City	\$ 3.175	\$ -	\$ 159.665
15 Feb 2011	16	I-210 Soundwall (package 4)	Increase LOP from \$17.76 M, to \$22.2 M (\$4.44 M).	Measure R 20%	\$ 4.440	\$ 4.440	\$ 164.105
16 Feb 2011	Closed Session-4	Union Station	Purchase Union Station	Prop A 35%	\$ 75.000	\$ 75.000	\$ 239.105
17 Aug 2011	19	Light Rail Yards	Increase funding for Southwestern Yard	Prop A 35%	\$ 170.000	\$ 170.000	\$ 409.105
18 Oct 2011	28	Patsaouras Plaza	Establish LOP of \$16.8 M, reprogram funds and amend FY 12 budget	Prop C 40% and transfers from other projects	\$ 16.800	\$ 0.500	\$ 409.605
19 Nov 2011	12	TOD Grants	Award \$5 M in Transit Oriented Development Grants to 5 jurisdictions	Measure R 2%	\$ 5.000	\$ 5.000	\$ 414.605
20 Jan 2012	55	Bus Procurement	Increase LOP from \$70 M to \$86,830,211	Prop 1B PTMISEA, FTA	\$ 16.800	\$ 16.800	\$ 431.405
21 Jan 2012	56	Silver Line Revitalization Program	Establish LOP of \$7,845,000	5307 and Prop C40%/TDA/ Prop A	\$ 7.850	\$ 7.850	\$ 439.255
22 April 2012	65	Access Services	Increase FY 13 budget by \$6,962,500 to total \$56,962,500	Prop C 40%	\$ 6.963	\$ 6.963	\$ 446.218

# Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

(\$ in millions)

Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
23 April 2012 Special Meeting	1	LRV P3010 Procurement	Increase LOP from \$335,410,000 to \$342,350,000	Measure R 35%, Prop C 25%, local agency, Prop A 35%, PTMISEA, RIP, CMAQ, RSTP	\$ 6.940	\$ 6.940	\$ 453.158
24 June 2012	45	Red Line Universal City Station Pedestrian Bridge	Authorize a Life-of-Project budget increase from \$4,139,000 to \$23,139,000	Prop A 35%	\$ 19.000	\$ 19.000	\$ 472.158
25 June 2012	47	Eastern Rail Yard	Acknowledge cost estimate increase of \$12,000,000 to new total of \$276,583,167.	25% from GLF project (\$3 M increase)	\$ 12.000	\$ -	\$ 472.158
26 June 2012	47	Eastern Rail Yard	Establish LOP for Metro's 75% share of \$207,437,375	Prop A 35%	\$ 8.520	\$ 8.520	\$ 480.678
27 Oct 2012	34	North Hollywood Pedestrian Connector	Increase LOP from \$17 M to \$22 M	5309 Bus, Prop A 35, TDA4	\$ 5.000	\$ 5.000	\$ 485.678
28 Dec 2012	14	Crenshaw/LAX	Increase LOP by \$13.9 M from \$1749 to \$1762.9	TIGER II	\$ 13.900	\$ -	\$ 485.678
29 Dec 2012	37	Blue Line Pedestrian Gates	Increase LOP by \$6,780,000 from \$920,000 to \$7,700,000	Meas R 2%	\$ 6.780	\$ 6.780	\$ 492.458
30 Dec 2012	43	Red Line Damper Replacement	Increase LOP by \$1,200,000 from \$1.5 M to \$2.7 M	Prop A 35%	\$ 1.200	\$ 1.200	\$ 493.658
31 Jan 2013	54	550 Replacement Buses	Increase LOP by \$7,873,000 from \$297,070,000 to \$304,943,000	\$7.783 from Prop C 40%, TDA4, Meas R 35%	\$ 7.873	\$ 7.873	\$ 501.531
32 Feb 2013	44	I-405 Sepulveda Pass Improvements	Decrease LOP by \$3.4 M from \$1,048 M to \$1,044.6 M; Increase LOP by \$26.1 M from \$1,044.6 M to \$1,070.7 M	City of LA, CMIA	\$ 22.700	\$ -	\$ 501.531
33 April 2013	31	Div 11 Body Shop Ventilation	Increase LOP by \$1,650,000 from \$550,000 to \$2,200,000	Prop A 35%	\$ 1.650	\$ 1.650	\$ 503.181
34 April 2013	33	Blue Line Signal Rehab	Increase LOP by \$63,180,000 from \$820,000 to \$64,000,000	Prop A 35%	\$ 63.180	\$ 63.180	\$ 566.361
35 April 2013	42	Division 13	Increase LOP by \$9.2 M from \$95M to \$104.2M; reallocate \$9.2 M TDA4 from Div 2 LOP	TDA4	\$ 9.200	\$ -	\$ 566.361
36 June 2013	12 & 70	Westside Subway Extension Section 1	Approve LRTP financial forecast including \$73.11 M to cover cost increases; transfer \$73.11 M from major Wilshire BRT project	Lease Revs	\$ 73.110	\$ -	\$ 566.361
37 June 2013	12 & 70	Regional Connector	Approve LRTP financial forecast including \$32.0 M to cover cost increases; transfer \$32.0 M from major Wilshire BRT project	Lease Revs	\$ 32.000	\$ -	\$ 566.361
38 June 2013	52, 12, 70	Crenshaw/LAX	Approve LRTP financial forecast including \$160 M; Increase LOP by \$160.1 M from \$1,762.9 M to \$1,923.0 M	Prop C 25%, Prop C 40%	\$ 160.100	\$ 149.910	\$ 716.271
39 June 2013	52 & 70	Crenshaw/LAX	Increase LOP by \$135.0 M from \$1,923.0 M to \$2,058.0 M	City of LA, GF	\$ 135.000	\$ 80.000	\$ 796.271
40 June 2013	55 & 70	I-405 Sepulveda Pass Improvements	Increase LOP by \$78.7 M from \$1,070.7 M to \$1,149.4 M	Prop C 25%, Others	\$ 78.700	\$ 75.000	\$ 871.271
41 July 2013	34	Light Rail Vehicles Options	Increase LOP by \$396.65 M from \$342.35 M to \$739.0 M.	RIP, CMAQ, project budgets	\$ 396.650	\$ 298.325	\$ 1,169.596
42 Sept 2013	26	Blue Line Turnout Rehab	Increase LOP by \$650,000 from \$2.35 M to \$3.0 M	Prop A 35%	\$ 0.650	\$ 0.650	\$ 1,170.246

# Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

(\$ in millions)

Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
43 Sept 2013	38	Expo Phase I	Increase LOP by \$39 M from \$932.0 M to \$971.0 M; transfer from Expo 2	Prop C 25%	\$ 39.000	\$ -	\$ 1,170.246
44 Oct 2013	47	Universal Station Pedestrian Bridge	Increase LOP by \$7.8 M from \$19.5 M to \$27.3 M	Prop A 35%; NBC, transfer from Orange Line savings	\$ 7.800	\$ 1.400	\$ 1,171.646
44 Jan 2014	39	Rail Station Refurbishments	Establish BL Station Refurb LOP of \$33,430,000; decrease LOP of Rail Station Refurb by \$17,000,000 from \$21,500,000 to \$4,500,000	Prop A 35%, Prop A 40%	\$ 16.430	\$ 16.430	\$ 1,188.076
44	<b>Subtotal since LRTP, through SRTP</b>				<b>\$ 1,589.076</b>	<b>\$ 1,188.076</b>	
44 Jan 2014	44	Patsaouras Plaza Busway Station	Increase LOP by \$14,181,000 from \$16,803,000 to \$30,984,000	Prop C 25%	\$ 14.181	\$ 14.181	\$ 1,202.257
44 Apr 2014	49	Expo II Betterments	Establish separate project and establish LOP of \$3.9 M	Measure R 35%	\$ 3.900	\$ 3.900	\$ 1,206.157
49 Apr 2014	65	Willowbrook/Rosa Parks Station (405555)	Approve \$4 M for PE, commit up to \$16 M local match for TIGER grant application	Measure R 2%, Prop C 5%, Admin \$0.2; TIGER grant	\$ 20.000	\$ 20.000	\$ 1,226.157
50 Apr 2014	73	Regional Connector	Establish LOP of \$1,420,016,799 and LOP of \$39,991,168	Measure R 2%, Lease revs, Repay Cap Proj	\$ 60.500	\$ 60.500	\$ 1,286.657
51 May 2014	10	Intelligent Video Upgrade	Revise LOP by \$286,468, from \$734,364 to \$1,020,832	TDA4	\$ 0.286	\$ 0.286	\$ 1,286.943
52 May 2014	10	Tunnel and Bridge Security	Revise LOP by \$109,114, from \$1,400,000 to \$1,509,114	TDA4	\$ 0.109	\$ 0.109	\$ 1,287.052
53 May 2014	52	Access Services Free Fare Program	Approve \$2,046,000 paid to SCRRA	Prop C 10%	\$ 2.046	\$ 2.046	\$ 1,289.098
54 July 2014	56	Purple Line Extension Section 1	Establish LOP of \$2,773,879,593 including cost increase of \$288,170,284 relative to LRTP	Measure R 35%	\$ 288.170	\$ 288.170	\$ 1,577.268
55 July 2014	53	Division 22 Green Line Storage Bldg	Increase LOP by \$291,395 from \$1,192,272 to \$1,483,667	Prop A 35%	\$ 0.291	\$ 0.291	\$ 1,577.559
56 Sept 2014	51	Bus Division 13	Authorize LOP increase of \$16,142,000 from \$104,200,000 to \$120,342,000	Prop 1B PTMISEA	\$ 16.142	\$ 16.142	\$ 1,593.701
57 Sept 2014	41	Fare Gate Project	Increase Life of Project Budget by \$5,491,800 from \$9,495,000 to \$14,986,800	Measure R 2%	\$ 5.492	\$ 5.492	\$ 1,599.193
58 Sept 2014	8	Umbrella Insurance Program	Authorize \$20.9 M. Amend FY15 budget for \$10.3 M from Prop C 25% for Crenshaw, Expo II, and GLF. Increase RC and WPLE LOP budgets for \$10.6 M from Measure R funds in FY16.	Prop C 25%, Measure R 35% project budget	\$ 20.900	\$ 20.900	\$ 1,620.093
59 Sept 2014	20	Sustainable Parking Demo Project at North Hollywood Red Line Station	Authorize LOP of \$1.4 M	Prop C 10%	\$ 1.400	\$ 1.400	\$ 1,621.493
60 Sept 2014	27	LA River Bikeway Connection	Conduct feasibility study	Props A and C Admin	\$ 0.100	\$ 0.100	\$ 1,621.593
61 Sept 2014	72	Purple Line Extension Section 2	Approve finance plan for cost increase of \$374.3 M	New Starts	\$ 374.300	TBD	\$ 1,621.593

# Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

(\$ in millions)

Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
62 Sept 2014	34	ExpressLanes Toll Revenue Reinvestment	Approve \$875,000 in project funding for the I-10 projects; allocate \$875,000 into a reserve fund for the I-110, and allocate up to \$1.75 million of Measure R 3% commuter rail funding	\$875,000 Toll revenues and \$875,000 Measure R 3%	\$ 1.750	\$ -	\$ 1,621.593
63 Sept 2014	19	Union Station security	Approve programming up to \$6.3 M of Homeland Security Transit Security grants	Homeland Security Transit Security Grant	\$ 6.285	\$ -	\$ 1,621.593
64 Sept 2014	23	The Bloc/Metro Connection (pedestrian passageway)	Establish new capital project for FY15 of \$400,000	Prop C 10%	\$ 0.400	\$ 0.400	\$ 1,621.993
65 Sept 2014	26	Potential Ballot Measure	Amend FY15 budget to add \$550,000 to evaluate measure	Prop A/C Admin	\$ 0.550	\$ 0.550	\$ 1,622.543
66 Sept 2014	57	Business Interruption Fund	Establish a pilot program along Crenshaw line, within Little Tokyo, and Phase I of the Purple Line Extension; identify and designate \$10,000,000 of Metro funds annually.	TBD	\$ 80.000	\$ 80.000	\$ 1,702.543
67 Oct 2014	11	Bicycle Model Development	Motion to amend the budget to provide necessary funding for remainder of FY15 to develop modeling capability; \$1.5 million.	TBD	\$ 1.500	\$ 1.500	\$ 1,704.043
68 Oct 2014	19	Union Station Master Plan	Authorize up to \$400,000 in matching funds for Ladders of Opportunity grant and amend FY15 budget to add \$200,000 if the grant is awarded.	TBD	\$ 0.400	\$ 0.400	\$ 1,704.443
69 Oct 2014	20	Rail to River Bikeway study	Amend FY15 budget by \$2,850,000	Prop A/C/ Meas R/TDA Admin fund balance	\$ 2.850	\$ 2.850	\$ 1,707.293
70 Oct 2014	37	Video Security System Enhancement	Increase LOP by \$1,460,246 from \$1,500,000 to \$2,960,246	TDA4 and Transit Security Grants	\$ 1.460	\$ 0.100	\$ 1,707.393
71 Nov 2014	40	I-5 North Construction Mitigation Transit Service	Explore new service and explore funding sources	TBD	TBD	TBD	\$ 1,707.393
72 Nov 2014	56	Airport Metro Connector	Approve acceleration of up to \$33.3 million in CMAQ and Measure R 35% for the AMC	CMAQ, Measure R 35%	\$ 33.200	\$ 33.200	\$ 1,740.593
73 Nov 2014	57	Wayfinding Signage Grant Program	Create 2-year pilot program of \$500,000 beginning in FY16	TBD	\$ 1.000	\$ 1.000	\$ 1,741.593
74 12/4/2014	11	Red Line Seg 2 Close-out	Increase LOP by \$6,500,000 from \$22,867,000 to \$29,367,000; Amend FY15 budget to add \$5,071,000	Prop A 35%	\$ 6.500	\$ 6.500	\$ 1,748.093
75 12/4/2014	14	Metrolink Antelope Valley Line fare enforcement	Motion to allocate \$1.7 M from PC10 or MR3% to ensure 100% fare enforcement on Antelope Valley line thru June 2015	Prop C 10%	\$ 1.700	\$ 1.700	\$ 1,749.793
76 Jan 2015	54	Red Line Escalator at Pershing Square	Increase LOP by \$8,256,000 from \$12,500,000 to \$20,756,000	Prop A 35%	\$ 8.256	\$ 8.256	\$ 1,758.049



# Estimated Costs for Approved and Pending "Betterments"

ATTACHMENT E

(\$ in millions)

Date	Board Report#	Project	Board Action	Fund Source	Total Amount	New Metro Funds	Cum New Metro Total
77 Mar 2015	51, 51.1	Affordable Housing Revolving Loan Fund	Report back on the feasibility to budget \$2 million annually for 5 years, up to \$10 million	Cap and Trade Affordable Housing funds	\$ 10.000	\$ 10.000	\$ 1,768.049
78 Apr 2015	18	I-10 HOV Lanes from Citrus to SR-57	Authorize CEO to negotiate an agreement with Caltrans to program an additional \$10,279,000	CMAQ	\$ 10.279	\$ 10.279	\$ 1,778.328
79 Apr 2015	21	The Bloc/Metro Connection (pedestrian passageway)	Authorize LOP of \$4,650,000; amend FY16 budget by adding \$4,250,000 (also see line #18 above)	Gen Fund/ Lease Revs	\$ 4.250	\$ 4.250	\$ 1,782.578
80 Apr 2015	37	Light Rail Vehicles P3010, Options 2 and 3, 60 vehicles	Increase LOP by \$263,000,000; amend and increase FY16 budget by \$10,000,000	Prop A 35%/ RIP; future available local/state/fed	\$ 263.000	\$ 114.000	\$ 1,896.578
81 Apr 2015	51	North Hollywood Orange Line to Red Line Pedestrian Underpass	Increase LOP by \$1,077,401 from \$22,000,000 to \$23,077,401 for 3 new TVMs, etc.	TDA4	\$ 1.077	\$ 1.077	\$ 1,897.656
82 May TBD		I-405 Carpool Lane I-10 to US-101 (claim)		Prop C 25%/ CMAQ/RSTP	\$ 115.000	* \$ 25.000	\$ 1,922.656
83 May TBD		Southwestern Yard		Prop A 35%	\$ 22.000	\$ 11.200	\$ 1,933.856
84 TBD		I-5 North, SR-134 to SR-170		Measure R 20%	\$ 25.500	TBD	\$ 1,897.656
85 TBD		I-5 South, I-605 to Orange County Line		State ROW reimb, MR 20%	\$ 46.000	TBD	\$ 1,897.656
86 TBD		I-10 Carpool Lane from I-605 to Puente		Prop C 25%	\$ 14.900	TBD	\$ 1,897.656
87 TBD		Call for Projects ATP		TBD	TBD	TBD	\$ 1,933.856
88 TBD		Access Services		Prop C 40%	TBD	TBD	\$ 1,933.856
89 TBD		Emergency Operation Center, in addition to Prop 1B grant needed over the next 3 years		TBD	TBD	TBD	\$ 1,933.856
90 TBD		Airport Metro Connector		Meas. R 35%, Prop A 35%, CMAQ/RSTP	\$ 195.700	\$ 195.700	\$ 2,129.656
91 TBD		Westside Purple Line Section 2, add back 10 cars		New Starts, Measure R 35%	\$ 55.000	\$ 55.000	\$ 2,184.656
92 TBD		Southern Calif. Regional Interconnector Project (SCRIP)		TBD	\$ 239.300	\$ 239.300	\$ 2,423.956
93	<b>Subtotal since S RTP</b>				<b>\$ 1,955.675</b>	<b>\$1,235.780</b>	
94	<b>Total</b>				<b>\$ 3,544.851</b>	<b>\$2,423.956</b>	

\*\$90 million was assumed in the financial forecast update based on an expected Board item which was deferred.

Inventory of Debt and Debt Service Commitments Pertaining to Proposition A, Proposition C, and Measure R

ATTACHMENT F

(\$Millions)

	Policy Limit	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	Total
Proposition A-Total (assumes 3.5% growth)		763.50	790.22	817.88	846.51	876.13	906.80	938.54	971.39	1005.38	7,916.35
<b>Proposition A 35% Debt Policy</b>											
Proposition A 35%		<u>267.23</u>	<u>276.58</u>	<u>286.26</u>	<u>296.28</u>	<u>306.65</u>	<u>317.38</u>	<u>328.49</u>	<u>339.98</u>	<u>351.88</u>	<u>2,770.72</u>
Maximum Available for Debt Service	87.00%	232.49	240.62	249.04	257.76	266.78	276.12	285.78	295.79	306.14	2,410.53
Existing Debt Commitments		<u>137.23</u>	<u>137.83</u>	<u>137.94</u>	<u>140.77</u>	<u>140.76</u>	<u>138.23</u>	<u>99.28</u>	<u>99.26</u>	<u>50.28</u>	<u>1,081.57</u>
Available for Future Debt Service		95.26	102.79	111.10	116.99	126.02	137.89	186.51	196.53	255.86	1,328.96
<b>Proposition A 40% Debt Policy</b>											
Proposition A 40%		<u>305.40</u>	<u>316.09</u>	<u>327.15</u>	<u>338.60</u>	<u>350.45</u>	<u>362.71</u>	<u>375.41</u>	<u>388.55</u>	<u>402.15</u>	<u>3,166.54</u>
Maximum Available for Debt Service	Further 40.00%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Existing Debt Commitments	Finance	4.02	4.03	4.02	4.02	4.02	4.02	3.65	3.65	3.65	34.71
Available for Future Debt Service		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Proposition C 40%</b>											
Proposition C 40%		<u>305.40</u>	<u>316.09</u>	<u>327.15</u>	<u>338.60</u>	<u>350.45</u>	<u>362.72</u>	<u>375.41</u>	<u>388.55</u>	<u>402.15</u>	<u>3,166.54</u>
Maximum Available for Debt Service	40.00%	126.44	126.44	130.86	135.48	140.08	145.09	150.17	155.42	160.86	1,266.62
Existing Debt Commitments		<u>69.08</u>	<u>68.77</u>	<u>68.77</u>	<u>68.77</u>	<u>68.77</u>	<u>61.28</u>	<u>61.28</u>	<u>61.75</u>	<u>26.82</u>	<u>551.90</u>
Available for Future Debt Service		57.35	62.09	62.09	66.71	71.31	83.81	88.89	93.67	134.04	714.72
<b>Proposition C 25%</b>											
Proposition C 25%		<u>199.56</u>	<u>204.47</u>	<u>209.38</u>	<u>214.29</u>	<u>219.03</u>	<u>226.70</u>	<u>234.63</u>	<u>242.85</u>	<u>251.35</u>	<u>1,979.09</u>
Maximum Available for Debt Service	60.00%	114.53	114.53	122.88	129.98	131.42	136.02	140.78	145.71	150.81	1,187.45
Existing Debt Commitments		<u>54.87</u>	<u>54.87</u>	<u>54.87</u>	<u>54.87</u>	<u>53.64</u>	<u>53.50</u>	<u>53.46</u>	<u>53.43</u>	<u>37.95</u>	<u>471.30</u>
Available for Future Debt Service		59.66	62.09	62.09	66.71	77.78	82.52	87.32	92.28	112.86	716.15
<b>Proposition C 10%</b>											
Proposition C 10%		<u>76.35</u>	<u>79.02</u>	<u>81.79</u>	<u>84.65</u>	<u>87.61</u>	<u>90.68</u>	<u>93.85</u>	<u>97.14</u>	<u>100.54</u>	<u>791.63</u>
Maximum Available for Debt Service	40.00%	30.54	30.54	33.86	35.05	36.27	37.54	38.86	40.22	42.22	316.65
Existing Debt Commitments		<u>11.00</u>	<u>11.00</u>	<u>11.00</u>	<u>10.79</u>	<u>10.72</u>	<u>9.93</u>	<u>9.96</u>	<u>10.07</u>	<u>3.49</u>	<u>87.76</u>
Available for Future Debt Service		19.54	20.54	22.89	24.33	26.34	27.59	28.79	30.72	36.72	228.90
<b>Measure R-Total (assumes 3.5% growth)</b>											
Measure R-Total (assumes 3.5% growth)		763.50	790.22	817.88	846.51	876.13	906.80	938.54	971.39	1005.38	7,916.35
<b>Measure R 35%</b>											
Measure R 35%		<u>267.23</u>	<u>276.58</u>	<u>286.26</u>	<u>296.28</u>	<u>306.65</u>	<u>317.38</u>	<u>328.49</u>	<u>339.98</u>	<u>351.88</u>	<u>2,770.72</u>
Maximum Available for Debt Service	87.00%	232.49	240.62	249.04	257.76	266.78	276.12	285.78	295.79	306.14	2,410.53
Existing Debt Commitments (incl TIFIA)		<u>60.53</u>	<u>46.52</u>	<u>46.52</u>	<u>46.52</u>	<u>46.52</u>	<u>130.49</u>	<u>138.91</u>	<u>138.62</u>	<u>138.29</u>	<u>879.30</u>
Available for Future Debt Service		181.96	194.10	202.52	211.24	220.26	245.63	146.87	157.17	167.85	1,531.22
<b>Measure R 20%</b>											
Measure R 20%		<u>152.70</u>	<u>158.04</u>	<u>163.58</u>	<u>169.30</u>	<u>175.12</u>	<u>181.06</u>	<u>187.71</u>	<u>194.28</u>	<u>201.08</u>	<u>1,583.27</u>
Maximum Available for Debt Service	87.00%	91.62	94.83	98.15	101.58	105.14	108.86	112.62	116.57	120.65	949.96
Existing Debt Commitments		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Available for Future Debt Service		91.62	94.83	98.15	101.58	105.14	108.86	112.62	116.57	120.65	949.96
<b>Measure R 2%</b>											
Measure R 2%		<u>15.27</u>	<u>15.80</u>	<u>16.36</u>	<u>16.93</u>	<u>17.52</u>	<u>18.14</u>	<u>18.77</u>	<u>19.43</u>	<u>20.11</u>	<u>158.33</u>
Maximum Available for Debt Service	87.00%	13.28	13.75	14.23	14.73	15.24	15.78	16.33	16.90	17.49	137.74
Existing Debt Commitments		<u>7.15</u>	<u>7.15</u>	<u>7.15</u>	<u>7.15</u>	<u>7.15</u>	<u>8.86</u>	<u>8.80</u>	<u>8.74</u>	<u>8.68</u>	<u>70.81</u>
Available for Future Debt Service		6.14	6.60	7.09	7.58	8.10	6.92	7.53	8.16	8.81	66.94
<b>Measure R 3%</b>											
Measure R 3%		<u>15.27</u>	<u>15.80</u>	<u>16.36</u>	<u>16.93</u>	<u>17.52</u>	<u>18.14</u>	<u>18.77</u>	<u>19.43</u>	<u>20.11</u>	<u>158.33</u>
Maximum Available for Debt Service	87.00%	13.28	13.75	14.23	14.73	15.24	15.78	16.33	16.90	17.49	137.74
Existing Debt Commitments		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Available for Future Debt Service		13.28	13.75	14.23	14.73	15.24	15.78	16.33	16.90	17.49	137.74

**Inventory of Debt and Debt Service Commitments Pertaining to Proposition A, Proposition C, and Measure R**      **ATTACHMENT F**  
**Projected Debt Capacity and Issuance**  
(\$millions)

Policy Limit	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	TOTAL
	763.50	790.22	817.88	846.51	876.13	906.80	938.54	971.39	1,005.38	7,916.35
Proposition A-Gross Revenues (assumes 3.5% growth)										
<b>Proposition A 35% Debt Policy</b>										
Proposition A 35% Revenues (net of 5% Admin)	253.86	262.75	271.95	281.46	291.31	301.51	312.06	322.99	334.29	2,632.19
Maximum Available for Debt Service	220.86	228.59	236.59	244.87	253.44	262.31	271.50	281.00	290.83	2,290.00
Existing Debt Commitments	137.23	137.83	137.94	140.77	140.76	138.23	99.28	99.26	50.28	1,081.57
Remaining Residual Proposition A 35%	83.64	90.76	98.65	104.10	112.68	124.09	172.22	181.74	240.55	1,208.43
Projected Payment (Debt Service)	0.00	19.16	18.77	18.77	18.77	18.77	53.87	53.14	53.14	254.39
Revenues Available for Debt Service	83.64	71.60	79.88	85.33	93.92	105.32	118.35	128.60	187.41	
<b>Annual Debt Service Coverage Ratio</b>	<b>1.85</b>	<b>1.67</b>	<b>1.74</b>	<b>1.76</b>	<b>1.83</b>	<b>1.92</b>	<b>2.04</b>	<b>2.12</b>	<b>3.23</b>	
Maximum Annual Bond Issuance Permitted <sup>1</sup>	1,226.11								2,747.49	

No Further Issuance	290.13	300.28	310.79	321.67	332.93	344.58	356.64	369.13	382.05	3,008.21
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	4.02	4.03	4.02	4.02	4.02	3.65	3.65	3.65	3.65	34.71
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

	763.50	790.22	817.88	846.51	876.13	906.80	938.54	971.39	1,005.38	7,916.35
Proposition C-Gross Revenues (assumes 3.5% growth)										
<b>Proposition C 10% Debt Policy</b>										
Proposition C 10% Revenues (net of 1.5% Admin)	75.20	77.84	80.56	83.38	86.30	89.32	92.45	95.68	99.03	779.76
Maximum Available for Debt Service	30.08	31.13	32.22	33.35	34.52	35.73	36.98	38.27	39.61	311.90
Existing Debt Commitments	11.00	10.93	10.86	10.79	10.72	9.93	9.96	10.07	3.49	87.76
Remaining Residual Proposition C 10%	19.08	20.20	21.36	22.56	23.80	25.79	27.02	28.21	36.12	224.15
Projected Payment (Debt Service)	0.00	2.90	2.84	2.84	5.58	5.52	5.53	8.46	8.40	42.09
Revenues Available for Debt Service	19.08	17.30	18.52	19.71	18.22	20.27	21.50	19.75	27.71	
<b>Annual Debt Service Coverage Ratio</b>	<b>6.83</b>	<b>5.63</b>	<b>5.88</b>	<b>6.11</b>	<b>5.30</b>	<b>5.78</b>	<b>5.97</b>	<b>5.16</b>	<b>8.32</b>	
Maximum Annual Bond Issuance Permitted <sup>1</sup>	279.67								406.29	

**Inventory of Debt and Debt Service Commitments Pertaining to Proposition A, Proposition C, and Measure R**      **ATTACHMENT F**  
**Projected Debt Capacity and Issuance**  
(\$millions)

Policy Limit	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	TOTAL
	<u>300.82</u>	<u>311.35</u>	<u>322.24</u>	<u>333.52</u>	<u>345.20</u>	<u>357.28</u>	<u>369.78</u>	<u>382.73</u>	<u>396.12</u>	<u>3,119.04</u>
40.00%	<u>120.33</u>	<u>124.54</u>	<u>128.90</u>	<u>133.41</u>	<u>138.08</u>	<u>142.91</u>	<u>147.91</u>	<u>153.09</u>	<u>158.45</u>	<u>1,247.62</u>
	<u>69.42</u>	<u>69.08</u>	<u>68.77</u>	<u>68.47</u>	<u>65.04</u>	<u>61.28</u>	<u>61.28</u>	<u>61.75</u>	<u>26.82</u>	<u>551.90</u>
	<u>50.91</u>	<u>55.46</u>	<u>60.13</u>	<u>64.94</u>	<u>73.04</u>	<u>81.64</u>	<u>86.63</u>	<u>91.34</u>	<u>131.63</u>	<u>695.72</u>
	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>5.30</u>	<u>5.07</u>	<u>5.07</u>	<u>12.42</u>	<u>12.09</u>	<u>39.96</u>
	<u>50.91</u>	<u>55.46</u>	<u>60.13</u>	<u>64.94</u>	<u>67.74</u>	<u>76.57</u>	<u>81.56</u>	<u>78.91</u>	<u>119.54</u>	
<b>Min 2.50</b>	<b>4.33</b>	<b>4.51</b>	<b>4.69</b>	<b>4.87</b>	<b>4.91</b>	<b>5.39</b>	<b>5.57</b>	<b>5.16</b>	<b>10.18</b>	
	<u>746.32</u>								<u>1,752.41</u>	

**Proposition C 40% Debt Policy**

Proposition C 40% Revenues (net of 1.5% Admin)  
Maximum Available for Debt Service  
Existing Debt Commitments  
Remaining Residual Proposition C 40%  
Projected Payment (Debt Service)  
Revenues Available for Debt Service  
**Annual Debt Service Coverage Ratio**  
Maximum Annual Bond Issuance Permitted<sup>1</sup>

	<u>188.01</u>	<u>194.59</u>	<u>201.40</u>	<u>208.45</u>	<u>215.75</u>	<u>223.30</u>	<u>231.11</u>	<u>239.20</u>	<u>247.58</u>	<u>1,949.40</u>
60.00%	<u>112.81</u>	<u>116.76</u>	<u>120.84</u>	<u>125.07</u>	<u>129.45</u>	<u>133.98</u>	<u>138.67</u>	<u>143.52</u>	<u>148.55</u>	<u>1,169.64</u>
	<u>54.87</u>	<u>54.84</u>	<u>54.81</u>	<u>54.81</u>	<u>53.64</u>	<u>53.50</u>	<u>53.46</u>	<u>53.43</u>	<u>37.95</u>	<u>471.30</u>
	<u>57.94</u>	<u>61.92</u>	<u>66.03</u>	<u>70.26</u>	<u>75.81</u>	<u>80.48</u>	<u>85.21</u>	<u>90.10</u>	<u>110.60</u>	<u>698.34</u>
	<u>0.00</u>	<u>19.76</u>	<u>19.35</u>	<u>53.50</u>	<u>52.79</u>	<u>77.87</u>	<u>77.35</u>	<u>77.35</u>	<u>105.32</u>	<u>483.29</u>
	<u>57.94</u>	<u>42.16</u>	<u>46.68</u>	<u>16.76</u>	<u>23.02</u>	<u>2.61</u>	<u>7.85</u>	<u>12.74</u>	<u>5.28</u>	
<b>Min 1.67</b>	<b>3.43</b>	<b>2.61</b>	<b>2.72</b>	<b>1.92</b>	<b>2.03</b>	<b>1.70</b>	<b>1.77</b>	<b>1.83</b>	<b>1.73</b>	
	<u>849.40</u>								<u>77.38</u>	

**Proposition C 25% Debt Policy**

Proposition C 25% Revenues (net of 1.5% Admin)  
Maximum Available for Debt Service  
Existing Debt Commitments  
Remaining Residual Proposition C 25%  
Projected Payment (Debt Service)  
Revenues Available for Debt Service  
**Annual Debt Service Coverage Ratio**  
Maximum Annual Bond Issuance Permitted<sup>1</sup>

	<u>763.50</u>	<u>790.22</u>	<u>817.88</u>	<u>846.51</u>	<u>876.13</u>	<u>906.80</u>	<u>938.54</u>	<u>971.39</u>	<u>1,005.38</u>	<u>7,916.35</u>
87.00%	<u>263.22</u>	<u>272.43</u>	<u>281.96</u>	<u>291.83</u>	<u>302.05</u>	<u>312.62</u>	<u>323.56</u>	<u>334.89</u>	<u>346.61</u>	<u>2,729.16</u>
	<u>229.00</u>	<u>237.01</u>	<u>245.31</u>	<u>253.89</u>	<u>262.78</u>	<u>271.98</u>	<u>281.50</u>	<u>291.35</u>	<u>301.55</u>	<u>2,374.37</u>
	<u>50.53</u>	<u>46.52</u>	<u>46.52</u>	<u>46.52</u>	<u>142.90</u>	<u>130.49</u>	<u>138.91</u>	<u>138.62</u>	<u>138.29</u>	<u>879.30</u>
	<u>178.47</u>	<u>190.49</u>	<u>198.78</u>	<u>207.37</u>	<u>119.88</u>	<u>141.49</u>	<u>142.59</u>	<u>152.73</u>	<u>163.25</u>	<u>1,495.07</u>
	<u>0.00</u>	<u>21.27</u>	<u>20.82</u>	<u>20.82</u>	<u>20.82</u>	<u>37.08</u>	<u>36.74</u>	<u>36.74</u>	<u>36.74</u>	<u>231.03</u>
	<u>178.47</u>	<u>169.22</u>	<u>177.96</u>	<u>186.55</u>	<u>99.06</u>	<u>104.41</u>	<u>105.84</u>	<u>115.99</u>	<u>126.52</u>	
<b>Min 1.15</b>	<b>5.21</b>	<b>4.02</b>	<b>4.19</b>	<b>4.33</b>	<b>1.84</b>	<b>1.87</b>	<b>1.84</b>	<b>1.91</b>	<b>1.98</b>	
	<u>1,096.33</u>								<u>1,222.84</u>	

**Measure R 35% Debt Policy**

Measure R 35% Revenues (net of 1.5% Admin)  
Maximum Available for Debt Service  
Existing Debt Commitments (incl TIFIA)  
Remaining Residual Measure R 35%  
Projected Payment (Debt Service)  
Revenues Available for Debt Service  
**Annual Debt Service Coverage Ratio**  
Maximum Annual Bond Issuance Permitted<sup>2</sup>

**Inventory of Debt and Debt Service Commitments Pertaining to Proposition A, Proposition C, and Measure R**      **ATTACHMENT F**  
**Projected Debt Capacity and Issuance**  
(\$millions)

Policy Limit	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	TOTAL
	<u>150.41</u>	<u>155.67</u>	<u>161.12</u>	<u>166.76</u>	<u>172.60</u>	<u>178.64</u>	<u>184.89</u>	<u>191.36</u>	<u>198.06</u>	<u>1,559.52</u>
60.00%	90.25	93.40	96.67	100.06	103.56	107.18	110.94	114.82	118.84	935.71
	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
	90.25	93.40	96.67	100.06	103.56	107.18	110.94	114.82	118.84	935.71
	<u>0.00</u>	<u>0.00</u>	<u>23.05</u>	<u>22.57</u>	<u>22.57</u>	<u>39.36</u>	<u>39.01</u>	<u>59.17</u>	<u>58.75</u>	<u>264.48</u>
	90.25	93.40	73.63	77.49	80.99	67.82	71.92	55.64	60.08	
<b>Min 1.67</b>	<b>N/A</b>	<b>N/A</b>	<b>6.99</b>	<b>7.39</b>	<b>7.65</b>	<b>4.54</b>	<b>4.74</b>	<b>3.23</b>	<b>3.37</b>	
	1,149.10								580.73	

**Measure R 20% Debt Policy**  
Measure R 20% Revenues (net of 1.5% Admin)  
Maximum Available for Debt Service  
Existing Debt Commitments  
Remaining Residual Measure R 20%  
Projected Payment (Debt Service)  
Revenues Available for Debt Service  
**Annual Debt Service Coverage Ratio**  
Maximum Annual Bond Issuance Permitted<sup>2</sup>

	<u>15.04</u>	<u>15.57</u>	<u>16.11</u>	<u>16.68</u>	<u>17.26</u>	<u>17.86</u>	<u>18.49</u>	<u>19.14</u>	<u>19.81</u>	<u>155.95</u>
87.00%	13.09	13.54	14.02	14.51	15.02	15.54	16.09	16.65	17.23	135.68
	<u>7.15</u>	<u>7.15</u>	<u>7.15</u>	<u>7.15</u>	<u>7.15</u>	<u>8.86</u>	<u>8.80</u>	<u>8.74</u>	<u>8.68</u>	<u>70.81</u>
	5.94	6.40	6.87	7.36	7.87	6.69	7.28	7.91	8.55	64.87
	<u>0.00</u>	<u>4.79</u>	<u>4.69</u>	<u>4.69</u>	<u>6.30</u>	<u>6.26</u>	<u>7.23</u>	<u>7.21</u>	<u>7.21</u>	<u>48.38</u>
	5.94	1.60	2.18	2.67	1.57	0.42	0.06	0.70	1.34	
<b>Min 1.15</b>	<b>2.10</b>	<b>1.30</b>	<b>1.36</b>	<b>1.41</b>	<b>1.28</b>	<b>1.18</b>	<b>1.15</b>	<b>1.20</b>	<b>1.25</b>	
	53.86								12.99	

**Measure R 2% Debt Policy**  
Measure R 2% Revenues (net of 1.5% Admin)  
Maximum Available for Debt Service  
Existing Debt Commitments  
Remaining Residual Measure R 2%  
Projected Payment (Debt Service)  
Revenues Available for Debt Service  
**Annual Debt Service Coverage Ratio**  
Maximum Annual Bond Issuance Permitted<sup>2</sup>

	<u>15.04</u>	<u>15.57</u>	<u>16.11</u>	<u>16.68</u>	<u>17.26</u>	<u>17.86</u>	<u>18.49</u>	<u>19.14</u>	<u>19.81</u>	<u>155.95</u>
87.00%	13.09	13.54	14.02	14.51	15.02	15.54	16.09	16.65	17.23	135.68
	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
	13.09	13.54	14.02	14.51	15.02	15.54	16.09	16.65	17.23	135.68
	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
	13.09	13.54	14.02	14.51	15.02	15.54	16.09	16.65	17.23	
<b>Min 1.15</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
	166.62								166.55	

**Measure R 3% Debt Policy**  
Measure R 3% Revenues (net of 1.5% Admin)  
Maximum Available for Debt Service  
Existing Debt Commitments  
Remaining Residual Measure R 3%  
Projected Payment (Debt Service)  
Revenues Available for Debt Service  
**Annual Debt Service Coverage Ratio**  
Maximum Annual Bond Issuance Permitted<sup>2</sup>

<sup>1</sup>Total amount of bonds that could be issued under Debt Policy limitations. Assumes 30 year amortization of debt at 4.5%  
<sup>2</sup>Total amount of bonds that could be issued under Debt Policy limitations. Assumes amortization of debt at 4.5% over remaining life of Measure R tax

## Summary of New Debt Financing

L RTP Update 3/31/15

	Years		2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024	
	'15-'24		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024	2021	2022	2023	2024	2024	2024
(\$ in millions)	950.5		-	-	23.6	130.8	131.8	49.4	-	12.2	128.8	147.0	326.9											
Rail, Proposition A 35% Gross	878.9		-	-	21.8	120.9	121.9	45.7	-	11.3	119.1	135.9	302.2											
Rail, Proposition A 35% Net																								
Rail, Proposition C 10% Gross	127.7		-	-	26.8	12.0	11.0	11.1	18.8	17.0	18.0	-	12.9											
Rail, Proposition C 10% Net	138.2		-	-	25.2	11.3	10.4	10.5	17.7	16.0	16.9	18.3	12.2											
Rail, Proposition C 40% Gross	-		-	-	-	-	-	-	-	-	-	-	-											
Rail, Proposition C 40% Net	-		-	-	-	-	-	-	-	-	-	-	-											
12-yr Bus, Proposition C 40% Gross	133.5		-	-	-	-	-	30.8	16.0	9.1	9.1	68.5	-											
Bus, Proposition C 40% Net	117.0		-	-	-	-	27.0	14.0	14.0	8.0	8.0	60.0	-											
30-yr Bus, Proposition C 40% Gross	-		-	-	-	-	-	-	-	-	-	-	-											
Bus, Proposition C 40% Net	-		-	-	-	-	-	-	-	-	-	-	-											
Subtotal Bus, Proposition C 40% Gross	133.5		-	-	-	-	30.8	16.0	16.0	9.1	9.1	68.5	-											
Subtotal Bus, Proposition C 40% Net	117.0		-	-	-	-	27.0	14.0	14.0	8.0	8.0	60.0	-											
Subtotal Proposition C 40% Gross - Bus & Rail	133.5		-	-	-	-	30.8	16.0	16.0	9.1	9.1	68.5	-											
Subtotal Proposition C 40% Net - Bus & Rail	117.0		-	-	-	-	27.0	14.0	14.0	8.0	8.0	60.0	-											
Hwy, Proposition C 25% Gross	1,948.8		75.4	345.9	123.5	474.6	243.7	195.7	195.7	77.8	28.6	211.5	172.1											
Hwy, Proposition C 25% Net	1,802.1		69.9	319.9	114.2	438.9	225.3	181.0	181.0	71.9	26.4	195.5	159.1											
Rail, Measure R 35% Gross	666.8		1.8	374.2	-	-	-	-	178.6	112.0	-	-	-											
Rail, Measure R 35% Bonds Net	607.5		1.7	342.6	-	-	-	-	162.0	101.3	-	-	-											
Measure R 20% Bonds Gross	1,073.4		-	-	216.0	73.8	119.5	153.4	153.4	147.0	163.5	93.6	106.6											
Measure R 20% Bonds Net	971.5		-	-	197.4	67.3	108.6	139.1	139.1	132.9	147.3	84.0	95.2											
Measure R 35% Commercial Paper	270.6		-	193.0	-	-	-	-	-	-	50.5	-	27.1											
Measure R 2% Bonds Gross	129.9		-	81.2	3.3	-	12.4	15.9	15.9	17.0	-	-	-											
Measure R 2% Bonds Net	118.5		-	74.3	3.1	-	11.3	14.4	14.4	15.4	-	-	-											
<b>Total Net New Financing, Annual</b>	<b>4,904.1</b>		<b>71.6</b>	<b>976.7</b>	<b>446.8</b>	<b>638.4</b>	<b>428.3</b>	<b>528.1</b>	<b>528.1</b>	<b>356.7</b>	<b>368.1</b>	<b>493.7</b>	<b>595.7</b>											
<b>Total Net New Financing, Cumulative</b>			<b>71.6</b>	<b>1,048.3</b>	<b>1,495.1</b>	<b>2,133.5</b>	<b>2,561.9</b>	<b>3,089.9</b>	<b>3,446.6</b>	<b>3,814.7</b>	<b>4,308.4</b>	<b>4,904.1</b>												
<b>Bond Interest Rate for long-term bonds:</b>			4.00%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%	4.50%											

1. Net represents projected issuance amounts net of reserve fund and issuance fees.

2. Figures represent bond issuance amounts and do not reflect annual debt service payments.

LACMTA Financial Forecasting Model  
**New Debt Innovative Financing**  
 LRTP Update 3/31/15

Attachment G

	Years '15-'24	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
<b>TIFIA Loan Proceeds</b>												
Crenshaw/LAX Transit Corridor	545.9	-	337.4	208.5	-	-	-	-	-	-	-	-
Regional Connector	160.0	61.9	-	-	55.9	17.9	6.2	18.1	-	-	-	-
Westside Purple Line Extension Section 1	856.0	-	-	-	340.7	305.7	184.9	24.7	-	-	-	-
Westside Purple Line Extension Section 2	307.0	-	-	146.0	61.0	100.0	-	-	-	-	-	-
Westside Purple Line Extension Section 3	-	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total TIFIA Uses</b>	<b>1,868.9</b>	<b>61.9</b>	<b>337.4</b>	<b>354.5</b>	<b>457.6</b>	<b>423.6</b>	<b>191.0</b>	<b>42.8</b>	-	-	-	-
TIFIA interest rate forecast												
<b>5309 Capital Grant Rcpt Rev Bonds Proceeds</b>												
Westside Purple Line Extension - Section 1	1,039.6	115.2	228.5	289.5	243.7	29.5	-	-	87.8	43.2	2.2	-
Westside Purple Line Extension - Section 2	1,039.6	115.2	228.5	289.5	243.7	29.5	-	-	87.8	43.2	2.2	-
Capital Grant Receipt Revenue Bonds interest rate	-	-	-	-	-	-	-	-	-	-	-	-

1. Represents projected issuance amounts net of reserve fund and issuance fees.
2. Does not reflect annual debt service payments.

**Debt Policy Maximum (Conformance)****LRTP Update 3/31/15**

	Total '15-'24	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
<b>Proposition C 40%</b>												
Projected Revenues	3,630.5	295.7	309.7	325.4	340.9	356.0	370.7	385.3	400.3	414.7	431.7	
Policy Maximum	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	
Maximum Available for Debt Service	1,452.2	118.3	123.9	130.2	136.4	142.4	148.3	154.1	160.1	165.9	172.7	
Less: Existing Debt Service (Treasury-not incl fees)	645.6	73.0	71.7	71.4	71.1	70.8	67.3	63.6	63.6	64.0	29.1	
Available for Future Debt Service	806.6	45.2	52.2	58.8	65.3	71.6	80.9	90.6	96.6	101.8	143.6	
Less: Projected Payment (Financial Model)												
Rail Capital	0.0	-	-	-	-	-	-	-	-	-	-	
Bus Capital	36.4	-	-	-	-	-	3.4	5.1	6.1	7.1	14.6	
Administration/Agencywide	0.0	-	-	-	-	-	-	-	-	-	-	
<b>Available DS Capacity (Overutilization)</b>	<b>770.2</b>	<b>45.2</b>	<b>52.2</b>	<b>58.8</b>	<b>65.3</b>	<b>71.6</b>	<b>77.6</b>	<b>85.4</b>	<b>90.4</b>	<b>94.7</b>	<b>128.9</b>	
<b>Annual DSCR: Minimum 2.50</b>	<b>4.05</b>	<b>4.32</b>	<b>4.56</b>	<b>4.80</b>	<b>5.03</b>	<b>5.24</b>	<b>5.24</b>	<b>5.61</b>	<b>5.74</b>	<b>5.83</b>	<b>9.87</b>	
<b>Annual Debt Service % of Rev (40% max)</b>	<b>24.7%</b>	<b>23.2%</b>	<b>21.9%</b>	<b>20.8%</b>	<b>19.9%</b>	<b>19.1%</b>	<b>19.1%</b>	<b>17.8%</b>	<b>17.4%</b>	<b>17.2%</b>	<b>10.1%</b>	
<b>Proposition C 25%</b>												
Projected Revenues	2,269.0	184.8	193.6	203.4	213.1	222.5	231.7	240.8	250.2	259.2	269.8	
Policy Maximum Assumed	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	60.0%	
Maximum Available for Debt Service	1,361.4	110.9	116.1	122.0	127.8	133.5	139.0	144.5	150.1	155.5	161.9	
Less: Existing Debt Service (Treasury)	528.3	55.4	55.1	55.0	55.0	55.0	53.8	53.7	53.6	53.6	38.1	
Available for Future Debt Service	833.1	55.5	61.1	67.0	72.9	78.5	85.2	90.8	96.5	101.9	123.8	
Less: Projected Payment (Financial Model)	590.7	0.0	4.4	25.6	33.2	62.3	77.3	89.3	94.1	95.8	108.8	
<b>Available DS Capacity (Overutilization)</b>	<b>242.4</b>	<b>55.5</b>	<b>56.7</b>	<b>41.4</b>	<b>39.7</b>	<b>16.2</b>	<b>7.9</b>	<b>1.5</b>	<b>2.4</b>	<b>6.1</b>	<b>15.0</b>	
<b>Annual DSCR: Minimum 1.176</b>	<b>3.34</b>	<b>3.26</b>	<b>2.52</b>	<b>2.42</b>	<b>1.90</b>	<b>1.77</b>	<b>1.77</b>	<b>1.68</b>	<b>1.69</b>	<b>1.73</b>	<b>1.84</b>	
<b>Annual Debt Service % of Rev (60% max)</b>	<b>30.0%</b>	<b>30.7%</b>	<b>39.6%</b>	<b>41.4%</b>	<b>41.4%</b>	<b>52.7%</b>	<b>56.6%</b>	<b>59.4%</b>	<b>59.0%</b>	<b>57.7%</b>	<b>54.5%</b>	
<b>Proposition C 10%</b>												
Projected Revenues	907.6	73.9	77.4	81.3	85.2	89.0	92.7	96.3	100.1	103.7	107.9	
Policy Maximum Assumed	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	
Maximum Available for Debt Service	363.0	29.6	31.0	32.5	34.1	35.6	37.1	38.5	40.0	41.5	43.2	
Less: Existing Debt Service (Treasury)	110.5	12.7	12.1	12.0	12.0	11.9	11.8	11.0	11.1	11.2	4.6	
Available for Future Debt Service	252.5	16.9	18.8	20.5	22.1	23.7	25.2	27.5	29.0	30.3	38.6	
Less: Projected Payment (Financial Model)	35.8	0.0	0.0	1.6	2.4	3.1	3.7	4.9	5.9	7.0	7.0	
<b>Available DS Capacity (Overutilization)</b>	<b>216.8</b>	<b>16.9</b>	<b>18.8</b>	<b>18.8</b>	<b>19.7</b>	<b>20.6</b>	<b>21.5</b>	<b>22.6</b>	<b>23.0</b>	<b>23.2</b>	<b>31.5</b>	
<b>Annual DSCR: Minimum 2.00</b>	<b>5.82</b>	<b>6.39</b>	<b>5.94</b>	<b>5.94</b>	<b>5.93</b>	<b>5.94</b>	<b>5.95</b>	<b>6.04</b>	<b>5.88</b>	<b>5.69</b>	<b>9.26</b>	
<b>Annual Debt Service % of Rev (40% max)</b>	<b>17.2%</b>	<b>15.7%</b>	<b>16.8%</b>	<b>16.8%</b>	<b>16.9%</b>	<b>16.8%</b>	<b>16.8%</b>	<b>16.6%</b>	<b>17.0%</b>	<b>17.6%</b>	<b>10.8%</b>	



## Debt Policy Maximum (Conformance)

Attachment H-1

LRTP Update 3/31/15

	Total	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
	'15-'24	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
<b>Proposition A 35%</b>												
Projected Revenues	3,063.4	249.5	261.3	274.6	287.7	300.4	312.8	325.2	337.8	349.9	364.3	
Policy Maximum	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	
Maximum Available for Debt Service	2,665.1	217.1	227.4	238.9	250.3	261.3	272.1	282.9	293.9	304.4	316.9	
Less: Existing Debt Service (Treasury - incl CP)	1,321.8	150.7	147.6	148.1	148.1	150.8	150.7	148.1	109.0	108.9	59.8	
Available for Future Debt Service	1,343.3	66.4	79.7	90.7	102.2	110.5	121.4	134.8	184.9	195.6	257.2	
Less: Projected Payment (Model)	158.6	-	-	1.4	9.5	17.6	20.6	20.6	21.4	29.3	38.3	
<b>Available DS Capacity (Overutilization)</b>	<b>1,184.7</b>	<b>66.4</b>	<b>79.7</b>	<b>89.3</b>	<b>92.7</b>	<b>92.9</b>	<b>100.8</b>	<b>114.2</b>	<b>163.5</b>	<b>166.3</b>	<b>218.9</b>	
<b>Annual DSCR: Minimum 1.15</b>	<b>1.66</b>	<b>1.77</b>	<b>1.84</b>	<b>1.83</b>	<b>1.83</b>	<b>1.78</b>	<b>1.83</b>	<b>1.93</b>	<b>2.59</b>	<b>2.53</b>	<b>3.72</b>	
<b>Annual Debt Service % of Rev (87% max)</b>	<b>60.4%</b>	<b>56.5%</b>	<b>54.5%</b>	<b>54.8%</b>	<b>54.8%</b>	<b>56.1%</b>	<b>54.8%</b>	<b>51.9%</b>	<b>38.6%</b>	<b>39.5%</b>	<b>26.9%</b>	
<b>Measure R 35% Transit</b>												
Projected Revenues	3,172.1	258.4	270.6	284.3	297.9	311.0	323.9	336.7	349.8	362.3	377.2	
Policy Maximum (assumed)	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	
Maximum Available for Debt Service	2,759.7	224.8	235.4	247.3	259.2	270.6	281.8	292.9	304.3	315.2	328.2	
Less: Existing Debt Service (Treasury)	846.8	45.8	38.1	38.1	38.1	38.1	38.1	38.1	38.1	38.1	38.1	
Available for Future Debt Service	1,913.0	178.9	197.3	209.3	221.1	232.5	247.3	254.8	266.2	277.1	290.1	
Less: Projected Payment (Model) (Incl TIFIA and CP)	674.4	0.0	2.9	85.2	143.1	49.6	64.8	62.2	72.2	122.6	71.8	
<b>Available DS Capacity (Overutilization)</b>	<b>1,238.6</b>	<b>178.9</b>	<b>194.4</b>	<b>124.1</b>	<b>78.0</b>	<b>183.0</b>	<b>82.5</b>	<b>108.7</b>	<b>101.4</b>	<b>61.9</b>	<b>125.7</b>	
<b>Annual DSCR:</b>	<b>5.64</b>	<b>6.60</b>	<b>6.60</b>	<b>2.31</b>	<b>1.64</b>	<b>3.55</b>	<b>1.63</b>	<b>1.83</b>	<b>1.72</b>	<b>1.43</b>	<b>1.86</b>	
<b>Annual Debt Service % of Rev (87% max)</b>	<b>17.7%</b>	<b>15.2%</b>	<b>15.2%</b>	<b>43.4%</b>	<b>60.8%</b>	<b>28.2%</b>	<b>61.5%</b>	<b>54.7%</b>	<b>58.0%</b>	<b>69.9%</b>	<b>53.7%</b>	
<b>Measure R 20% Highway</b>												
Projected Revenues	1,812.6	147.6	154.6	162.5	170.2	177.7	185.1	192.4	199.9	207.0	215.5	
Policy Maximum Assumed	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	
Maximum Available for Debt Service	1,540.7	125.5	131.4	138.1	144.7	151.1	157.3	163.5	169.9	176.0	183.2	
Less: Existing Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-	-	
Available for Future Debt Service	1,540.7	125.5	131.4	138.1	144.7	151.1	157.3	163.5	169.9	176.0	183.2	
Less: Projected Payment (Financial Model)	309.9	-	-	-	15.7	21.2	30.4	42.5	54.6	68.6	76.9	
<b>Available DS Capacity (Overutilization)</b>	<b>1,230.8</b>	<b>125.5</b>	<b>131.4</b>	<b>138.1</b>	<b>129.0</b>	<b>129.9</b>	<b>126.9</b>	<b>121.0</b>	<b>115.3</b>	<b>107.4</b>	<b>106.3</b>	
<b>Annual DSCR:</b>	<b>5.94</b>	<b>6.94</b>	<b>6.94</b>	<b>10.86</b>	<b>8.39</b>	<b>6.10</b>	<b>4.52</b>	<b>3.66</b>	<b>3.02</b>	<b>3.02</b>	<b>2.80</b>	
<b>Annual Debt Service % of Rev (60% max)</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>9.2%</b>	<b>11.9%</b>	<b>16.4%</b>	<b>22.1%</b>	<b>27.3%</b>	<b>33.1%</b>	<b>35.7%</b>	

**From the Fiscal Responsibility Policy for Measure R Transit and Highway Capital Project Contingencies As Adopted in May 2011 and Amended in April 2012**

**Cap Measure R Debt Service (Excluding Principal) to LRTP Levels**

Measure R debt service (excluding principal) to be repaid from the contingency funds may not exceed the levels forecasted to be necessary in the Long Range Transportation Plan, except to allow for 30/10, America Fast Forward, and similar financing which may involve issuing debt and/or taking out loans greater than contemplated in the 2009 LRTP. 30/10, America Fast Forward, and other similar financing must not adversely impact second and third decade Measure R projects. The Long Range Transportation Plan itself was adopted using an overly optimistic sales tax forecast prior to our understanding of the impact of the worldwide economic recession. For this reason, the Measure R debt service policy cap will be measured against the LRTP financial model published in April 2010.

This policy applies to net bond interest costs after adding Measure R interest earnings and exempting interest costs for the 2010 Build America Bond(BABs)/tax exempt bond package.

**Cap Measure R Debt Service (excluding principal) in Fiscal Responsibility Policy As Adopted in May 2011 and Amended in April 2012**

- Applies to Measure R bond interest paid from the contingency line items
- May not exceed levels in 2009 LRTP (as of April 2010 financial forecast) except for acceleration plans
- Cap is net after Measure R interest earnings are deducted
- Cap is net after 2010 Build America Bond package interest is deducted

**L RTP Comparison  
Measure R Debt Service Cap Analysis**

*L RTP Update 3/31/15*

		Subtotal '15-'24	Total	Subtotal by Decade '15-'19 '20-'29 '30-'39	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024
1	Measure R 35% Transit and 20% Highway													
2	(\$ in millions)													
3	Transit 35% L RTP Priorities 4/29/10 (Yellow Book)	672.8	1,348.3	297.5	717.6	333.2	27.5	49.8	66.1	75.9	78.2	76.1	76.6	77.0
4	Measure R Debt Service Interest Expense	0.0	0.0	0.0	0.0	0.0	27.5	49.8	66.1	75.9	78.2	76.1	76.6	77.0
5	Less: Measure R 35% Interest Earnings	672.8	1,348.3	297.5	717.6	333.2	27.5	49.8	66.1	75.9	78.2	76.1	76.6	77.0
6	Net Interest Expense as of 2010													
7	Transit 35% L RTP Update Mar 2015	229.9	392.0	125.7	187.7	78.6	26.7	26.0	25.2	24.3	23.4	22.4	21.4	20.8
8	Measure R 2010 BABs & Tax-Exempt Bonds Interest Expense	386.8	774.8	109.7	503.8	161.3	0.0	11.3	20.9	31.7	45.8	55.7	57.4	56.6
9	Measure R TIFIA Interest (Crenshaw, Reg Conn, WPLE1 and 2	167.1	474.2	49.5	226.1	198.6	0.0	0.1	16.9	16.5	16.0	15.5	23.1	27.3
10	Measure R Debt Service Interest Expense without 2010 issue	9.8	12.2	7.9	2.3	2.0	0.0	2.8	2.8	2.0	0.3	0.0	0.0	0.7
11	Less: Measure R Commercial Paper Interest Expense	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	Less: Measure R 35% Interest Earnings	563.7	1,261.2	167.1	732.2	361.8	0.0	14.2	40.6	50.1	62.2	71.3	80.5	84.7
13	Net Interest Expense													
14	Transit 35% Net Interest Expense	672.8	1,348.3	297.5	717.6	333.2	27.5	49.8	66.1	75.9	78.2	76.1	76.6	77.0
15	L RTP Priorities 4/29/10 (Yellow Book)	563.7	1,261.2	167.1	732.2	361.8	0.0	14.2	40.6	50.1	62.2	71.3	80.5	84.7
16	L RTP Update Feb 2015	109.2	87.1	130.4	(14.6)	(28.7)	27.5	35.6	25.5	25.7	16.0	4.8	(3.8)	(7.7)
17	Difference (2010 less 2015) (contingency funds available for interest													
18														
19														
20	Highway 20% L RTP Priorities 4/29/10 (Yellow Book)	214.6	462.3	103.0	229.3	130.0	19.2	20.4	21.3	21.4	20.8	20.1	20.3	22.0
21	Measure R Debt Service Interest Expense	0.0	0.0	0.0	0.0	0.0	19.2	20.4	21.3	21.4	20.8	20.1	20.3	22.0
22	Less: Measure R 20% Interest Earnings	214.6	462.3	103.0	229.3	130.0	19.2	20.4	21.3	21.4	20.8	20.1	20.3	22.0
23	Net Interest Expense as of 2010													
24	Highway 20% L RTP Update Mar 2015	169.3	572.4	22.5	350.3	199.5	0.0	0.0	0.0	9.7	12.8	17.8	24.1	29.9
25	Measure R Debt Service Interest Expense	4.9	40.3	4.9	0.0	35.3	2.4	2.5	0.0	0.0	0.0	0.0	0.0	0.0
26	Less: Measure R 20% Interest Earnings	164.4	532.1	17.6	350.3	164.2	(2.4)	(2.5)	0.0	9.7	12.8	17.8	24.1	29.9
27	Net Interest Expense													
28	Highway 20% Net Interest Expense	214.6	462.3	103.0	229.3	130.0	19.2	20.4	21.3	21.4	20.8	20.1	20.3	22.0
29	L RTP Priorities 4/29/10 (Yellow Book)	164.4	532.1	17.6	350.3	164.2	(2.4)	(2.5)	0.0	9.7	12.8	17.8	24.1	29.9
30	L RTP Update Mar 2015	50.2	(69.8)	85.5	(121.0)	(34.2)	21.6	22.9	21.3	11.7	8.0	2.4	(3.9)	(7.9)
31	Difference (2010 less 2015) (contingency funds available for interest													
32														
33														
34	<b>Total Difference (2010 less 2015)</b>	159.4	17.4	215.9	(135.6)	(62.9)	49.1	58.5	46.8	37.4	24.0	7.1	(7.7)	(15.6)
35	Measure R 35% & 20% Contingency line items available for interest.													

**L RTP Comparison  
Measure R Debt Service Cap Analysis**

*L RTP Update 3/31/15*

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Measure R 35% Transit and 20% Highway (\$ in millions)	68.4	70.4	72.1	67.9	63.5	58.9	54.0	48.8	43.4	37.6	31.6	25.2	18.5	11.4	3.9	
Transit 35% L RTP Priorities 4/29/10 (Yellow Book)	68.4	70.4	72.1	67.9	63.5	58.9	54.0	48.8	43.4	37.6	31.6	25.2	18.5	11.4	3.9	
Measure R Debt Service Interest Expense	18.6	17.7	16.7	15.7	14.7	13.6	12.4	11.2	10.0	8.7	7.4	6.0	4.6	3.1	1.6	
Less: Measure R 35% Interest Earnings	50.6	48.4	45.7	42.7	39.2	35.2	31.7	27.8	23.3	18.0	12.6	8.6	4.2	0.0	0.0	
Net Interest Expense as of 2010	24.1	23.0	21.8	20.5	19.2	17.8	16.3	14.9	13.4	11.9	10.4	8.9	7.4	5.9	4.4	
Transit 35% L RTP Update Mar 2015	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Measure R 2010 BABs & Tax-Exempt Bonds Interest Expense	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Measure R TIFIA Interest (Crenshaw, Reg Conn, WPLE1 and 2)	75.1	71.4	67.5	63.2	58.3	52.9	48.0	47.7	49.2	44.8	42.5	33.3	23.5	13.4	6.4	
Measure R Debt Service Interest Expense without 2010 issue	68.4	70.4	72.1	67.9	63.5	58.9	54.0	48.8	43.4	37.6	31.6	25.2	18.5	11.4	3.9	
Less: Measure R 35% Interest Earnings	75.1	71.4	67.5	63.2	58.3	52.9	48.0	47.7	49.2	44.8	42.5	33.3	23.5	13.4	6.4	
Net Interest Expense	(6.8)	(0.9)	4.6	4.7	5.2	5.9	6.0	1.1	(5.8)	(7.1)	(10.9)	(8.1)	(5.1)	(2.0)	(2.6)	
Transit 35% Net Interest Expense																
L RTP Priorities 4/29/10 (Yellow Book)	24.5	23.9	23.5	23.1	22.8	22.5	21.4	19.3	17.0	14.7	12.3	9.8	7.1	4.4	1.5	
L RTP Update Feb 2015	24.5	23.9	23.5	23.1	22.8	22.5	21.4	19.3	17.0	14.7	12.3	9.8	7.1	4.4	1.5	
Difference (2010 less 2015) (contingency funds available for inter)																
Highway 20% L RTP Priorities 4/29/10 (Yellow Book)	42.0	44.0	41.7	39.2	36.7	34.0	31.3	28.4	25.4	22.2	18.9	15.4	11.8	8.1	4.1	
Measure R Debt Service Interest Expense	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2	2.3	6.5	11.9	14.0	
Less: Measure R 20% Interest Earnings	42.0	44.0	41.7	39.2	36.7	34.0	31.2	28.3	25.3	22.1	18.7	13.1	5.3	(3.8)	(9.9)	
Net Interest Expense																
Highway 20% L RTP Update Mar 2015	24.5	23.9	23.5	23.1	22.8	22.5	21.4	19.3	17.0	14.7	12.3	9.8	7.1	4.4	1.5	
Measure R Debt Service Interest Expense	42.0	44.0	41.7	39.2	36.7	34.0	31.2	28.3	25.3	22.1	18.7	13.1	5.3	(3.8)	(9.9)	
Less: Measure R 20% Interest Earnings	(17.4)	(20.1)	(18.2)	(16.1)	(13.9)	(11.5)	(9.8)	(9.0)	(8.2)	(7.3)	(6.4)	(3.3)	1.8	8.2	11.4	
Net Interest Expense																
Highway 20% Net Interest Expense	(24.2)	(21.0)	(13.6)	(11.5)	(8.7)	(5.6)	(3.9)	(7.9)	(14.0)	(14.5)	(17.3)	(11.5)	(3.2)	6.2	8.8	
L RTP Priorities 4/29/10 (Yellow Book)																
L RTP Update Mar 2015																
Difference (2010 less 2015) (contingency funds available for inter)																
<b>Total Difference (2010 less 2015)</b>																
Measure R 35% & 20% Contingency line items available for inter																

**Call for Projects Summary**  
 Metro Financial Forecasting Model  
 LRTP Update 3/31/15  
**Outstanding 2013 and Prior Calls for Projects**

Attachment I

	Years '15-'24	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
(\$ in millions)												
<b>2009 and Prior Calls for Projects</b>												
Transportation Enhancements (TE)/ATP	41.0	0.6	20.0	14.5	5.9							
Federal CMAQ	42.9	16.3	5.4	13.5	7.7							
Federal RSTP	8.9	3.0	3.1	0.7	2.2							
<b>Total Regional Bikeways/Pedestrian Improvements</b>	<b>92.8</b>	<b>19.9</b>	<b>28.5</b>	<b>28.6</b>	<b>15.8</b>	-	-	-	-	-	-	-
Proposition C 25%	131.3	13.9	58.1	26.9	32.4							
Federal CMAQ	23.9	-	7.4	16.5	-							
Federal RSTP	36.7	3.7	9.5	6.3	10.3	6.9						
<b>Total Regional Surface Transportation Improvements</b>	<b>191.9</b>	<b>17.6</b>	<b>67.6</b>	<b>40.6</b>	<b>59.2</b>	<b>6.9</b>	-	-	-	-	-	-
Proposition C 25%	119.5	10.1	27.8	16.8	15.0	14.8	20.0	15.0				
Federal CMAQ	8.0	6.1	2.0									
<b>Total Signal Synchronization/Bus Speed Improvements</b>	<b>127.5</b>	<b>16.2</b>	<b>29.8</b>	<b>16.8</b>	<b>15.0</b>	<b>14.8</b>	<b>20.0</b>	<b>15.0</b>	-	-	-	-
Proposition C 10%	12.2	2.5	9.2	0.5								
Federal CMAQ	35.6	10.9	22.0	2.7								
<b>Total Transit Capital</b>	<b>47.7</b>	<b>13.4</b>	<b>31.1</b>	<b>3.2</b>	-	-	-	-	-	-	-	-
Proposition C 25%	14.8	3.0	7.8	4.0								
Federal CMAQ	2.9	0.5	2.4									
<b>Total Transportation Demand Management</b>	<b>17.7</b>	<b>3.5</b>	<b>10.2</b>	<b>4.0</b>	-	-	-	-	-	-	-	-
Proposition C 25%	40.6	1.4	18.7	20.5								
Proposition C 10%	0.6	0.3	0.1	0.2								
Repayment of Cap Proj Loans	20.0		10.0	10.0								
LTF General Revenues	0.5	0.3	0.2	-								
Active Transportation Program (ATP)	15.9		14.0	1.9								
Federal CMAQ	18.5	2.4	6.4	9.7								
Federal RSTP	12.6	-	-	-					5.4	5.4	1.8	
<b>Total 2011 Call for Projects</b>	<b>108.7</b>	<b>4.4</b>	<b>49.4</b>	<b>42.3</b>	-	-	-	-	-	-	-	-
Proposition C 25%	71.7	1.1	8.2	6.9	24.4	31.2						
Proposition C 10%	2.8	0.6	2.2	-	-	-						
Repayment of Cap Proj Loans	4.3					4.3						
Active Transportation Program (ATP)	44.6	0.1	8.0	8.1	8.5	20.0						
Federal CMAQ	25.3	7.1	6.2	5.2	0.9	5.8						
Federal RSTP	23.3	0.1	-	-	-	3.7					13.3	
<b>Total 2013 Call for Projects</b>	<b>172.0</b>	<b>8.9</b>	<b>24.6</b>	<b>20.3</b>	<b>33.8</b>	<b>65.0</b>	-	-	-	-	-	-
<b>GRAND TOTAL OUTSTANDING CALLS FOR PROJECTS</b>	<b>758.5</b>	<b>83.9</b>	<b>241.2</b>	<b>155.9</b>	<b>123.8</b>	<b>92.1</b>	<b>25.4</b>	<b>30.1</b>	<b>6.2</b>	<b>6.2</b>	<b>6.2</b>	<b>6.2</b>

<b>Call for Projects Summary</b>										<b>Attachment I</b>			
Metro Financial Forecasting Model													
LRTP Update 3/31/15													
<b>2015 and Future Calls for Projects</b>													
(\$ in millions)	Years '15-'24	2015 Call				2021 2022	2022 2023	2023 2024	2024	2024			
		2019	2020	2021	2022								
Proposition C 25%	559.2	47.9	116.5	64.3	188.6	142.0							
Proposition C 10%	26.3	5.1	5.1	5.1	5.1	5.9							
Repayment of Cap Proj Loans	35.1	3.9	11.3	19.9									
Federal CMAQ	89.5	9.6	-	62.5	16.2	1.3							
Federal RSTP	40.0	-	-	9.3	15.4	15.3							
State Regional Improvement Program	199.1			88.9	24.7	85.5							
<b>Total 2015 and Future Calls for Projects</b>	<b>949.2</b>	<b>66.4</b>	<b>132.9</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>				

# Bus and Rail Operations State of Good Repair

Attachment J

	Total	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
1 Metro Bus Operations	10,465.5	1,016.9	1,049.8	1,084.8	1,125.7	1,162.0	1,198.9	1,237.1	1,275.3	1,314.9
2 Metro Bus Operations Security	331.4	33.1	34.0	34.9	35.9	36.8	37.7	38.7	39.7	40.7
3 <b>Subtotal Metro Bus Operations</b>	<b>10,796.9</b>	<b>1,050.0</b>	<b>1,083.8</b>	<b>1,119.7</b>	<b>1,161.6</b>	<b>1,198.7</b>	<b>1,236.6</b>	<b>1,275.8</b>	<b>1,315.0</b>	<b>1,355.5</b>
4 Muni/Non-Metro Bus Ops (Metro-controlled funds)	2,925.7	284.1	293.6	304.1	314.6	324.9	335.2	345.7	355.9	367.4
5 Bus Operations Incentive Program	160.8	14.9	15.7	16.4	17.2	17.9	18.6	19.3	20.0	20.8
6 <b>Subtotal Non-Metro Bus Operations</b>	<b>3,086.5</b>	<b>299.0</b>	<b>309.3</b>	<b>320.6</b>	<b>331.8</b>	<b>342.8</b>	<b>353.8</b>	<b>365.0</b>	<b>375.9</b>	<b>388.3</b>
7 Access Services Prop C 40%	700.0	69.9	71.7	73.7	75.7	77.7	79.7	81.8	83.8	85.9
8 Access Services Federal RSTP	621.4	62.1	63.7	65.4	67.2	69.0	70.8	72.6	74.4	76.2
9 <b>Subtotal Access Services</b>	<b>1,321.4</b>	<b>132.0</b>	<b>135.4</b>	<b>139.1</b>	<b>142.9</b>	<b>146.7</b>	<b>150.5</b>	<b>154.4</b>	<b>158.2</b>	<b>162.1</b>
10 Metro Rail Operations	4,086.7	372.6	395.8	410.7	426.4	451.1	479.8	499.1	516.0	535.3
11 Metro Rail Operations Security	927.5	75.9	91.0	93.5	96.1	103.9	111.4	115.0	117.8	122.9
12 <b>Subtotal Metro Rail Operations</b>	<b>5,014.2</b>	<b>448.5</b>	<b>486.8</b>	<b>504.2</b>	<b>522.4</b>	<b>555.1</b>	<b>591.3</b>	<b>614.1</b>	<b>633.8</b>	<b>658.1</b>
13 Metrolink Operations	609.6	59.7	59.7	62.1	64.6	67.1	69.8	72.6	75.5	78.5
14 Metrolink State of Good Repair	163.5	16.0	16.0	16.6	17.3	18.0	18.7	19.5	20.3	21.1
15 Metrolink Capital (Prop C 10%)	3.6	1.7				1.9				
16 Metrolink Measure R 3% Capital	223.2	13.2	14.4	19.0	26.7	27.8	28.9	30.0	31.1	32.3
17 <b>Subtotal Metrolink</b>	<b>999.9</b>	<b>90.6</b>	<b>90.1</b>	<b>97.7</b>	<b>108.5</b>	<b>114.7</b>	<b>117.4</b>	<b>122.1</b>	<b>126.8</b>	<b>131.9</b>
18 Metro Bus Vehicle State of Good Repair	584.5	58.4	59.9	61.5	63.2	64.9	66.6	68.3	70.0	71.7
19 Metro Bus Facility State of Good Repair	498.5	49.8	51.1	52.5	53.9	55.3	56.8	58.2	59.7	61.2
20 <b>Subtotal Metro Bus State of Good Repair/Preventive Maint (not incl new vehicles)</b>	<b>1,083.0</b>	<b>108.1</b>	<b>111.0</b>	<b>114.0</b>	<b>117.2</b>	<b>120.2</b>	<b>123.3</b>	<b>126.5</b>	<b>129.6</b>	<b>132.9</b>
21 Metro Light Rail State of Good Repair	377.5	23.0	44.1	47.9	62.2	55.1	19.9	41.0	44.3	40.0
22 Metro Heavy Rail State of Good Repair	141.4	7.6	12.5	15.0	16.0	11.4	25.6	21.5	11.8	20.0
23 Metro Rail Rehab/Replacement	729.3	8.7	39.9	36.0	36.7	153.6	107.7	65.1	101.4	180.3
24 <b>Subtotal Metro Rail State of Good Repair/Preventive Maint (not incl new vehicles)</b>	<b>1,248.1</b>	<b>39.3</b>	<b>96.5</b>	<b>98.9</b>	<b>114.9</b>	<b>220.1</b>	<b>153.2</b>	<b>127.6</b>	<b>157.5</b>	<b>240.3</b>
25 <b>Total</b>	<b>23,550.0</b>	<b>2,167.5</b>	<b>2,312.8</b>	<b>2,394.3</b>	<b>2,499.3</b>	<b>2,698.4</b>	<b>2,726.2</b>	<b>2,785.5</b>	<b>2,896.9</b>	<b>3,069.1</b>

# Sales Tax Measures Project and Program Funding

SRTP Update 3/31/15

	Current Cost FY '15-'24	Current Funding FY '15-'24	Difference Shortfall Amount
(\$ in millions)			
1 Metro Bus Operations	11,816.4	11,816.4	
2 Access Services Operations	1,450.2	1,450.2	
3 Other ADA Service	463.2	463.2	
4 Muni and Non-Metro Bus Operations	3,197.4	3,197.4	
5 <b>Subtotal Bus Operations</b>	<b>16,927.2</b>	<b>16,927.2</b>	
6 Metro Rail Operations	5,384.4	5,384.4	
7 Metrolink Rail Operations	669.4	669.4	
8 <b>Subtotal Rail Operations</b>	<b>6,053.8</b>	<b>6,053.8</b>	
9 Metro Bus Acquisition	1,232.3	1,232.3	
10 Metro Other Bus Capital	1,278.7	1,278.7	
11 Muni and non-Metro Bus Capital	1,024.0	1,024.0	
12 <b>Subtotal Bus Capital</b>	<b>3,535.0</b>	<b>3,535.0</b>	
13 Major Rail Projects	9,032.3	9,032.3	
14 Metro Rail State of Good Repair	1,279.8	1,279.8	
15 Metro Rail Vehicles	864.0	864.0	
16 Metro Red/Purple Line System Improvements	251.1	251.1	
17 Other Metro Rail Capital	375.1	375.1	
18 Metrolink Rail Capital	425.4	425.4	
19 <b>Subtotal Rail Capital</b>	<b>12,227.7</b>	<b>12,227.7</b>	
20 Call for Projects	1,710.1	1,710.1	
21 Freeway Projects	4,369.7	4,369.7	
22 Alameda Corridor East	420.2	420.2	
23 Retrofit Soundwalls	264.0	264.0	
24 Other Highway/Multimodal Projects	212.6	212.6	
25 Freeway Service Patrol	259.5	259.5	
26 Rideshare/Vanpools	147.8	147.8	
27 Regional Administration and Other	462.5	462.5	
28 <b>Subtotal Highway</b>	<b>7,846.4</b>	<b>7,846.4</b>	
29 Rail Capital Debt Service Prop A 35%	1,480.4	1,480.4	
30 Rail Capital Debt Service Prop C 40%	645.6	645.6	
31 Bus Capital Debt Service Prop A 40%	21.9	21.9	
32 Bus Capital Debt Service Prop C 40%	36.4	36.4	
33 Highway Debt Service Prop C 25%	1,119.0	1,119.0	
34 Commuter Rail Debt Service Prop C 10%	146.3	146.3	
35 Measure R 2% Debt Service	123.1	123.1	
36 Measure R 35% Debt Service	1,591.2	1,591.2	
37 Measure R 20% Debt Service	309.9	309.9	
38 Capital Grant Bond Debt Service	1,000.0	1,000.0	
39 Regional Improvement Program Debt Service	8.6	8.6	
40 <b>Subtotal Debt Service</b>	<b>6,482.4</b>	<b>6,482.4</b>	
41 Agencywide Capital	304.1	304.1	
42 Administrative Overhead	1,036.9	1,036.9	
43 Immediate Needs and General Relief Token	118.2	118.2	
44 <b>Subtotal Other</b>	<b>1,459.2</b>	<b>1,459.2</b>	
45 <b>Subtotal</b>	<b>54,531.6</b>	<b>54,531.6</b>	
46 <b>Unmet Needs (Funding Shortfall)</b>		<u>(606.0)</u>	<u>(901.4)</u>
47 <b>GRAND TOTAL</b>	<b>54,531.6</b>	<del>53,925.6</del> <b>53,630.2</b>	<del>(606.0)</del> <b>(901.4)</b>

1% Shortfall Not Yet Allocated, Revenue Solutions are Being Sought



## Minutes of the Regular Board Meeting of the Board of Directors on April 26, 2011

## 11. APPROVED AS AMENDED:

- A. the updated **Los Angeles County Transportation Improvement Program (TIP)** priorities for use in programming funds for fiscal year (FY) 2010-11 to FY 2018-19;
- B. authorizing the Chief Executive Officer, to assign or reassign, when necessary, federal, state and local funds to support Board-approved projects and programs, so long as the priorities of the LACMTA Board approved Long Range Transportation Plan (LRTP) and this report are not changed by the assignment or reassignment;
- C. directing the Chief Executive Officer to report on a monthly basis any exercise of this delegated authority; and
- D. authorizing the Chief Executive Officer to negotiate and execute funding contracts or agreements as needed with Los Angeles County jurisdictions, agencies or other entities to provide funds programmed as authorized, consistent with the priorities of the LRTP and this report.

**AMENDMENT: Directed staff to report back to the Board when transfers occur. What money was moved and which projects are impacted.**

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	Y	

Short Range Transportation Plan (SRTP)

# Fiscal Stability and Funding Commitments Inventory

FY 2015 through FY 2024

Finance & Budget Committee  
Planning and Programming Committee  
June 17, 2015



**Metro**

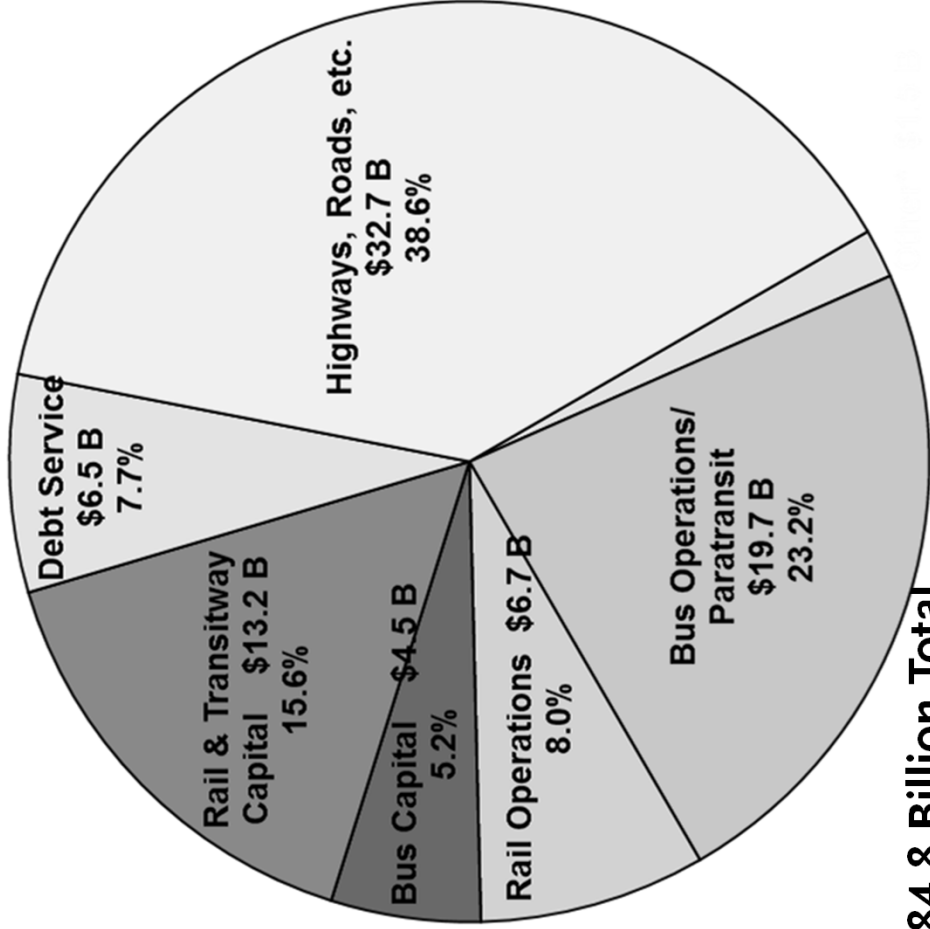
Attachment M

## **Introduction: CEO's Fiscal Vision for Metro**

- **We face the financial challenges described here**
- **Metro must have realistic yet challenging fiscal goals**
  - **As custodians of taxpayer's monies, we must:**
    - **Be frugal, responsible, practical and approve only appropriate expenditures**
    - **Capture the greatest share possible of passenger trips and increase farebox recovery**
    - **Optimize utilization of our financial resources in pursuit of our legislative and Metro Board-approved goals and objectives**
- **These goals are fundamental to our future success**

# Transportation Public Investments by Mode: Countywide and Metro Controlled Spending Forecast

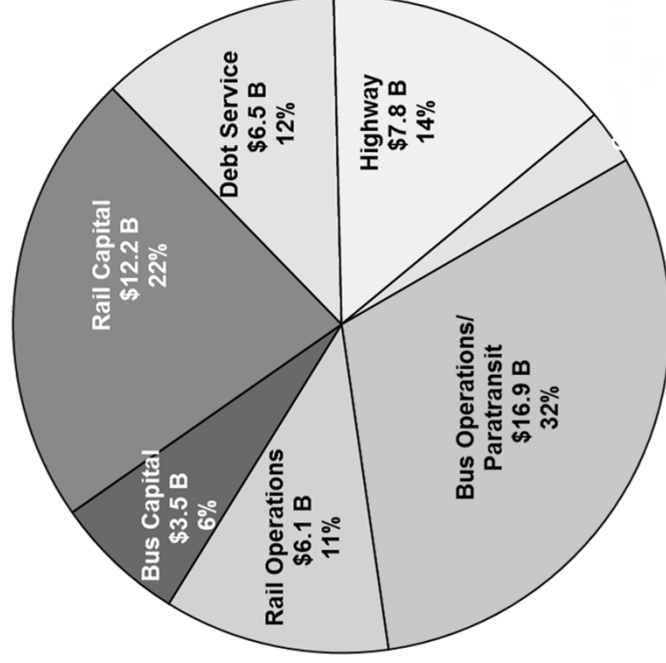
**Countywide Uses  
FY 2015 – FY 2024**



**\$84.8 Billion Total  
FY 2015 – FY 2024**

\* Includes safety net program, agency-wide capital, and regulatory oversight.

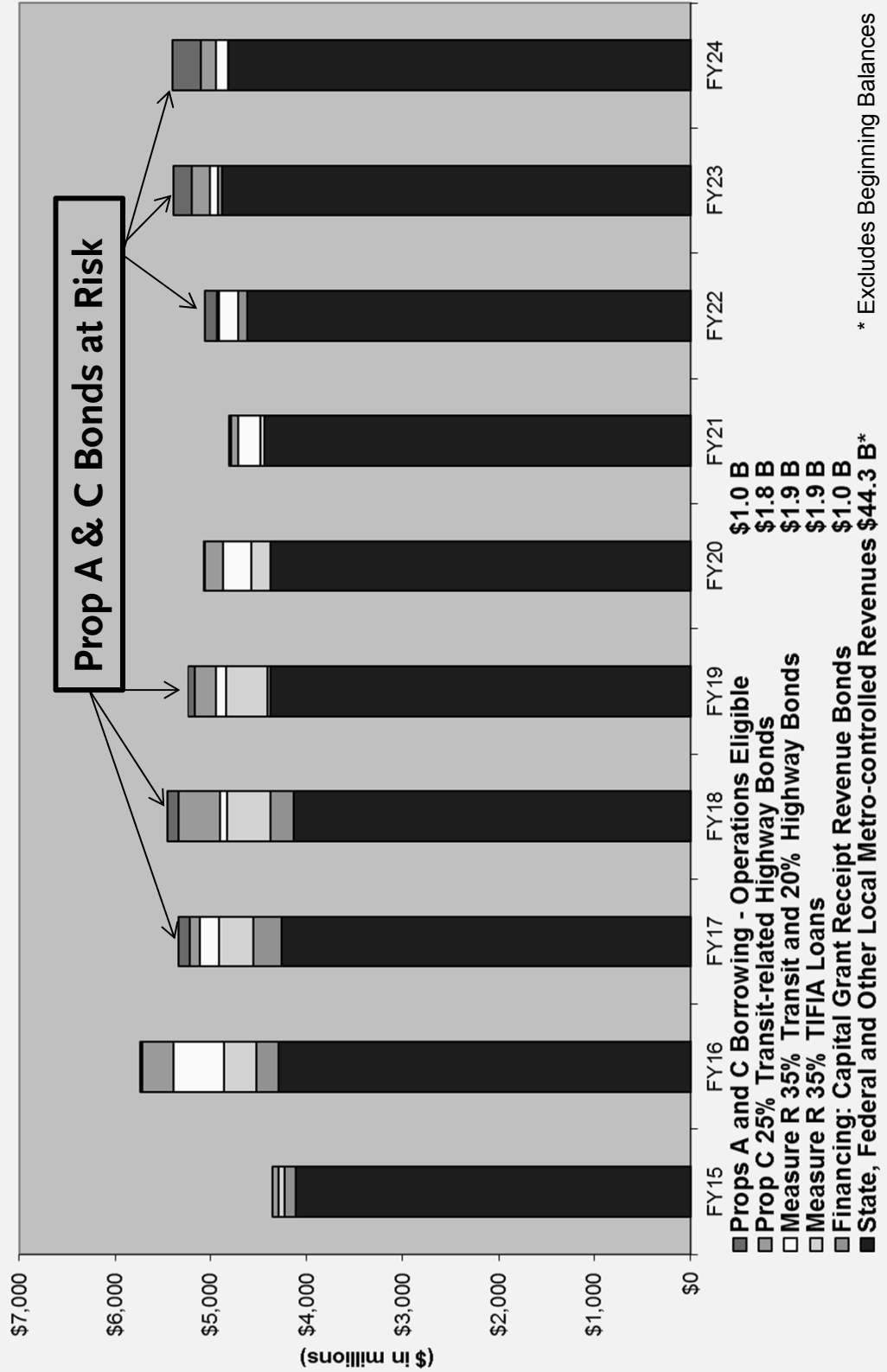
**Metro Controlled Uses  
FY 2015 – FY 2024**



**\$54.5 Billion Total  
FY 2015 – FY 2024**

# Borrowing Key to Transformative Plan

Funding Plan for Metro-Controlled Uses  
FY 2015 - FY 2024



# Metro's Transformative Financial Strategy...

- Capital improvement program exceeds \$14 B

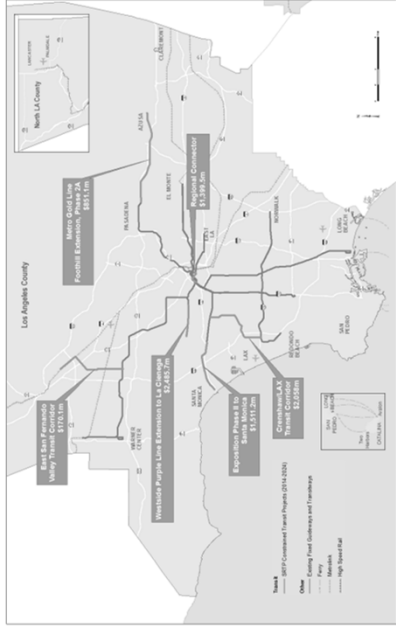
- Transit & Highway

- Almost all under construction

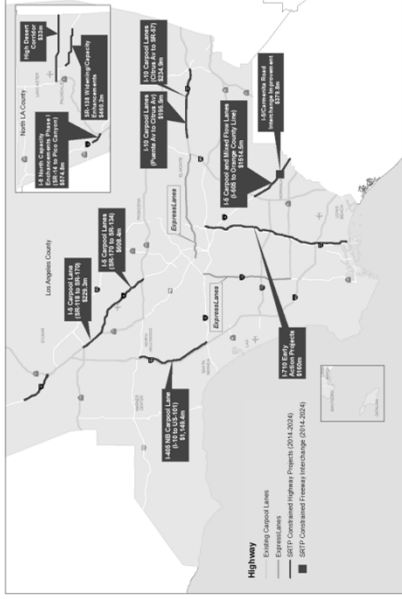
- Borrowing brings in \$6.6 B

- Debt capacity maximized
  - \$1.5 B subordinate federal loans critical to success
    - » America Fast Forward Legislation

## Transit Improvements



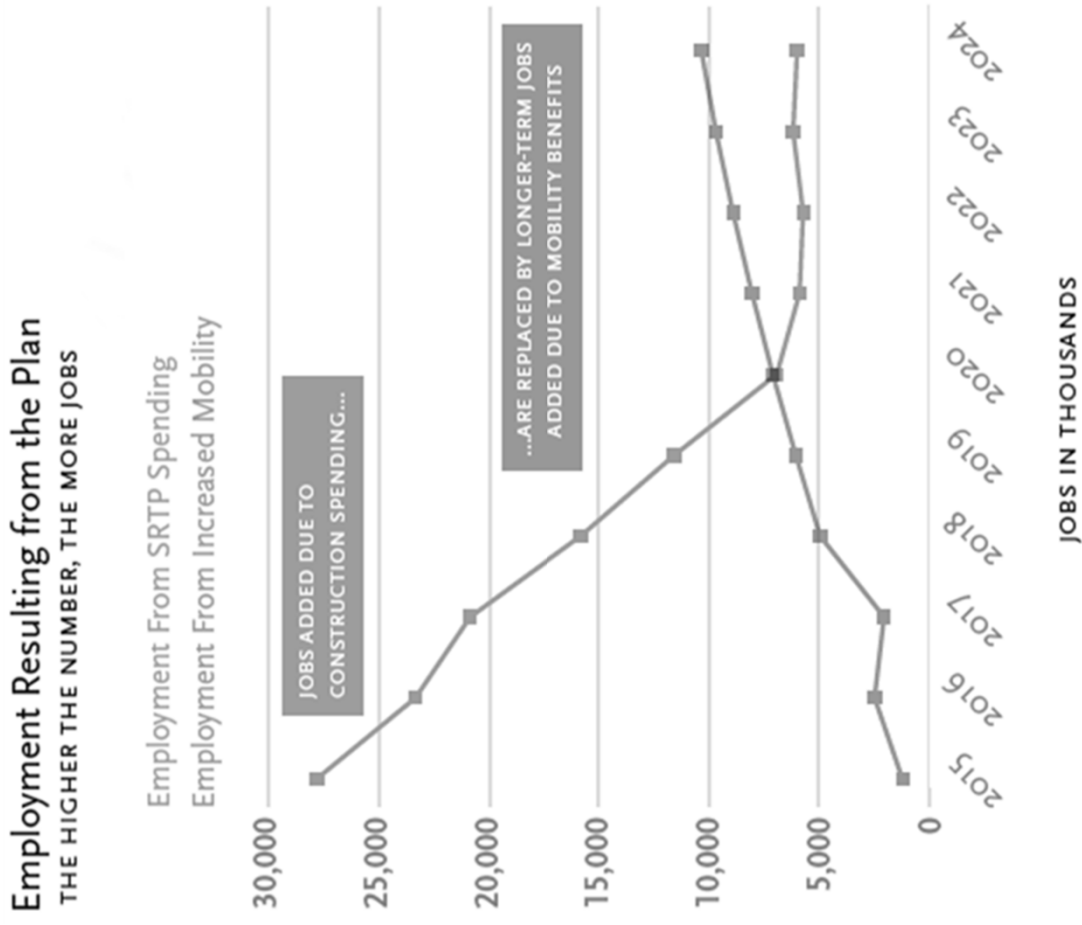
## Highway Improvements



# Leads to Transformative Results:

## Travel demand forecasted to increase by 6%

- Transit boardings increase to 2.6 M per day
  - a 13% increase from 2.3 M in 2014
- Rail transit track miles increase by 31%
  - Complimentary bus service stays level
- Greenhouse gas emissions reduced by 9%
  - Surpasses the Air Resources Board mobile source per capita passenger vehicle target target of 8% in 2020
- Highway lane-miles increase by only 1.1%
  - High Occupancy Vehicle Lanes
  - Freeway speed reductions mitigated, but can't increase without pricing
    - 2014 = 27.8 MPH
    - 2024 = 25.8 MPH

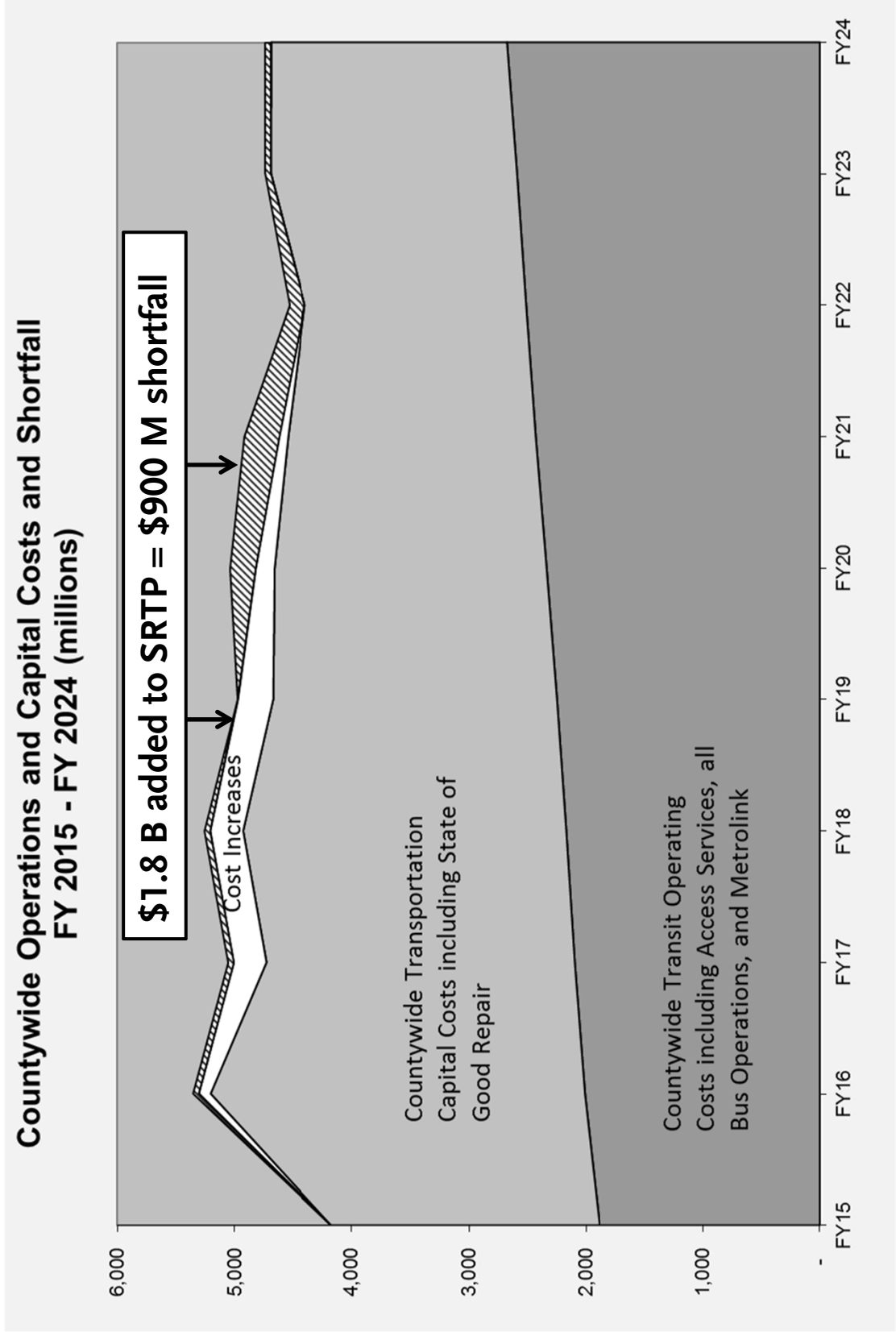


# Costs Added to SRTP: \$1.8B

Project (Alphabetical Order)	Cost Update (\$'s millions)	Fund Source (Leveraged from Others?)
Airport Metro Connector Accommodations	\$33.2	CMAQ (to be leveraged)
Airport Metro Connector 96 <sup>th</sup> Street Station	\$195.7	Measure R 35%
Business Interruption Fund	Up to \$80.0	Meas. R Adm. & Transit/Prop. C 25%
Bus Division 13	\$16.1	Prop 1B PTMISEA
I-405 NB Carpool Lane (not including claim 86)	Up to \$115.0	RSTP (to be leveraged)
Patsaouras Plaza Busway Station	\$14.2	Prop C 25%
Purple Line Extension Section 1	\$288.2	Measure R Transit 35%
Purple Line Extension Section 2	\$374.3	FTA New Starts (to be leveraged)
Regional Connector	\$60.5	Measure R 2% /Lease Rev.
Construction Umbrella Liability Insurance	\$20.9	Prop C 25% /Measure R 35%
I-10 Carpool Lanes from Citrus to SR-57	\$10.3	CMAQ
P3010 Light Rail Vehicle Options 2 and 3	\$114.0	Prop A 35%, STIP
Bloc/Metro Connection Pedestrian Passage	\$4.3	Metro General Fund, Lease Revenues
North Hollywood Orange-Red Line Underpass	\$1.1	TDA4
Southwestern Light Rail Yard	<b>\$22.0</b>	Prop A 35%
Other SRTP Additions	\$457	Reserve Needed for TBD items (See Appendix)
Total =	<b>\$1,806.8</b> <b>1,796.0</b>	



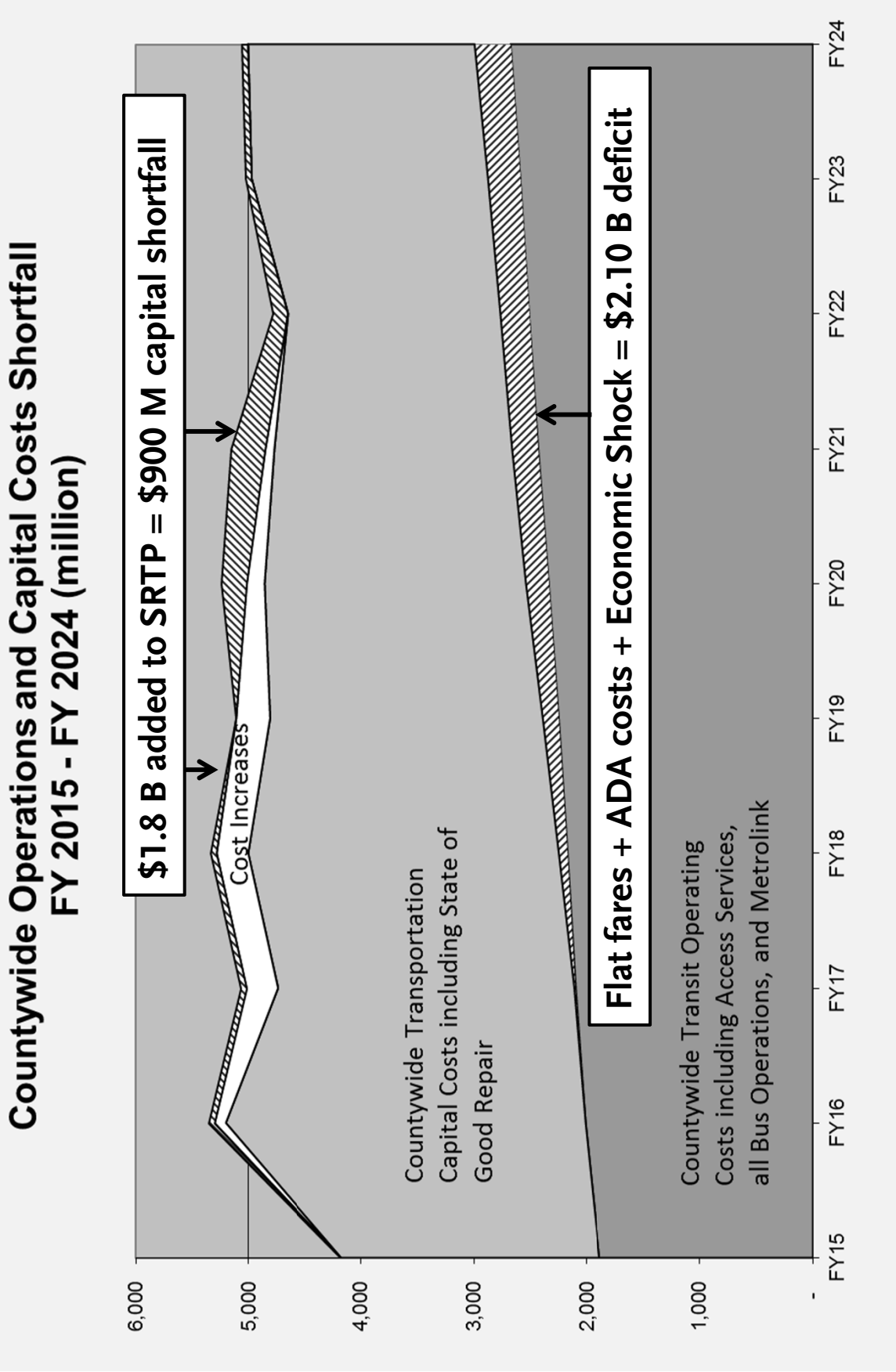
# Countywide Forecast: SRTP Has \$900 M Shortfall



## **Metro's Worst Case: Could be Far Worse**

- **Periodic economic shocks expected**
  - Higher bids and other cost increases occurring now
  - Economic recession could occur during plan period
- **Borrowing strategies are at risk**
  - Transit operating costs rise faster than CPI
  - Fares not keeping pace with costs
  - Access Services demand growing
- **New revenue sources are important**
  - Federal funding increase needed in reauthorization
  - State Cap & Trade needed for SRTP greenhouse gas reductions

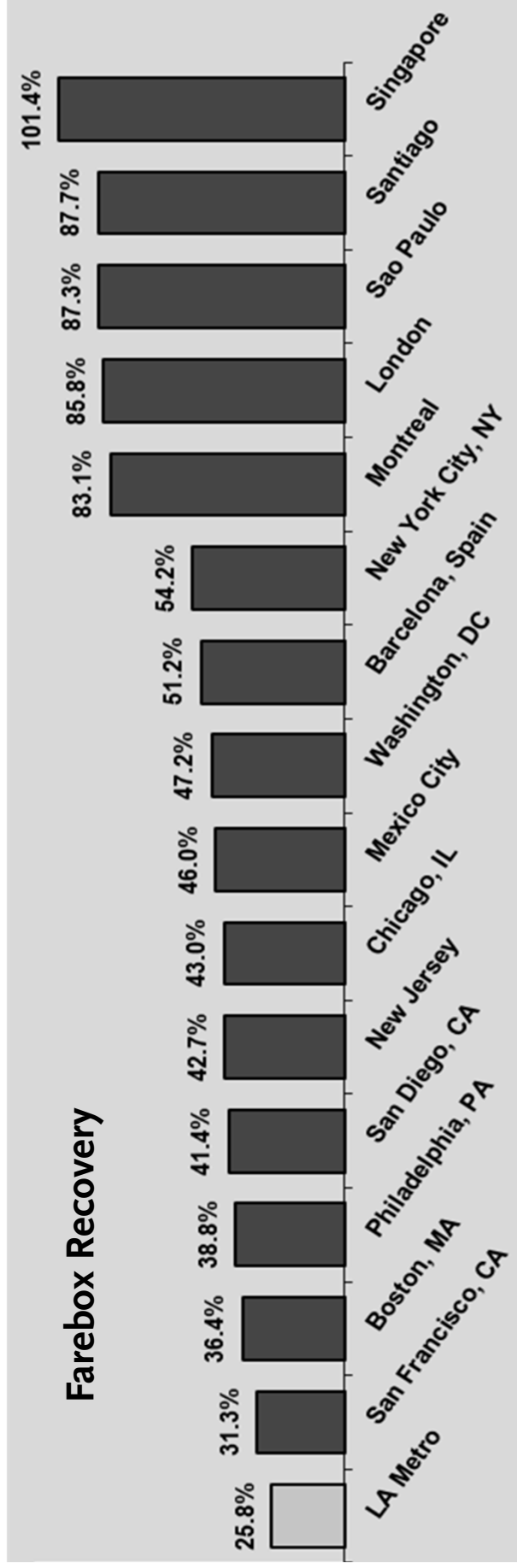
# Perfect Storm: Flat Fares, ADA Costs, & Economic Shock



# Metro Among Lowest in Fare Recovery

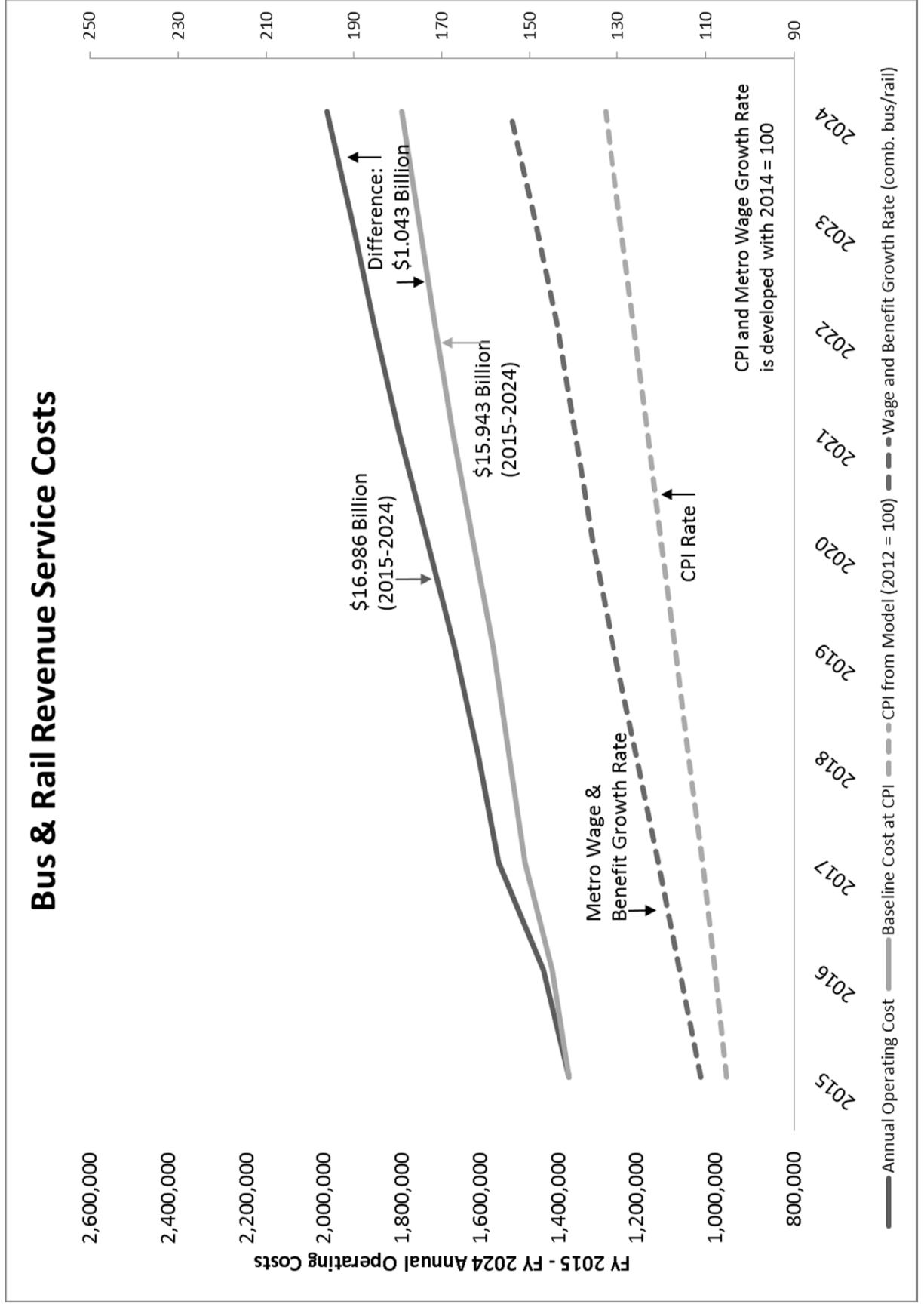
Farebox Recovery is the ratio of fare revenue to operating costs:

- Operating costs include transportation, maintenance, and other support costs
  - Capital costs are not included
- Revenue includes TAP card sales, farebox cash, vending machines, etc.
- Revenue does not include ad revenue, transit court, operations subsidies, or reimbursements from other agencies

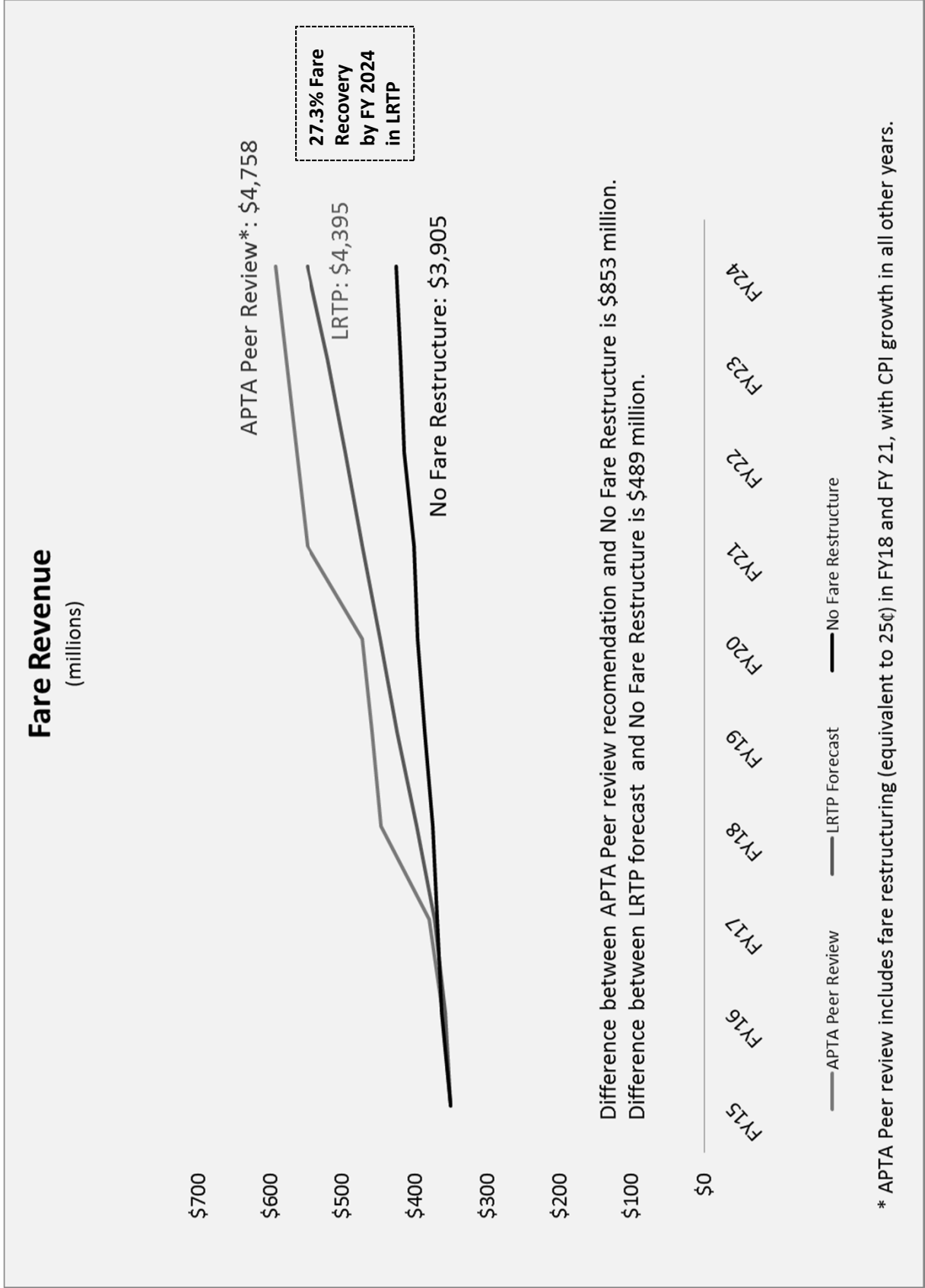


US data from 2012 National Transit Database; International data from Regional Plan Association (Transit Leadership Summit, April 2012)

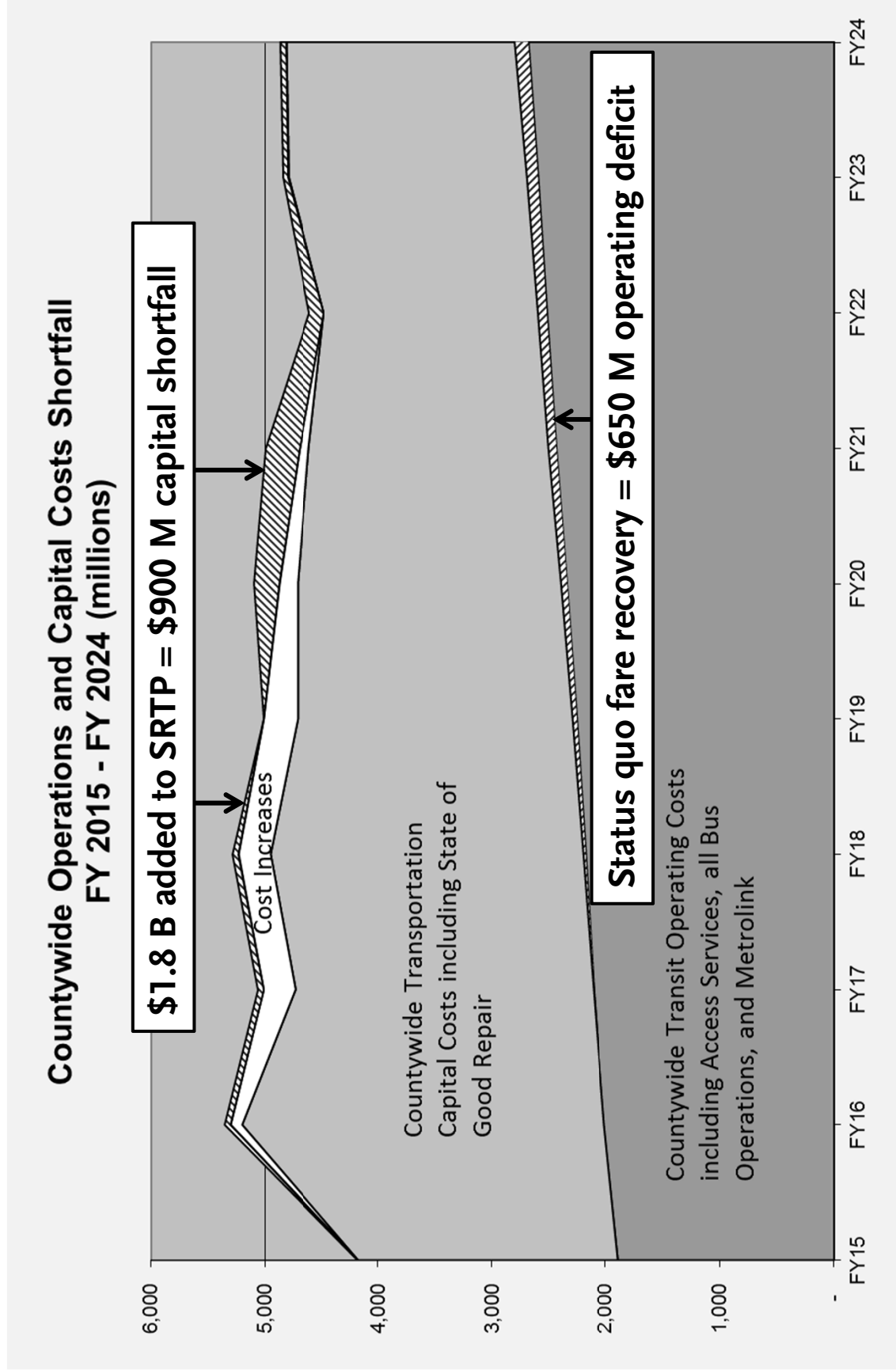
# Wages and Benefits Drive Operating Cost Escalation



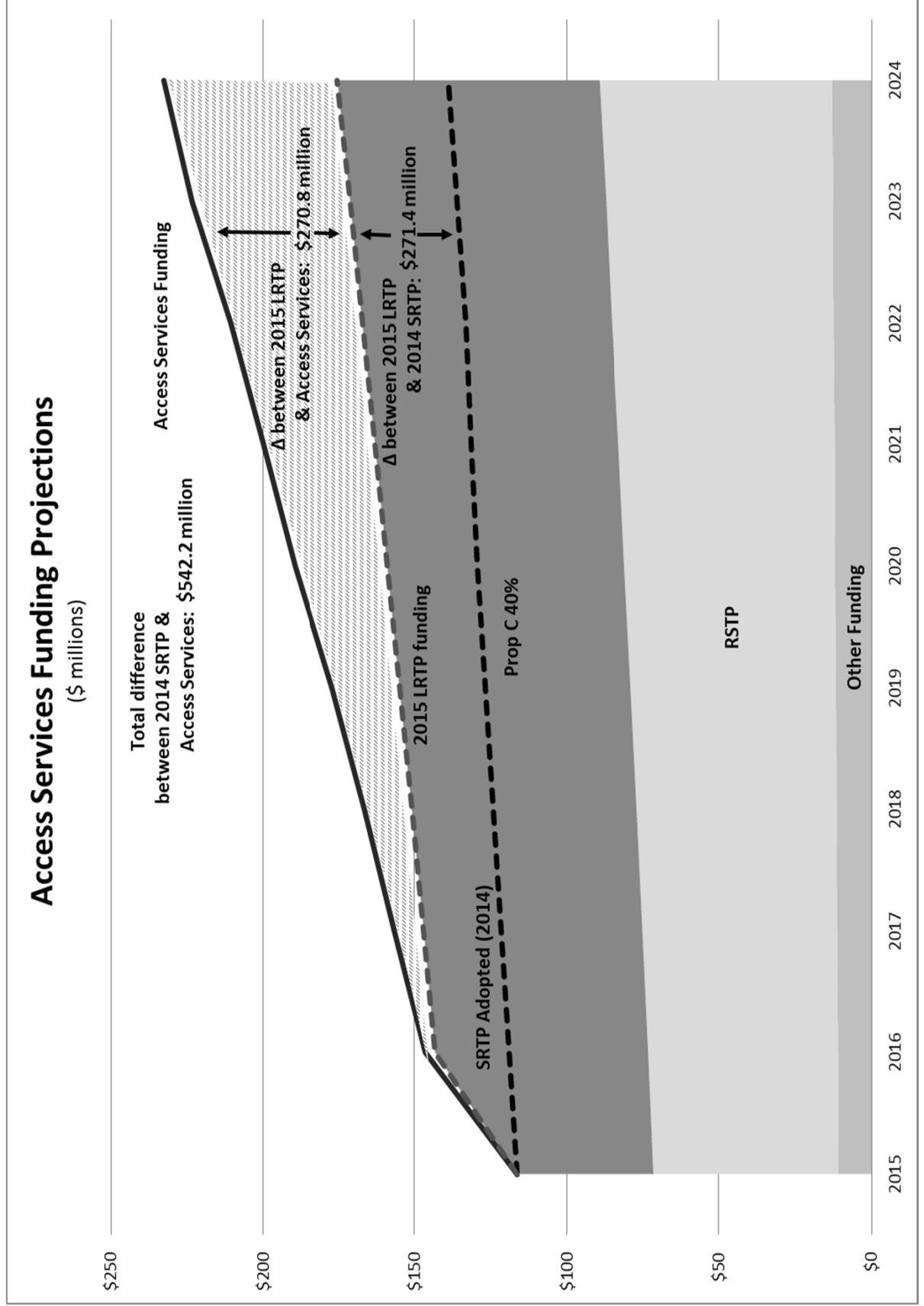
# S RTP Assumes Modest Fare Recovery: 28%



# Lower Fare Recovery = Operating Deficit

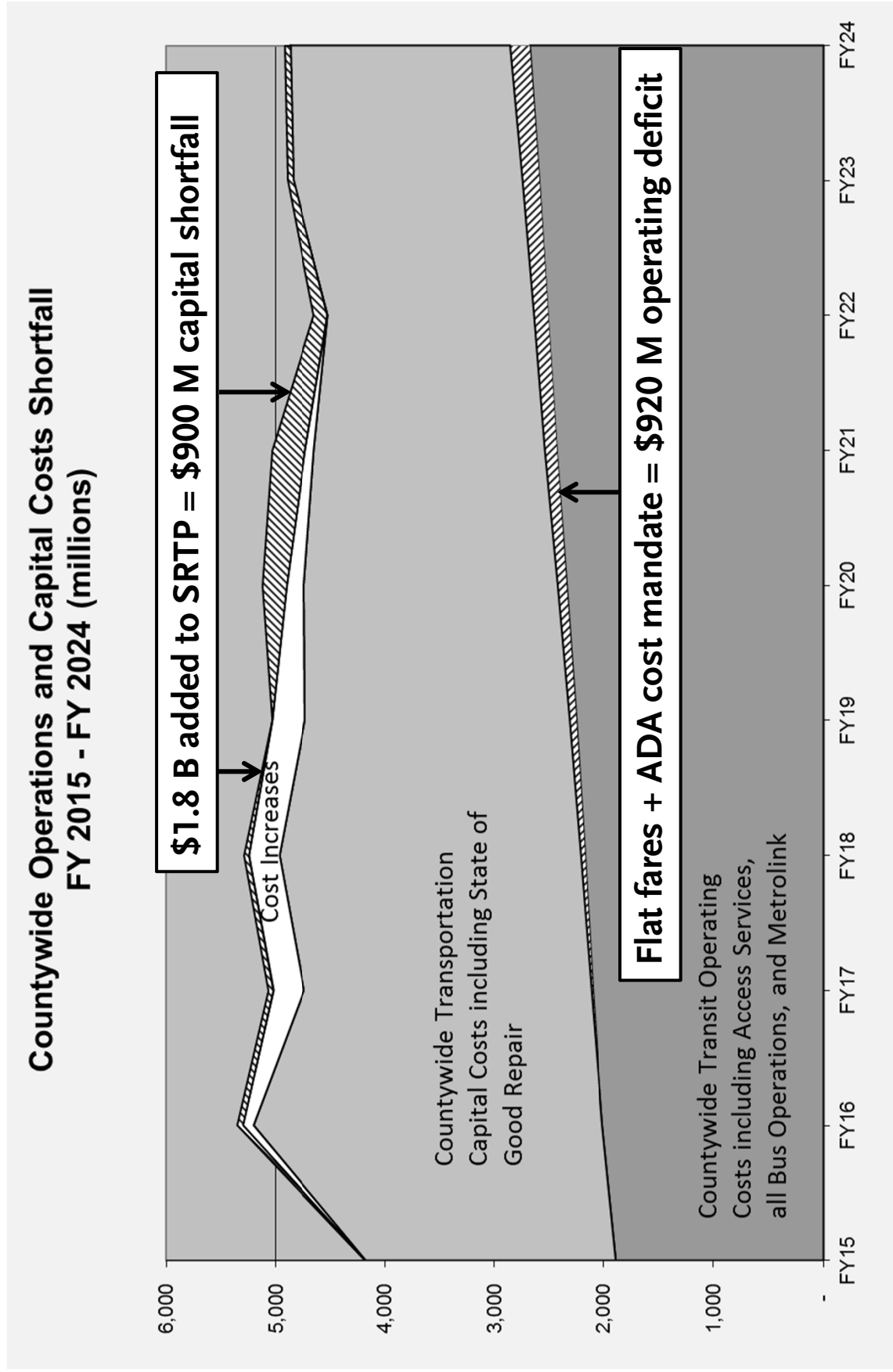


# Access Services Growth





# Flat Fares & ADA Costs = Big Operating Deficit



# Capital Program Cost Control Efforts

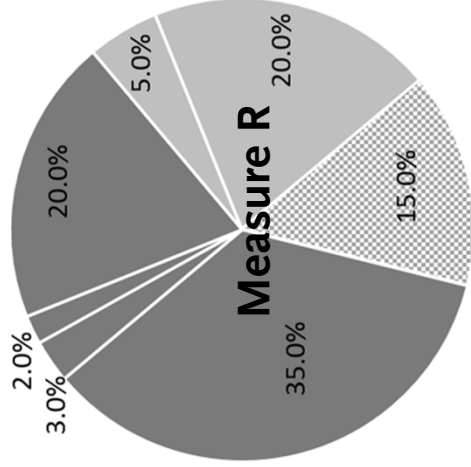
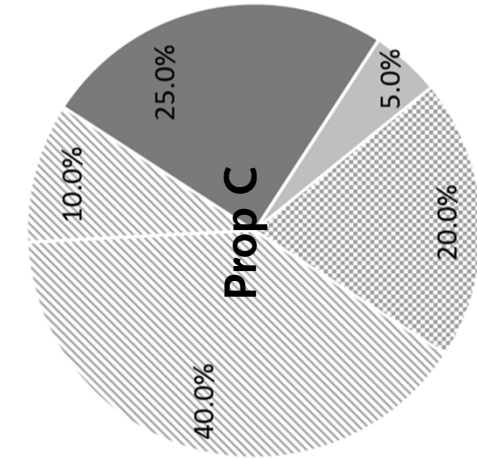
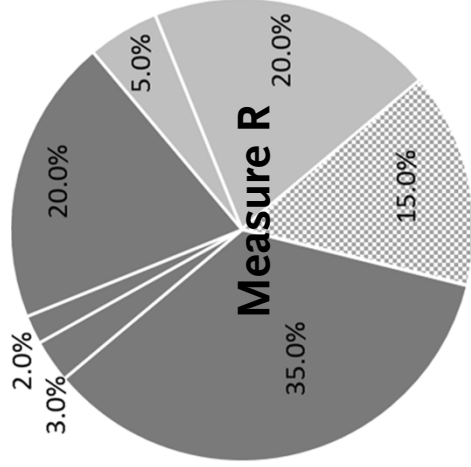
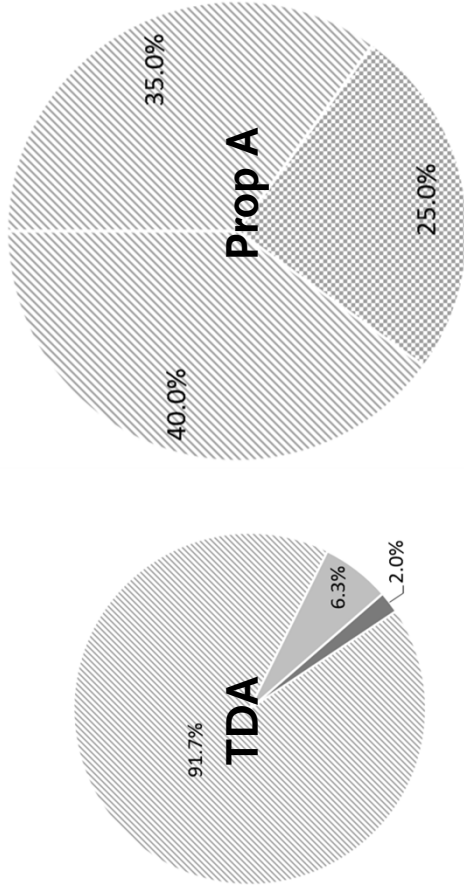
- **Capital cost control culture and practices**
- **need improvement**
  - Claims avoidance specialists and training
  - Improved value engineering and other efforts
  - P3 project delivery approaches are evolving
- **Reaffirmation of Metro Board policy actions**
  - Unified Cost Management Process and Policy
  - Measure R Contingency Policy
  - Repayment of Capital Project Loan Fund Policy
  - Light Rail Yard Cost Allocation Policy
- **Other due diligence measures**

# Appendix A

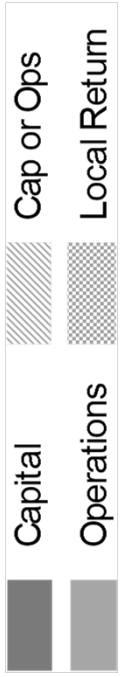
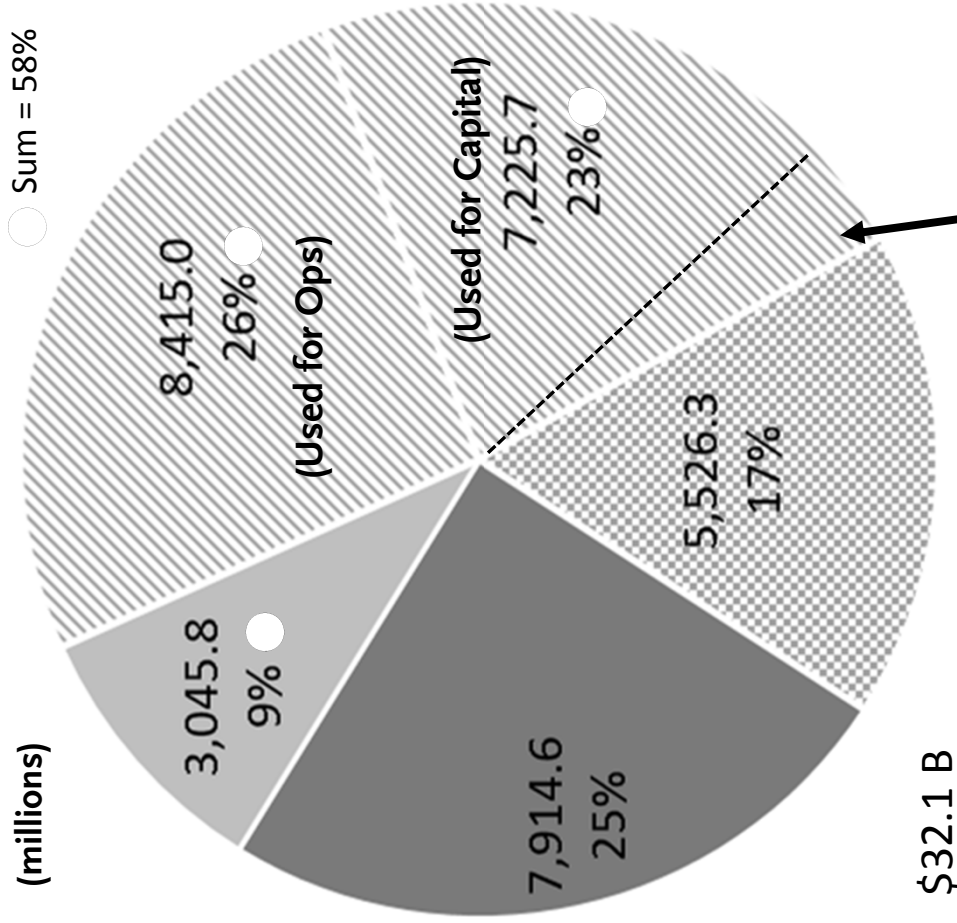
# Improving Capital Program Firewalls:

## 58% Operating Eligible & 25% Capital Only (FY 2015 - FY 2024)

Sales Tax Firewalls Improving Over Time:



But Combined Sales Tax is 58% Ops Eligible:



**SRTP Planned Debt Service Uses less than 6% (\$1,867 M) of Eligible Funds**

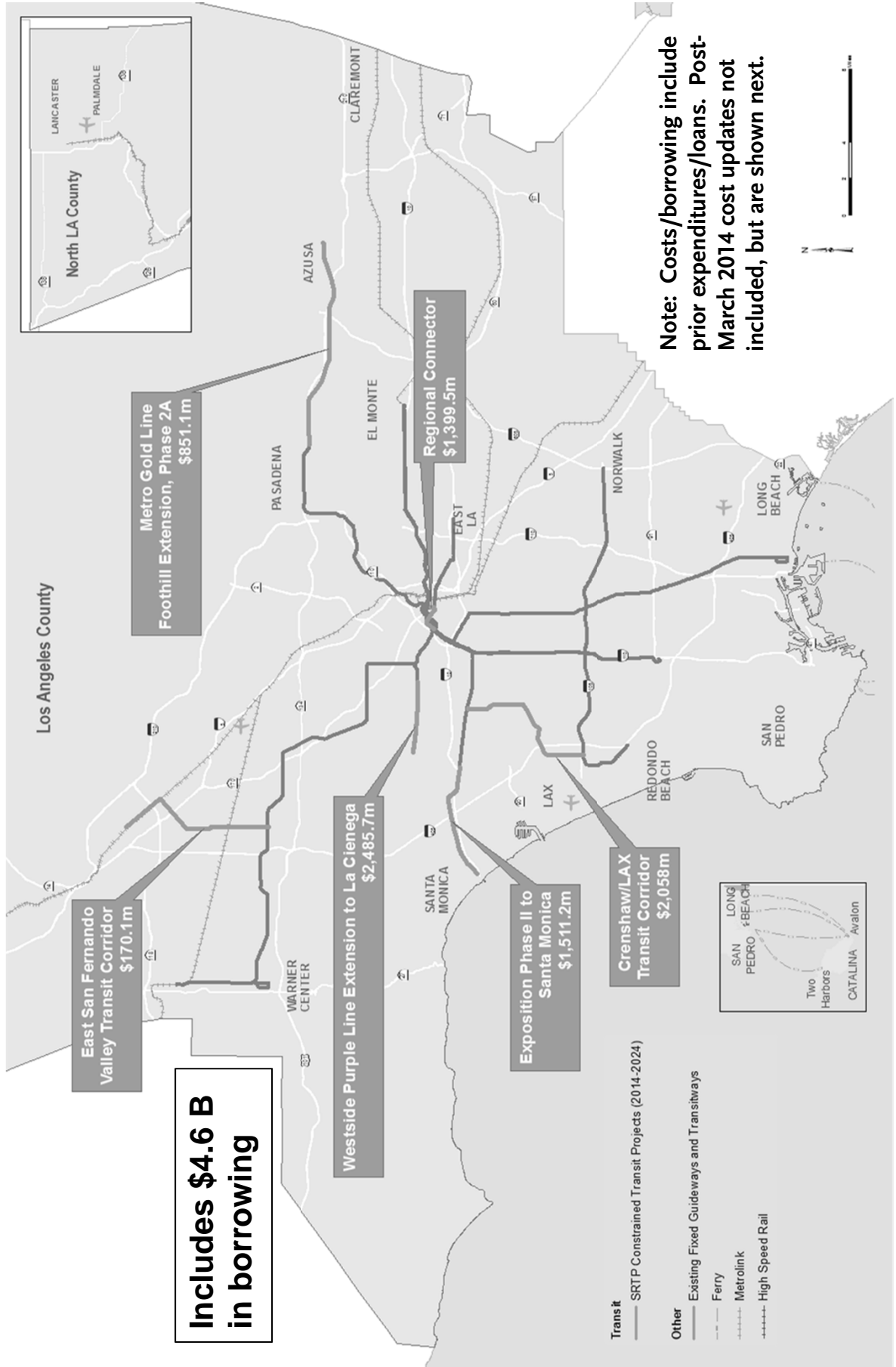
# Operating Eligible Bond Funds Critical to Capital Program

**SRTP Planned Debt Service Uses 6% of Eligible Funds**  
(Debt service for FY 2015 to FY 2024)

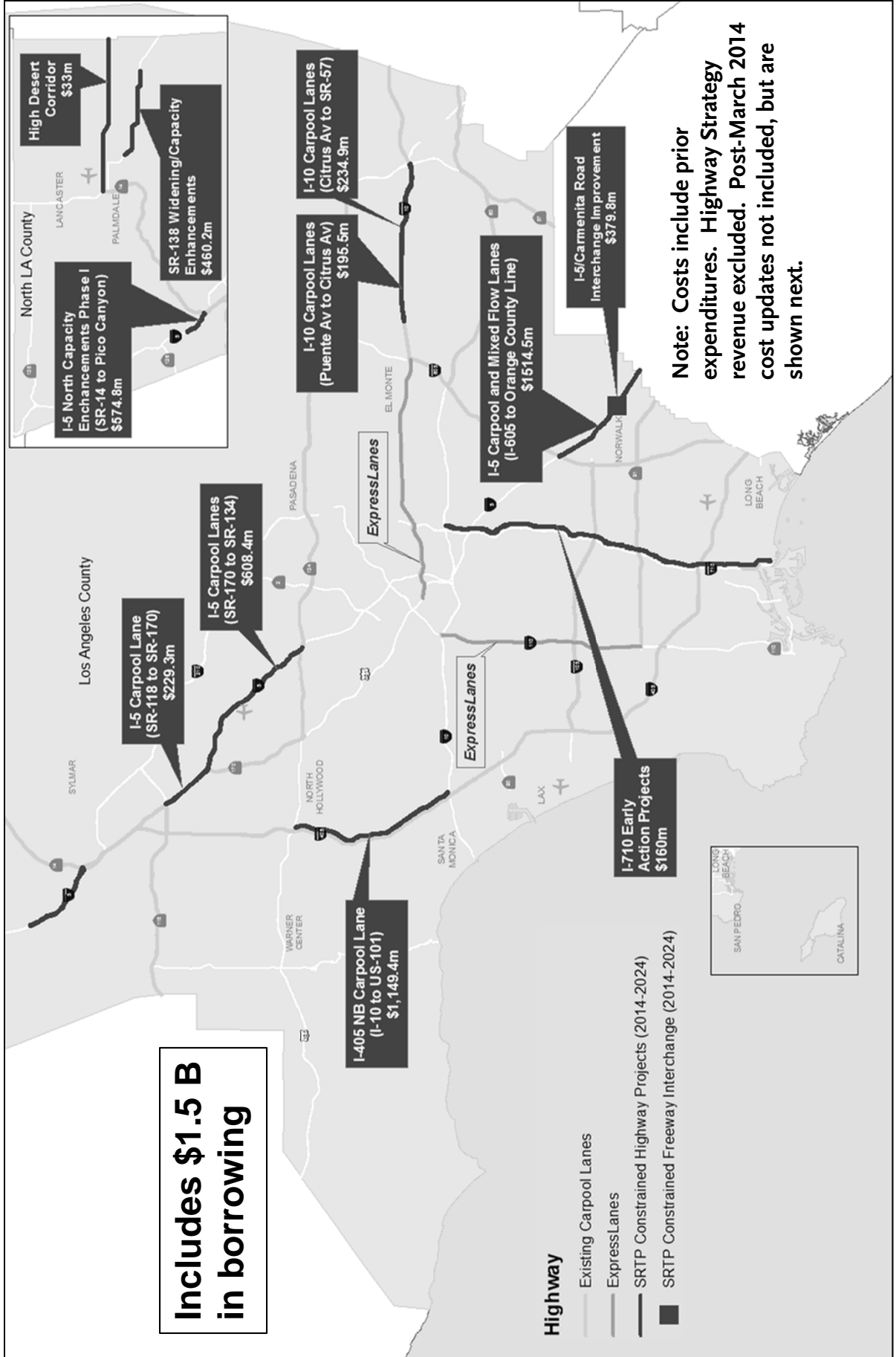
\$1,867 M  
(6%)

This 6% = \$6.6 B in bond proceeds  
(FY 2015 to FY 2024)

# Transit Project Construction Cost: \$8.5 B



# Highway Project Construction Cost: \$5.5 B



# Appendix - Other Cost Increases Page 1 of 3

Project	Increase (\$'s 000's)	Source
Access Services Free Fare Program	\$2,046	Prop C 10%
Expo II Betterments	\$3,900	Measure R 35%
Willowbrook/Rosa Parks Station	\$20,000	Potential Cap & Trade
Intelligent Video Upgrade	\$286	TDA Article 4
Tunnel and Bridge Security	\$109	TDA Article 4
Division 22 Green Line Storage Bldg.	\$291	Prop A 35%
Fare Gate Project	\$5,492	Measure R 2%
Sustainable Parking Demo Project (Red Line)	\$1,400	Prop C 10%
LA River Bikeway Connection Feasibility Study	\$100	Prop A and Prop C Admin
Express Lanes Toll Revenue Reinvestment	\$1,750	Toll Revenues / Measure R 3%
Union Station Security	\$6,285	Homeland Security Grant (leveraged)
The Bloc/Metro Connection	\$400	Prop C 10%



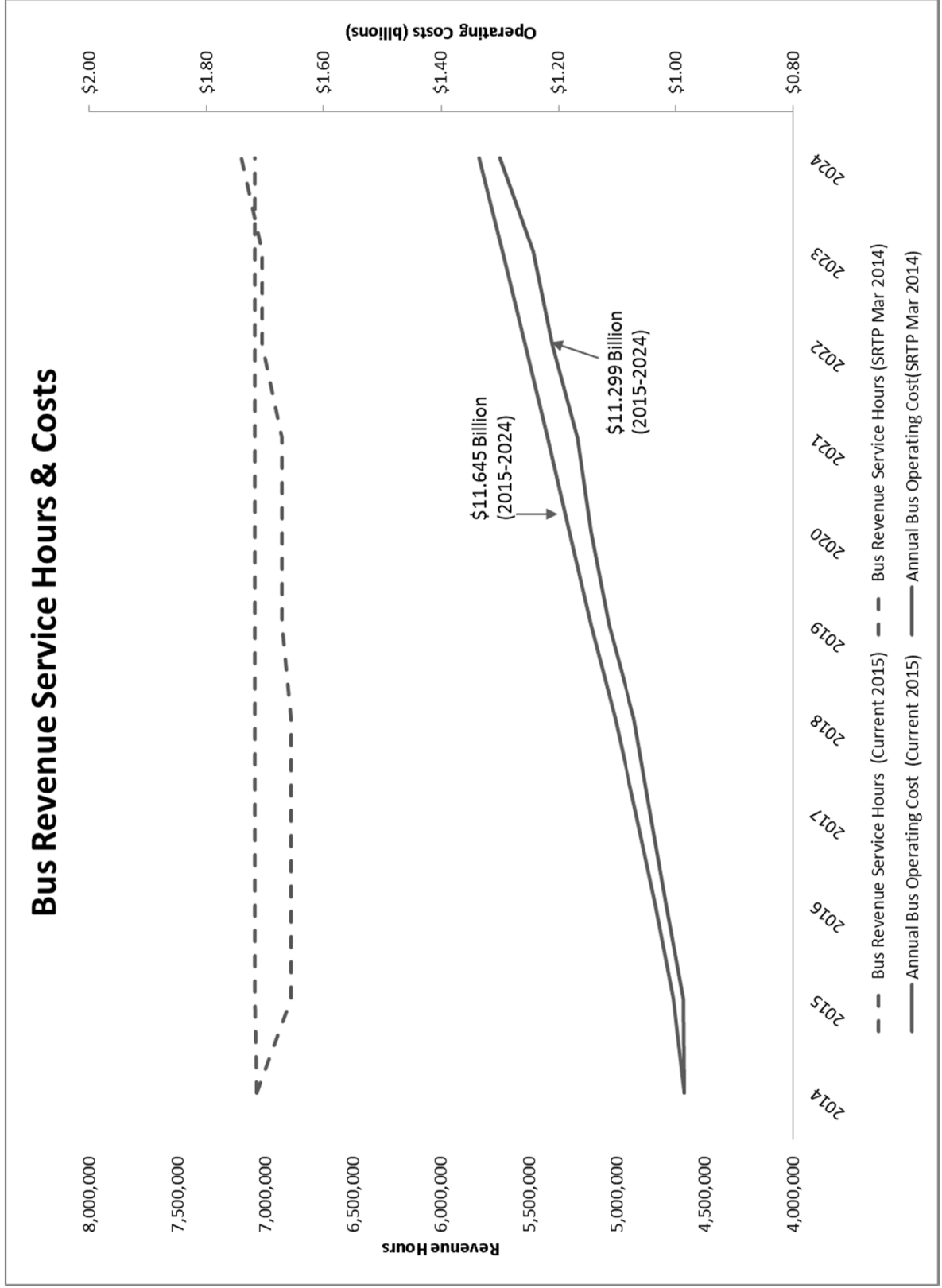
# Appendix - Other Cost Increases Page 2 of 3

Project	Increase (\$'s 000's)	Source
LRTP Update/Ballot Initiative	\$550	Prop A and Prop C Admin
Bicycle Model Development	\$1,500	TBD
Union Station Master Plan	\$400	TBD
Rail to River Bikeway Study	\$2,850	Prop A, Prop C, Measure R Admin
Video Security System Enhancement	\$1,460	TDA Article 4 / Transit Security Grant
I-5 North Construction Mitigation Transit Service	TBD	TBD
Wayfinding Signage Grant Program	\$1000	TBD
I-5 North	\$25,500	Measure R 20%
I-5 South	\$46,000	Measure R 20%
Call For Projects (ATP Impact)	TBD	TBD
Access Services	See Slide	Puts Prop C 40% at Risk
So. Cal Regional Interconnector Project (SCRIP)	\$239,300	TBD

# Appendix - Other Cost Increases Page 3 of 3

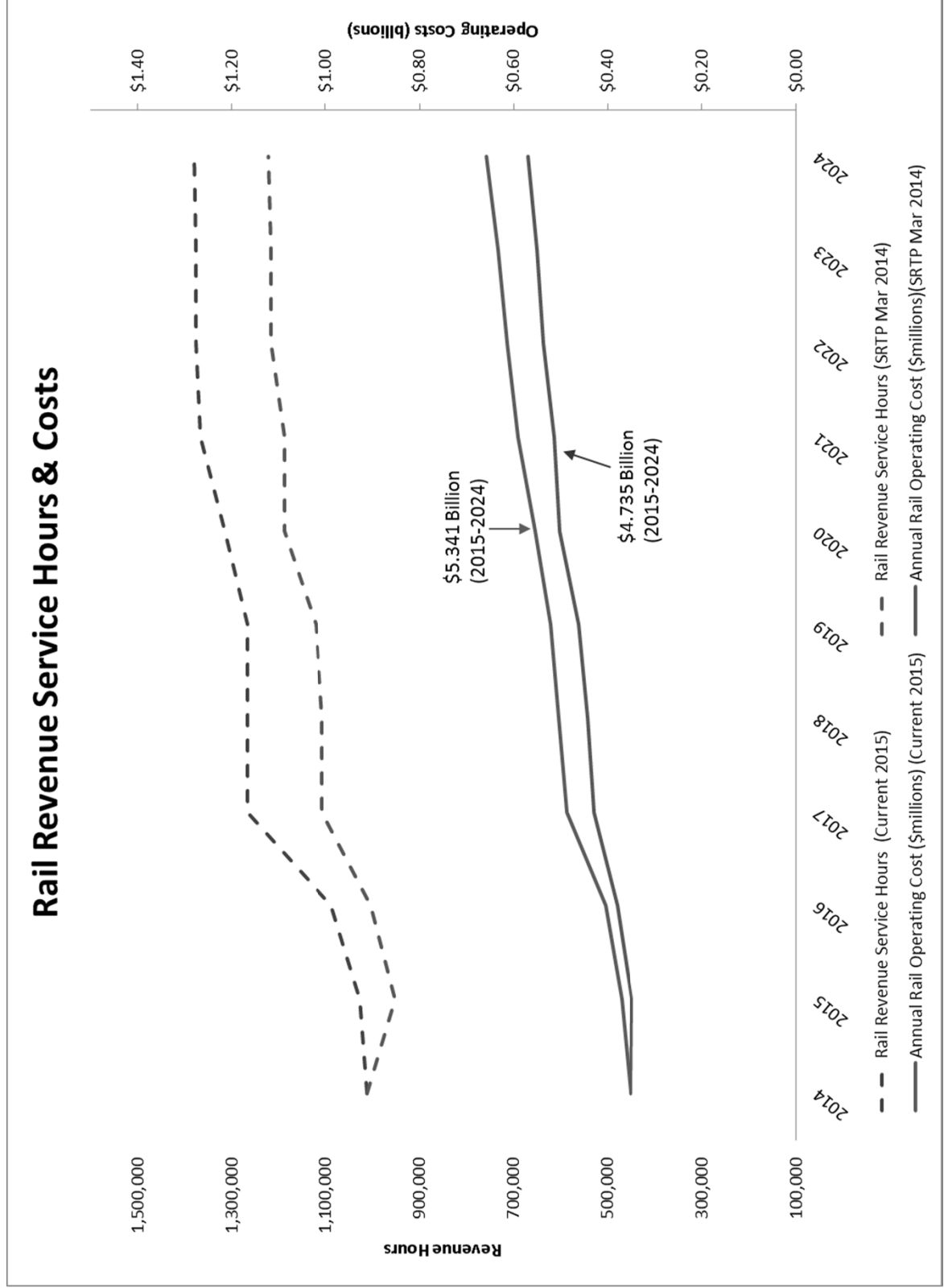
Project	Increase (\$'s 000's)	Source
Westside Purple Line Sec. 2 (Add Back 10 cars per FFGA)	\$55,000	Potential Cap & Trade
I-405 NB Claim 86	TBD	TBD
Red Line Seg 2 Close-out	\$6,500	Prop A 35%
Metrolink Antelope Valley Line Fare Enforcement	\$1,700	Prop C 10%
Red Line Escalator at Pershing Square	\$8,256	Prop A 35%
Affordable Housing	Up to \$10,000	Potential Cap & Trade
I-10 Carpool Lanes from I-605 to SR-57	<u>\$14,900</u>	Prop C 25%
Total =	<b>\$456,975</b>	

# Bus Operating Cost Escalation (Current 2015 Projection vs. 2014 SRTP Projection)



# Rail Operating Cost Escalation

## (Current 2015 Projection vs. 2014 SRTP Projection)



# Assumptions

## Sales Tax Revenues

- 4.74% increase for FY16 ; 4.10% average increase for FY15-35

## Fare Increase - Every two years beginning 1/1/2018

- Fare Recovery Ratio: 23.9% in FY16; 27.3% by FY24

## State Transit Assistance (STA) funding is flat

## CMAQ funds Operations

- First 3 years of all new projects including Expo II & Gold Line Foothill

## Transit and Intercity Rail Capital Program

- \$31.3M per year for FY16 – FY20, allocated to eligible Metro rail capital (TBD)

## Low Carbon Transit Operations Program (LCTOP)

- \$21.4M for FY16 and \$14.3 each year after, starting FY17
- Population Share allocated to Metro rail operations for new lines
- Operator Revenue Share allocated to Metro rail capital for new vehicles and other eligible items per FAP
- Operator Revenue Share allocated to Municipal Operators per FAP

## CPI – per UCLA forecast, 2.45% for FY16

## Bus Operations: FY 2016 Revenue Service Hours (RSH) assumed, no growth afterwards 7,061,735 RSH

- \$146.49 per hour now, but growth over inflation assumed

## Rail Operations: Rail Services increase as new lines are opened from 1,089,254 RSH (FY 16) to 1,380,332 RSH (FY 24)

- \$371.70 per hour now, but growth over inflation assumed

# Appendix B

**Fiscal Stability Overview and Funding Commitments Inventory  
Airport Metro Connector Project Funding Comparison**

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
(\$ in millions)																
<b>As of March 2014</b>																
S RTP Mar 2014	Proposition A 35%														86.8	86.8
	Proposition C 25%															-
	Measure R 35%	6.9										28.6	80.3	67.5	16.8	200.0
	Other Local <sup>(2)</sup>															-
	Repayment of Capital Projects Fund 3562															-
	Local Agency Funds										2.0	2.0	2.0	2.0	1.9	9.9
	Proposition 1B PTMISEA <sup>(3)</sup>															-
	Proposition 1B SLPP <sup>(6)</sup>															-
	Regional Improvement Program															-
	CMAQ & RSTP <sup>(4)</sup>										15.1	18.2				33.3
Section 5309 New Starts																-
Other State & Federal <sup>(5)</sup>																-
<b>Total</b>	<b>6.9</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>17.10</b>	<b>48.70</b>	<b>82.30</b>	<b>69.50</b>	<b>105.50</b>	<b>330.0</b>

<b>As of Mar 2015</b>																
Mar 2015	Proposition A 35%								17.5							17.5
	Proposition C 25%															-
	Measure R 35%	6.9	3.0	2.9	5.2	4.5	99.1	25.1	48.1	5.2						200.0
	Other Local <sup>(2)</sup>															-
	Repayment of Capital Projects Fund 3562															-
	Local Agency Funds															-
	Proposition 1B PTMISEA <sup>(3)</sup>															-
	Proposition 1B SLPP <sup>(6)</sup>															-
	Regional Improvement Program															-
	CMAQ & RSTP <sup>(4)</sup>									12.4	18.7	1.3	2.3	0.8		35.5
Section 5309 New Starts																-
Other State & Federal <sup>(5)</sup>																-
<b>Total</b>	<b>6.9</b>	<b>15.4</b>	<b>21.6</b>	<b>6.5</b>	<b>6.8</b>	<b>99.9</b>	<b>25.1</b>	<b>48.1</b>	<b>22.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>252.9</b>

<b>Change<sup>(6)</sup></b>																
Change	Proposition A 35%	-	-	-	-	-	-	-	17.5	-	-	-	-	-	-	(69.3)
	Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	0.0	3.0	2.9	5.2	4.5	99.1	25.1	48.1	5.2	-	(28.6)	(80.3)	(67.5)	(16.8)	(0.1)
	Other Local <sup>(2)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Repayment of Capital Projects Fund 3562	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Local Agency Funds	-	-	-	-	-	-	-	-	-	(2.0)	(2.0)	(2.0)	(2.0)	(1.9)	(9.9)
	Proposition 1B PTMISEA <sup>(3)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition 1B SLPP <sup>(6)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CMAQ & RSTP <sup>(4)</sup>	-	12.4	18.7	1.3	2.3	0.8	-	-	-	(15.1)	(18.2)	-	-	-	2.3
Section 5309 New Starts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other State & Federal <sup>(5)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total</b>	<b>0.0</b>	<b>15.4</b>	<b>21.6</b>	<b>6.5</b>	<b>6.8</b>	<b>99.9</b>	<b>25.1</b>	<b>48.1</b>	<b>22.7</b>	<b>-</b>	<b>(17.1)</b>	<b>(48.7)</b>	<b>(82.3)</b>	<b>(69.5)</b>	<b>(105.5)</b>	<b>(77.1)</b>





**Fiscal Stability Overview and Funding Commitments Inventory  
East San Fernando Valley North-South Project Funding Comparison**

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
<b>(\$ in millions)</b>														
S RTP Mar 2014	<b>As of March 2014</b>													
	Proposition A 35%	1.8	0.8	0.0	6.5	20.0								-
	Proposition C 25%				3.2									29.1
	Proposition C 40%				56.1									3.2
	Measure R 35%	6.7	5.7											68.5
	Repayment of Cap Proj Loans	0.6			(0.6)									-
	Other Local													-
	Local Agency Funds	1.9	1.0	1.0	1.0	0.1								5.0
	Proposition 1B PTMISEA													-
	Regional Improvement Program	1.0												-
	Section 5339 AA	3.5	27.0	17.2	15.6									1.0
	TCRP	15.5	7.5	28.0	84.0	35.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.4
	Total													170.1
Mar 2015	<b>As of Mar 2015</b>													
	Proposition A 35%	1.8		6.5	20.0			0.8						-
	Proposition C 25%			3.2										29.1
	Proposition C 40%			2.9			15.4	39.9						3.2
	Measure R 35%	3.8	2.2	4.3										68.5
	Repayment of Cap Proj Loans	0.6			(0.6)									-
	Other Local													-
	Local Agency Funds	1.9		1.0	0.1	2.0								5.0
	Proposition 1B PTMISEA													-
	Regional Improvement Program	1.0												-
	Section 5339 AA	3.5	4.0	5.8	1.3	23.0	18.4	7.3						1.0
	TCRP	12.6	2.2	8.3	19.4	20.8	40.4	58.3	8.1	0.0	0.0	0.0	0.0	63.4
	Total													170.1
Change	<b>Change<sup>(6)</sup></b>													
	Proposition A 35%	-	-	-	-	-	-	-	-	-	-	-	-	-
	Proposition C 25%	-	(0.8)	-	-	-	-	-	0.8	-	-	-	-	-
	Proposition C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-
	Measure R 35%	(2.9)	(3.5)	4.3	(53.2)	-	15.4	39.9	-	-	-	-	-	(0.0)
	Repayment of Cap Proj Loans	-	-	-	-	-	-	-	-	-	-	-	-	-
	Other Local	-	-	-	-	-	-	-	-	-	-	-	-	-
	Local Agency Funds	-	(1.0)	(1.0)	-	-	2.0	-	-	-	-	-	-	-
	Proposition 1B PTMISEA	-	-	-	-	-	-	-	-	-	-	-	-	-
	Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-
	Section 5339 AA	-	-	(23.0)	(11.4)	(14.3)	23.0	18.4	7.3	-	-	-	-	(0.0)
	TCRP	(2.9)	(5.3)	(19.7)	(64.6)	(14.3)	40.4	58.3	8.1	-	-	-	-	(0.0)
	Total													

**Fiscal Stability Overview and Funding Commitments Inventory  
Exposition Boulevard Light Rail Transit Phase II Project Funding Comparison (excludes LRVs)**

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
(\$ in millions)													
<b>As of March 2014</b>													
Proposition A 35%	8.8	143.8	63.8	7.6									224.0
Proposition C 25%	3.2			2.5									5.7
Measure R 35%	643.7	255.5	9.7										908.9
Other Local <sup>(2)</sup>													-
Repayment of Capital Projects Fund 3562													-
Local Agency Funds	36.5		8.8										45.3
Proposition 1B PTMISEA <sup>(3)</sup>	48.9												48.9
Proposition 1B SLPP <sup>(8)</sup>	28.4												28.4
Regional Improvement Program	29.3	18.5											47.8
CIMAQ & RSTP <sup>(4)</sup>													-
Section 5309 New Starts													-
Other State & Federal <sup>(5)</sup>													-
<b>Total</b>	<b>798.8</b>	<b>417.81</b>	<b>82.41</b>	<b>10.05</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1,309.1</b>

<b>Mar 2015</b>													
<b>As of Mar 2015</b>													
Proposition A 35%		23.0	62.6	7.6									93.2
Proposition C 25%	2.6			2.5	166.5								171.6
Measure R 35%	599.6		321.5										921.1
Other Local <sup>(2)</sup>													-
Repayment of Capital Projects Fund 3562													-
Local Agency Funds	18.1	1.5	25.8										45.3
Proposition 1B PTMISEA <sup>(3)</sup>	15.2	14.4											29.6
Proposition 1B SLPP <sup>(8)</sup>	0.4												0.4
Regional Improvement Program	47.8												47.8
CIMAQ & RSTP <sup>(4)</sup>													-
Section 5309 New Starts													-
Other State & Federal <sup>(5)</sup>													-
<b>Total</b>	<b>683.7</b>	<b>38.9</b>	<b>409.9</b>	<b>10.1</b>	<b>166.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,309.1</b>

<b>Change</b>													
<b>Change<sup>(6)</sup></b>													
Proposition A 35%	(8.8)	(120.8)	(1.2)	(0.0)	-	-	-	-	-	-	-	-	(130.8)
Proposition C 25%	(0.6)	-	-	-	166.5	-	-	-	-	-	-	-	166.0
Measure R 35%	(44.1)	(255.5)	311.7	-	-	-	-	-	-	-	-	-	12.1
Other Local <sup>(2)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
Repayment of Capital Projects Fund 3562	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	(18.4)	1.5	16.9	-	-	-	-	-	-	-	-	-	(0.0)
Proposition 1B PTMISEA <sup>(3)</sup>	(33.7)	14.4	-	-	-	-	-	-	-	-	-	-	(19.3)
Proposition 1B SLPP <sup>(8)</sup>	(28.0)	-	-	-	-	-	-	-	-	-	-	-	(28.0)
Regional Improvement Program	18.5	(18.5)	-	-	-	-	-	-	-	-	-	-	0.0
CIMAQ & RSTP <sup>(4)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 5309 New Starts	-	-	-	-	-	-	-	-	-	-	-	-	-
Other State & Federal <sup>(5)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>(115.1)</b>	<b>(378.9)</b>	<b>327.5</b>	<b>(0.0)</b>	<b>166.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>

**Fiscal Stability Overview and Funding Commitments Inventory  
Gold Line Foothill Light Rail Transit Extension Project Phase 2A Funding Comparison (excludes LRVs)**

(\$ in millions)	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
<b>As of March 2014</b>												
Proposition A 35%			33.4	5.6	8.1	28.5						75.6
Proposition C 25%												-
Proposition C 40%												-
Measure R	517.8	138.0	14.7									670.5
Measure R 35% TIFIA Loan <sup>(1)</sup>												-
Other Local <sup>(2)</sup>												-
Local Agency Funds	25.5											25.5
Proposition 1B PTMISEA <sup>(3)</sup>												-
Regional Improvement Program												-
CMAQ & RSTP <sup>(4)</sup>												-
Other State & Federal <sup>(5)</sup>	15.0											15.0
<b>Total</b>	<b>558.3</b>	<b>138.0</b>	<b>48.1</b>	<b>5.6</b>	<b>8.1</b>	<b>28.5</b>						<b>786.6</b>

<b>As of Mar 2015</b>												
Proposition A 35%		25.5										25.5
Proposition C 25%			50.1									50.1
Proposition C 40%												-
Measure R 35%	526.6		143.9									670.5
Measure R 35% TIFIA Loan <sup>(1)</sup>												-
Other Local <sup>(2)</sup>												-
Local Agency Funds	25.5											25.5
Proposition 1B PTMISEA <sup>(3)</sup>												-
Regional Improvement Program												-
CMAQ & RSTP <sup>(4)</sup>												-
Other State & Federal <sup>(5)</sup>	15.0											15.0
<b>Total</b>	<b>567.1</b>	<b>25.5</b>	<b>194.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>						<b>786.6</b>

<b>Change<sup>(6)</sup></b>												
Proposition A 35%	-	25.5	(33.4)	(5.6)	(8.1)	(28.5)	-	-	-	-	-	(50.0)
Proposition C 25%	-	-	50.1	-	-	-	-	-	-	-	-	50.1
Proposition C 40%	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35%	8.7	(138.0)	129.2	-	-	-	-	-	-	-	-	(0.1)
Measure R 35% TIFIA Loan <sup>(1)</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Other Local <sup>(2)</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-
Proposition 1B PTMISEA <sup>(3)</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ & RSTP <sup>(4)</sup>	-	-	-	-	-	-	-	-	-	-	-	-
Other State & Federal <sup>(5)</sup>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>8.7</b>	<b>(112.4)</b>	<b>145.9</b>	<b>(5.6)</b>	<b>(8.1)</b>	<b>(28.5)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(0.0)</b>

**Fiscal Stability Overview and Funding Commitments Inventory  
Regional Connector Project Funding Comparison**

(\$ in millions)	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
<b>As of March 2014</b>	0.3												0.3
TDA Admin													-
Measure R 35%													160.0
Measure R 35% TIFIA Loan <sup>(1)</sup>		61.9		55.9	17.9	6.2	18.1						-
Measure R 2%													64.2
Lease Revenues	30.2			39.7	6.8	18.5	(31.0)						132.1
Repayment of Capital Projects Fund 3562	65.7	(1.2)	37.5	28.6	23.5	39.0	(61.0)	0.0					42.0
Local Agency Funds			5.0	7.0	6.0	10.0	14.0						135.1
Proposition 1B PTMISEA <sup>(3)</sup>	97.2	24.3	13.6										114.9
Proposition 1A High Speed Rail Bonds	4.6		64.0	46.3									17.0
Regional Improvement Program	2.6	14.4											64.0
CMAQ & RSTP <sup>(4)</sup>	64.0												669.9
Section 5309 New Starts	65.0	100.0	100.0	100.0	100.0	100.0	104.9						1,399.5
Total	329.5	199.3	220.1	221.7	192.3	185.4	33.0	18.1	0.0	0.0	0.0	0.0	1,460.0

<b>As of Mar 2015</b>	0.3												0.3
TDA Admin													-
Measure R 35%													160.0
Measure R 35% TIFIA Loan <sup>(1)</sup>		61.9		55.9	17.9	6.2	18.1						10.5
Measure R 2%		5.2	5.2										68.0
Lease Revenues	3.8			6.0	58.2								178.4
Repayment of Capital Projects Fund 3562	87.2	0.9	30.8	25.5	42.3	21.3	(26.7)	(2.8)					42.0
Local Agency Funds			5.0	7.0	6.0	10.0	14.0						135.1
Proposition 1B PTMISEA <sup>(3)</sup>	12.5	3.3	108.6	10.6									114.9
Proposition 1A High Speed Rail Bonds				97.7	17.1								17.0
Regional Improvement Program	2.6		14.4										64.0
CMAQ & RSTP <sup>(4)</sup>	64.0												669.9
Section 5309 New Starts	65.0	100.0	115.0	115.0	115.0	115.0	44.9						1,460.0
Total	167.6	239.1	279.1	255.8	242.4	222.5	38.3	15.3	0.0	0.0	0.0	0.0	1,460.0

<b>Change<sup>(6)</sup></b>													
TDA Admin	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35%	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35% TIFIA Loan <sup>(1)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 2%	-	5.2	5.2	-	-	-	-	-	-	-	-	-	10.5
Lease Revenues	(30.2)	3.8	-	(39.7)	(0.8)	39.7	31.0	-	-	-	-	-	3.7
Repayment of Capital Projects Fund 3562	21.5	2.1	(6.8)	(3.2)	18.8	(17.7)	34.3	(2.8)	-	-	-	-	46.3
Local Agency Funds	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0
Proposition 1B PTMISEA <sup>(3)</sup>	(84.7)	(21.0)	95.0	10.6	-	-	-	-	-	-	-	-	(0.0)
Proposition 1A High Speed Rail Bonds	(4.6)	-	(64.0)	51.4	17.1	-	-	-	-	-	-	-	-
Regional Improvement Program	-	(14.4)	14.4	-	-	-	-	-	-	-	-	-	0.0
CMAQ & RSTP <sup>(4)</sup>	(64.0)	64.0	-	-	-	-	-	-	-	-	-	-	-
Section 5309 New Starts	-	-	15.0	15.0	15.0	15.0	(60.0)	-	-	-	-	-	-
Total	(161.9)	39.7	58.9	34.2	50.1	37.1	5.3	(2.8)	-	-	-	-	60.5

**Fiscal Stability Overview and Funding Commitments Inventory**  
**West Santa Ana Branch Project Funding Comparison**

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028		
(\$ in millions)																	
<b>As of March 2014</b>																	
Proposition A 35%	1.7							5.7	3.4			13.6	49.9	52.5	28.0		153.0
Proposition C 25%																	1.7
Proposition C 40%																	-
Measure R 35%										17.1	145.7	77.2					240.0
Measure R 20% Transfer									18.9	80.3	1.1	19.6	55.0				174.8
Repayment of Cap Proj Loans												2.5	32.4				34.9
Local Agency Funds												19.5					19.5
Proposition 1B PTMISEA																	-
Regional Improvement Program								25.1									25.1
CMAQ & RSTP																	-
Other State & Federal																	-
<b>Total</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.8</b>	<b>22.4</b>	<b>97.4</b>	<b>146.8</b>	<b>132.4</b>	<b>137.3</b>	<b>52.5</b>	<b>28.0</b>		<b>649.0</b>
<b>As of Mar 2015</b>																	
Proposition A 35%	1.7											62.6	104.9	33.0	25.8		226.2
Proposition C 25%																	1.7
Proposition C 40%																	-
Measure R 35%	0.002	2.2							3.4	42.0	148.2	44.2					240.0
Measure R 20% Transfer								30.8	19.0	55.4	1.1	55.4					161.6
Repayment of Cap Proj Loans														19.5			-
Local Agency Funds																	-
Proposition 1B PTMISEA																	-
Regional Improvement Program																	-
CMAQ & RSTP																	-
Other State & Federal																	-
<b>Total</b>	<b>1.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.8</b>	<b>22.4</b>	<b>97.4</b>	<b>149.3</b>	<b>162.3</b>	<b>104.9</b>	<b>52.5</b>	<b>25.8</b>		<b>649.0</b>
<b>Change<sup>(6)</sup></b>																	
Proposition A 35%	-	-	-	-	-	-	-	(5.7)	(3.4)	-	-	49.0	55.0	(19.5)	(2.2)		73.2
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 40%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35%	0.0	2.2	-	-	-	-	-	-	3.4	24.9	2.5	(33.0)	-	-	-	-	(0.0)
Measure R 20% Transfer	-	-	-	-	-	-	-	30.8	0.0	(24.9)	0.0	35.8	(55.0)	-	-	-	(13.2)
Repayment of Cap Proj Loans	-	-	-	-	-	-	-	-	-	-	-	(2.5)	(32.4)	-	-	-	(34.9)
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	(19.5)	-	19.5	-	-	-
Proposition 1B PTMISEA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program	-	-	-	-	-	-	-	(25.1)	-	-	-	-	-	-	-	-	(25.1)
CMAQ & RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other State & Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>0.0</b>	<b>2.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0</b>	<b>-</b>	<b>2.5</b>	<b>29.9</b>	<b>(32.4)</b>	<b>-</b>	<b>(2.2)</b>		<b>0.0</b>

**Fiscal Stability Overview and Funding Commitments Inventory  
Westside Purple Line Extension Project Funding Comparison (Section 1)**

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
<b>As of March 2014</b>															
(S in millions)	5.9														5.9
Other Local															-
Proposition A 35%															-
Proposition C 25%															368.3
Measure R 35%	193.1	4.0	3.0	3.0	6.3	340.7	305.7	184.9	27.6	128.1	6.2				856.0
Measure R 35% TIFIA Loan <sup>(1)</sup>															(47.9)
Lease Revenues	19.0				32.3			34.3							37.8
Repayment of Capital Projects Fund 3562	57.8	6.9	6.1		3.4	1.5	0.0	21.2	(27.0)	(27.0)	5.2	(13.1)	(22.0)		39.9
Local Agency Funds					1.3	1.3			5.0	25.0	22.0				75.3
Regional Improvement Program	2.6														2.6
CIMAG & RSTP <sup>(4)</sup>			1.6	7.5	3.0										12.2
Section 5309 New Starts	65.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	85.0	1,250.0
5309 Capital Grant Rcpt Rev Bonds Proceeds	115.2	228.5	289.5	243.7	29.5			87.8	43.2	2.2					1,039.6
5309 Capital Grant Rcpt Rev Bonds Repay & Int	(65.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(37.1)	(1,202.1)
Other State & Federal <sup>(5)</sup>	0.4														0.4
Total	394.1	239.3	297.2	254.2	415.2	308.5	184.9	195.6	149.3	38.6	8.9	0.0	0.0	0.0	2,485.7
<b>Mar 2015</b>															
Other Local	5.9														5.9
Proposition A 35%															-
Proposition C 25%															-
Measure R 35%	32.9	221.6	124.5	0.9	(97.5)	16.1	28.9	143.7	99.2	8.3	45.6	15.0	(0.4)		638.8
Measure R 35% TIFIA Loan <sup>(1)</sup>															856.0
Lease Revenues	19.0				340.7	305.7	184.9	24.7		18.7					37.8
Repayment of Capital Projects Fund 3562	57.9	6.9	6.1		1.5	0.0	24.6	(27.0)	(27.0)	5.2	(13.1)	(22.0)			40.0
Local Agency Funds					1.3	1.3			5.0	25.0	22.0				75.3
Regional Improvement Program	2.6														2.6
CIMAG & RSTP <sup>(4)</sup>			1.6	7.5	3.0										12.2
Section 5309 New Starts	45.8	119.2	115.0	112.0	118.0	115.0	100.0	100.0	100.0	100.0	100.0	55.0	85.0	85.0	1,250.0
5309 Capital Grant Rcpt Rev Bonds Proceeds	115.2	228.5	289.5	243.7	29.5			87.8	43.2	2.2					1,039.6
5309 Capital Grant Rcpt Rev Bonds Repay	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(100.0)	(84.6)	(1,184.6)
Other State & Federal <sup>(5)</sup>	0.5														0.5
Total	145.6	381.9	375.6	310.0	507.9	369.1	213.8	193.0	165.1	100.4	11.6	0.0	0.0	0.0	2,773.9
<b>Change<sup>(6)</sup></b>															
Other Local	-														-
Proposition A 35%	-														-
Proposition C 25%	-														-
Measure R 35%	(160.2)	217.6	124.5	(2.1)	(103.7)	16.1	28.9	116.1	(28.9)	2.1	45.6	15.0	(0.4)		270.5
Measure R 35% TIFIA Loan <sup>(1)</sup>															-
Lease Revenues	(19.0)	19.0			(32.3)			(34.3)		18.7				47.9	-
Repayment of Capital Projects Fund 3562	0.0	-	-	-	(3.4)	(0.0)		3.4		-	-	-	-	-	0.0
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CIMAG & RSTP <sup>(4)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 5309 New Starts	(19.2)	19.2	15.0	12.0	18.0	15.0	-	-	-	-	-	-	-	-	-
5309 Capital Grant Rcpt Rev Bonds Proceeds	(115.2)	(113.3)	(61.1)	45.9	214.1	29.5	-	(87.8)	44.6	41.0	2.2	-	-	-	(0.0)
5309 Capital Grant Rcpt Rev Bonds Repay	65.0	-	-	-	-	-	-	-	-	-	-	-	-	-	17.5
Other State & Federal <sup>(5)</sup>	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1
Total	(248.5)	142.5	78.4	55.8	92.7	60.6	28.9	(2.6)	15.8	61.8	2.7	-	-	-	288.2

**Fiscal Stability Overview and Funding Commitments Inventory  
Westside Purple Line Extension Project Funding Comparison (Section 2)**

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026		
<b>As of March 2014</b>															
Planning/Environmental															-
Proposition A 35%															-
Proposition C 25%															-
Measure R 35%	9.3	4.8	64.0	115.9	200.1	103.9	36.1	69.5	106.6	48.6	42.1	114.6	7.6		923.3
Measure R 35% TIFIA Loan															-
Lease Revenues															-
Repayment of Capital Projects Fund 3562	14.8						33.1	8.0							55.9
Local Agency Funds					54.5										54.5
Regional Improvement Program					49.4										49.4
CMAQ & RSTP			27.0	15.5			55.7								98.2
Section 5309 New Starts					32.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	30.6		662.6
5309 Capital Grant Rcpt Rev Bonds Proceeds															-
5309 Capital Grant Rcpt Rev Bonds Repay & Int															-
Other State & Federal															-
<b>Total</b>	24.1	4.8	64.0	142.9	215.6	239.9	224.8	177.5	206.6	148.6	142.1	214.6	38.2	0.0	1,843.9

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026		
<b>As of Mar 2015</b>															
Planning/Environmental															-
Proposition A 35%															-
Proposition C 25%															-
Measure R 35%	3.8	1.0	1.1	47.2	47.8	63.7	168.7	67.3	96.8	50.3	1.3	2.7	(85.0)		466.7
Measure R 35% TIFIA Loan				146.0	61.0	100.0									307.0
Lease Revenues															-
Repayment of Capital Projects Fund 3562	14.8	33.1					41.1	54.5							89.0
Local Agency Funds															54.5
Regional Improvement Program															-
CMAQ & RSTP															169.0
Section 5309 New Starts			66.0	11.0	2.0	30.0	56.0	44.0	26.0						169.0
5309 Capital Grant Rcpt Rev Bonds Proceeds				134.0	100.0	100.0	100.0	147.0	147.0	147.0	115.0	36.0	95.0		1,187.0
5309 Capital Grant Rcpt Rev Bonds Repay & Int															-
Other State & Federal															-
<b>Total (including increase of \$374.3 plus \$55 for ca</b>	18.6	34.1	67.1	338.2	210.8	293.7	324.7	299.4	298.3	223.3	116.3	38.7	10.0	0.0	2,273.2

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026		
<b>Change</b>															
Planning/Environmental															-
Proposition A 35%															-
Proposition C 25%															-
Measure R 35%	(5.5)	(3.9)	(62.9)	(68.7)	(152.3)	(40.2)	132.6	(2.2)	(9.8)	1.7	(40.8)	(111.9)	(92.6)		(456.6)
Measure R 35% TIFIA Loan <sup>(1)</sup>				146.0	61.0	100.0									307.0
Lease Revenues															-
Repayment of Capital Projects Fund 3562		33.1					(33.1)	33.1							33.1
Local Agency Funds						(54.5)			54.5						(0.0)
Regional Improvement Program						(49.4)									(49.4)
CMAQ & RSTP <sup>(4)</sup>															70.9
Section 5309 New Starts				(16.0)	(13.5)	30.0	0.4	44.0	26.0						524.4
5309 Capital Grant Rcpt Rev Bonds Proceeds			66.0	134.0	100.0	68.0	47.0	47.0	47.0	47.0	15.0	(64.0)	64.4		524.4
5309 Capital Grant Rcpt Rev Bonds Repay															-
Other State & Federal <sup>(5)</sup>															-
<b>Total \$374.3 plus \$55 for cars = \$429.3</b>	(5.5)	29.3	3.1	195.3	(4.8)	53.8	99.9	121.9	91.7	74.7	(25.8)	(175.9)	(28.2)	-	429.4

**Fiscal Stability Overview and Funding Commitments Inventory  
Eastern and Southwest Yards (not in project budgets) - Funding Comparison**

	Prior		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
	2015	2016	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
<b>(\$ in millions)</b>														
<b>As of March 2014</b>														
Prop A 35%	231.0	60.5	42.6	4.3										338.4
Prop C 40%				10.8										10.8
Measure R 35%														-
Measure R 2%														56.8
Lease Revenues	26.8	30.0												-
Repayment of Capital Projects Fund 3562														-
Proposition 1B PTMISEA <sup>(3)</sup>														-
Regional Improvement Program														-
CMAQ & RSTP <sup>(4)</sup>	39.0		7.7											46.7
<b>Total</b>	<b>296.8</b>	<b>90.5</b>	<b>50.3</b>	<b>15.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>452.7</b>
<b>As of Mar 2015</b>														
Prop A 35%	137.9	29.9	25.8	26.5	32.5	12.9								265.5
Prop C 40%														-
Measure R 35%														-
Measure R 2%		1.2	68.3	2.4	15.8									87.7
Lease Revenues														-
Repayment of Capital Projects Fund 3562														-
Proposition 1B PTMISEA <sup>(3)</sup>														-
Regional Improvement Program														-
CMAQ & RSTP <sup>(4)</sup>														-
<b>Total</b>	<b>137.9</b>	<b>31.1</b>	<b>94.1</b>	<b>28.9</b>	<b>32.5</b>	<b>28.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>353.2</b>
<b>Change<sup>(6)</sup></b>														
Prop A 35%	(93.1)	(30.6)	(16.8)	22.2	32.5	12.9								(72.9)
Prop C 40%	-	-	-	(10.8)	-	-								(10.8)
Measure R 35%	-	-	-	-	-	-								-
Measure R 2%	(26.8)	(28.8)	68.3	2.4	-	15.8								30.9
Lease Revenues	-	-	-	-	-	-								-
Repayment of Capital Projects Fund 3562	-	-	-	-	-	-								-
Proposition 1B PTMISEA <sup>(3)</sup>	-	-	-	-	-	-								-
Regional Improvement Program	-	-	-	-	-	-								-
CMAQ & RSTP <sup>(4)</sup>	(39.0)	-	(7.7)	-	-	-								(46.7)
<b>Total</b>	<b>(158.9)</b>	<b>(59.4)</b>	<b>43.8</b>	<b>13.8</b>	<b>32.5</b>	<b>28.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(99.5)</b>

Note: SRTP total was overstated by \$110 million due to prior year amount being overstated.



**Fiscal Stability Overview and Funding Commitments Inventory**  
**P3010 Light Rail Vehicles - Funding Comparison**

	(\$ in millions)	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		Total
		Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	
SRTF Mar 2014	<b>As of March 2014</b>	19.8	67.2	18.8	29.7																			135.4
	Prop A 35%																							-
	Prop C 40%																							64.5
	Measure R 35%	33.2		9.3	22.0																			8.0
	Measure R 2%		2.0	6.0																				-
	Lease Revenues																							-
	Other Local																							-
	Proposition 1B PTMISEA <sup>(3)</sup>	87.3	5.1																					92.4
	Regional Improvement Program	4.6		7.7	0.0	114.4	90.6																	217.3
	CMAQ & RSTP <sup>(4)</sup>	56.1					66.9																	123.0
<b>Total</b>		201.0	74.3	35.8	57.7	114.4	157.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	640.6	
Mar 2015	<b>As of Mar 2015</b>	11.5	17.4	50.1	56.6																			135.6
	Prop A 35%																							-
	Prop C 40%																							64.5
	Measure R 35%	0.2	22.9	28.4	10.8	2.1																		17.5
	Measure R 2%	10.2	2.0	1.2	2.0	2.0																		-
	Lease Revenues																							0.1
	Other Local	0.1																						83.0
	Proposition 1B PTMISEA <sup>(3)</sup>	5.2	2.5	51.8	23.3	0.2																		217.2
	Regional Improvement Program	7.1	122.4			87.7																		122.8
	CMAQ & RSTP <sup>(4)</sup>	21.9	13.8	20.1		67.0																		640.6
<b>Total</b>		56.3	161.6	99.5	104.4	60.1	89.7	69.0	69.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	640.6	
Change	<b>Change<sup>(6)</sup></b>	(8.3)	(67.2)	(1.4)	20.5	56.6																		0.1
	Prop A 35%																							-
	Prop C 40%																							-
	Measure R 35%	(33.0)	22.9	19.1	(11.2)	2.1																		(0.0)
	Measure R 2%	10.2	(2.0)	2.0	(6.0)	1.2	2.0	2.0																9.5
	Lease Revenues																							-
	Other Local	0.1																						0.1
	Proposition 1B PTMISEA <sup>(3)</sup>	(82.1)	(2.6)	51.8	23.3	0.2																		(9.4)
	Regional Improvement Program	2.6	122.4	(7.7)	(0.0)	(114.4)	(2.9)																	(0.1)
	CMAQ & RSTP <sup>(4)</sup>	(34.2)	13.8		20.1		(66.9)	67.0																(0.2)
<b>Total</b>		(144.7)	87.3	63.7	46.7	(54.2)	(67.8)	69.0	69.0	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	

**Fiscal Stability Overview and Funding Commitments Inventory  
Interstate 5 North Carpool Lanes from State Route 170 to State Route 134 Project Funding Comparison**

	2014		2015		2016		2017		2018		2019		2020		2021		Total
	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2020	2021	2020	2021	2020	2021		
(\$ in millions)																	
<b>As of March 2014</b>																	
SRTF Mar 2014	43.4	11.3	121.0	72.6													248.3
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 20%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	64.7																64.7
Proposition 1B CMIA <sup>(7)</sup>	13.1																13.1
Proposition 1B SLPP <sup>(8)</sup>	-																-
Proposition 1B Highway-Railroad Crossing Safety	-																-
Traffic Congestion Relief Program	22.0	80.0															102.0
CMAQ & RSTP <sup>(4)</sup>	109.4	30.0															139.3
Regional Improvement Program	16.0	25.0															41.0
Other State & Federal <sup>(5)</sup>	268.6	146.3	121.0	72.6	0.0	0.0	0.0	0.0									608.4
<b>Total</b>																	
<b>As of Mar 2015</b>																	
Mar 2015	50.3																50.3
Proposition C 25%	-																-
Proposition C 10%	-																-
Measure R 20%	33.2	18.5	61.6	53.6	49.8	11.7											228.5
Local Agency Funds	-																-
Proposition 1B CMIA <sup>(7)</sup>	33.2	8.8	22.7														64.7
Proposition 1B SLPP <sup>(8)</sup>	13.1																13.1
Proposition 1B Highway-Railroad Crossing Safety	-																-
Traffic Congestion Relief Program	-																-
CMAQ & RSTP <sup>(4)</sup>	20.5	42.0	35.7														98.2
Regional Improvement Program	109.7	30.0															139.7
Other State & Federal <sup>(5)</sup>	0.4	18.2	20.9														39.5
<b>Total</b>	260.3	99.0	97.8	61.6	53.6	49.8	11.7										633.9
<b>Change<sup>(6)</sup></b>																	
Change <sup>(6)</sup>	6.9	(11.3)	(121.0)	(72.6)	-	-	-	-	-	-	-	-	-	-	-	-	(198.0)
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 20%	33.2	-	18.5	61.6	53.6	49.8	11.7										228.5
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition 1B CMIA <sup>(7)</sup>	(31.5)	8.8	22.7	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Proposition 1B SLPP <sup>(8)</sup>	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(0.0)
Proposition 1B Highway-Railroad Crossing Safety	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program	(1.5)	(38.0)	35.7	-	-	-	-	-	-	-	-	-	-	-	-	-	(3.8)
CMAQ & RSTP <sup>(4)</sup>	0.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.3
Regional Improvement Program	(15.6)	(6.8)	20.9	-	-	-	-	-	-	-	-	-	-	-	-	-	(1.5)
Other State & Federal <sup>(5)</sup>	(8.2)	(47.3)	(23.2)	(11.0)	53.6	49.8	11.7										25.5
<b>Total</b>																	

**Fiscal Stability Overview and Funding Commitments Inventory  
Interstate 5 South from Orange County Line to Interstate 605 (includes Carmenita Interchange) Project Funding Comparison**

	(\$ in millions)												
	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2021	2022	Total
<b>As of March 2014</b>													
Proposition C 25%	52.8	13.7	103.1	160.9	154.6	54.8	52.5						592.5
Proposition C 10%													-
Measure R 20%													-
Local Agency Funds	0.5												0.5
Proposition 1B CMIA <sup>(7)</sup>	89.3	165.9	59.8										315.0
Proposition 1B SLPP <sup>(8)</sup>	14.9												14.9
Proposition 1B Highway-Railroad Crossing Safety													-
Traffic Congestion Relief Program	156.3	19.8	19.8										196.0
CMAQ & RSTP <sup>(4)</sup>	106.7	10.4	78.9										196.0
Regional Improvement Program	334.7	46.4		54.1									435.2
Other State & Federal <sup>(5)</sup>	87.3	7.0				50.0							144.3
<b>Total</b>	<b>842.6</b>	<b>263.3</b>	<b>261.6</b>	<b>215.0</b>	<b>154.6</b>	<b>104.8</b>	<b>52.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,894.3</b>

<b>As of Mar 2015</b>													
Proposition C 25%	42.8			23.4	65.0	50.2	30.8	6.0					218.1
Proposition C 10%													-
Measure R 20%													209.9
Local Agency Funds	0.5	40.2	120.0										0.5
Proposition 1B CMIA <sup>(7)</sup>	67.9	45.0	113.9	88.3									315.1
Proposition 1B SLPP <sup>(8)</sup>	14.9		0.0										14.9
Traffic Congestion Relief Program	156.3	10.2	9.6	19.8									196.0
CMAQ & RSTP <sup>(4)</sup>	148.5		77.3	35.7	34.5								296.0
Regional Improvement Program	394.5	150.8	0.2										545.5
Other State & Federal <sup>(5)</sup>	20.3	39.0	35.0			50.0							144.3
<b>Total</b>	<b>895.4</b>	<b>285.3</b>	<b>356.0</b>	<b>167.2</b>	<b>99.5</b>	<b>100.2</b>	<b>30.8</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,940.3</b>

<b>Change<sup>(6)</sup></b>													
Proposition C 25%	(10.1)	(13.7)	(103.1)	(137.5)	(89.6)	(4.6)	(21.7)	6.0	-				(374.3)
Proposition C 10%													-
Measure R 20%	49.7	40.2	120.0	-	-	-	-	-	-	-	-	-	209.9
Local Agency Funds													-
Proposition 1B CMIA <sup>(7)</sup>	(21.5)	(120.9)	54.1	88.3	-	-	-	-	-	-	-	-	0.0
Traffic Congestion Relief Program		(9.6)	(10.2)	19.8	-	-	-	-	-	-	-	-	-
CMAQ & RSTP <sup>(4)</sup>	41.8	(10.4)	(1.6)	35.7	34.5	-	-	-	-	-	-	-	100.0
Regional Improvement Program	59.8	104.4	0.2	(54.1)	-	-	-	-	-	-	-	-	110.3
Other State & Federal <sup>(5)</sup>	(67.0)	32.0	35.0	-	-	-	-	-	-	-	-	-	0.0
<b>Total</b>	<b>52.8</b>	<b>22.0</b>	<b>94.3</b>	<b>(47.8)</b>	<b>(55.1)</b>	<b>(4.6)</b>	<b>(21.7)</b>	<b>6.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>46.0</b>

**Fiscal Stability Overview and Funding Commitments Inventory  
Interstate 10 Carpool Lanes from Interstate 605 to State Route 57 Project Funding Comparison**

	(\$ in millions)	2014		2015		2016		2017		2018		2019		2020		2021		2022		2023		2024		Total
		Prior	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034		
<b>As of March 2014</b>		2.1			41.5	35.4																	79.0	
Proposition C 25%																							-	
Proposition C 10%																							-	
As of March 2014																							-	
Local Agency Funds																							-	
Proposition 1B CMIA <sup>(7)</sup>																							-	
Traffic Congestion Relief Program (TCRP)*		58.5	10.3	10.3	10.3	10.3																	89.4	
TCRP LONP*		(30.9)	(10.3)	(10.3)	(10.3)	(10.3)																	(61.8)	
CMAQ & RSTP <sup>(4)</sup>		62.7	-	37.3	63.1	55.3	14.3																232.7	
Regional Improvement Program		167.8	17.4	18.0	-																		203.2	
Other State & Federal <sup>(5)</sup>		24.6	61.9																				86.5	
<b>Total</b>		<b>284.8</b>	<b>79.3</b>	<b>55.3</b>	<b>63.1</b>	<b>96.8</b>	<b>49.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>629.0</b>	

<b>As of Mar 2015</b>		2.1		0.1	35.7	42.9	37.1	14.8															132.7
Proposition C 25%																							-
Proposition C 10%																							-
As of March 2014																							-
Local Agency Funds																							-
Proposition 1B CMIA <sup>(7)</sup>																							-
Traffic Congestion Relief Program (TCRP)*		58.5	10.3	10.3	10.3																		89.4
TCRP LONP*		(30.9)	(10.3)	(10.3)	(10.3)																		(61.8)
CMAQ & RSTP <sup>(4)</sup>		59.8	27.6	54.5	24.6	6.3	21.0																193.8
Regional Improvement Program		167.9	7.6	27.9																			203.4
Other State & Federal <sup>(5)</sup>		1.4	19.9	28.6	29.8	6.7																	86.4
<b>Total</b>		<b>258.8</b>	<b>27.5</b>	<b>84.1</b>	<b>84.4</b>	<b>67.0</b>	<b>49.2</b>	<b>37.1</b>	<b>35.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>643.9</b>

<b>Change<sup>(6)</sup></b>		-	-	-	0.1	(5.8)	7.5	37.1	14.8	-	-	-	-	-	-	-	-	-	-	-	-	-	53.7
Proposition C 25%																							-
Proposition C 10%																							-
Measure R 20%																							-
Local Agency Funds																							-
Proposition 1B CMIA <sup>(7)</sup>																							-
Traffic Congestion Relief Program (TCRP)*		0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
TCRP LONP*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ & RSTP <sup>(4)</sup>		(2.9)	-	(9.7)	(8.6)	(30.7)	(8.0)	21.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(38.9)
Regional Improvement Program		0.1	(9.8)	9.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.2
Other State & Federal <sup>(5)</sup>		(23.2)	(42.0)	28.6	29.8	6.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(0.1)
<b>Total</b>		<b>(26.0)</b>	<b>(51.8)</b>	<b>28.8</b>	<b>21.3</b>	<b>(29.8)</b>	<b>(0.6)</b>	<b>37.1</b>	<b>35.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14.9</b>

**Fiscal Stability Overview and Funding Commitments Inventory  
Interstate 405 Northbound Carpool Lanes from Interstate 10 to US-101 Project Funding Comparison**

(\$ in millions)	Prior	2014	2015	2016	2017	2018	2019	2020	Total
		2015	2016	2017	2018	2019	2020		
<b>As of March 2014</b>									
Proposition C 25%	7.0	82.0							89.0
Proposition C 10%									-
Measure R 20%									-
Local Agency Funds	2.6	3.7							6.3
Proposition 1B CMIA <sup>(7)</sup>	640.1								640.1
Proposition 1B SLPP <sup>(8)</sup>									-
Proposition 1B Highway-Railroad Crossing Safety									-
Traffic Congestion Relief Program	66.0	8.0	8.0	8.0					90.0
CMAQ & RSTP <sup>(4)</sup>	9.2								9.2
Regional Improvement Program									-
Other State & Federal <sup>(5)</sup>	314.9								314.9
<b>Total</b>	<b>1,039.8</b>	<b>93.7</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,149.5</b>

<b>As of Mar 2015</b>									
Proposition C 25%	7.0	82.0							89.0
Proposition C 10%									-
Measure R 20%									-
Local Agency Funds	2.6	3.7							6.3
Proposition 1B CMIA <sup>(7)</sup>	640.0								640.0
Proposition 1B SLPP <sup>(8)</sup>									-
Proposition 1B Highway-Railroad Crossing Safety									-
Traffic Congestion Relief Program	66.0	8.0	8.0	8.0					90.0
CMAQ & RSTP <sup>(4)</sup>	9.2	90.0							99.2
Regional Improvement Program									-
Other State & Federal <sup>(5)</sup>	306.9								306.9
<b>Total</b>	<b>1,031.7</b>	<b>101.7</b>	<b>90.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,231.4</b>

<b>Change<sup>(6)</sup></b>									
Proposition C 25%	(0.0)	(82.0)	82.0	-	-	-	-	-	(0.0)
Proposition C 10%	-	-	-	-	-	-	-	-	-
Measure R 20%	-	-	-	-	-	-	-	-	-
Local Agency Funds	-	-	-	-	-	-	-	-	-
Proposition 1B CMIA <sup>(7)</sup>	(0.1)	-	-	-	-	-	-	-	(0.1)
Proposition 1B SLPP <sup>(8)</sup>	-	-	-	-	-	-	-	-	-
Proposition 1B Highway-Railroad Crossing Safety	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-
CMAQ & RSTP <sup>(4)</sup>	-	90.0	-	-	-	-	-	-	90.0
Regional Improvement Program	-	-	-	-	-	-	-	-	-
Other State & Federal <sup>(5)</sup>	(7.9)	-	-	-	-	-	-	-	(7.9)
<b>Total</b>	<b>(8.1)</b>	<b>8.0</b>	<b>82.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>81.9</b>

**Fiscal Stability Overview and Funding Commitments Inventory  
SR-710 North Project Funding Comparison**

	Prior	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	Total				
<b>As of March 2014</b>																																
Proposition C 25%																																
Measure R 20%																																
Local Agency Funds	42.6	17.3	13.1	7.0	0.0	0.0	0.0	20.0	20.0	10.0	0.0	100.0	200.0	200.0	100.0	50.0																
Traffic Congestion Relief Program																																
CMAQ & RSTP <sup>(4)</sup>	8.8														31.0	0.2	0.8	8.7	2.1	58.0	27.7	27.2	16.3							171.8		
Regional Improvement Program	18.3															29.9	47.6	25.0	20.3				1.5							133.1		
Other State & Federal <sup>(5)</sup>																															18.3	
TBD Highway Strategy Funding																																
<b>Total</b>	<b>69.7</b>	<b>42.3</b>	<b>31.1</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>67.0</b>	<b>66.7</b>	<b>66.7</b>	<b>66.7</b>	<b>66.7</b>	<b>66.7</b>	<b>66.7</b>	<b>323.0</b>	<b>272.0</b>	<b>48.4</b>	<b>33.7</b>	<b>22.4</b>	<b>58.0</b>	<b>27.7</b>	<b>27.2</b>	<b>17.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4,526.9</b>	<b>5,630.1</b>		
<b>As of Mar 2015</b>																																
Proposition C 25%																																
Measure R 20%																																
Local Agency Funds	37.7	6.3	5.5	30.6			20.0	20.0	10.0	7.0	124.4	36.3																				
Traffic Congestion Relief Program																																
CMAQ & RSTP <sup>(4)</sup>															18.2	0.2	0.8	8.7	11.6	60.0	34.7	27.2	7.3								171.8	
Regional Improvement Program	8.8															29.9	47.6	25.0	20.3				1.5								133.1	
Other State & Federal <sup>(5)</sup>	18.3																														18.3	
TBD Highway Strategy Funding																																
<b>Total</b>	<b>64.8</b>	<b>31.3</b>	<b>23.5</b>	<b>30.6</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>67.0</b>	<b>66.7</b>	<b>66.7</b>	<b>66.7</b>	<b>66.7</b>	<b>66.7</b>	<b>183.9</b>	<b>57.2</b>	<b>93.8</b>	<b>134.8</b>	<b>92.9</b>	<b>116.0</b>	<b>120.8</b>	<b>93.4</b>	<b>48.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>4,526.9</b>	<b>5,630.1</b>			
<b>Change<sup>(6)</sup></b>																																
Proposition C 25%																																
Measure R 20%																																
Local Agency Funds	(4.9)	(11.0)	(7.6)	23.5						7.0	24.4	(163.7)	(200.0)	(100.0)	(50.0)																	
Traffic Congestion Relief Program																																
CMAQ & RSTP <sup>(4)</sup>																																
Regional Improvement Program	0.0																															
Other State & Federal <sup>(5)</sup>	0.0																															
TBD Highway Strategy Funding																																
<b>Total</b>	<b>(4.9)</b>	<b>(11.0)</b>	<b>(7.6)</b>	<b>23.5</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>7.0</b>	<b>24.4</b>	<b>(163.7)</b>	<b>--</b>	<b>--</b>	<b>(120.9)</b>	<b>(214.8)</b>	<b>45.4</b>	<b>101.1</b>	<b>70.5</b>	<b>58.1</b>	<b>93.1</b>	<b>66.2</b>	<b>30.4</b>	<b>--</b>	<b>--</b>	<b>3.2</b>	<b>--</b>	<b>0.0</b>	<b>--</b>	<b>0.0</b>		

**Fiscal Stability Overview and Funding Commitments Inventory**  
**Interstate 710 South Project Funding Comparison**

(\$ in millions)	P-10	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	Total
<b>As of March 2014</b>																													
Proposition C 25%	2.5																												2.5
Measure R 20%	14.8	22.0					2.0	5.0																					430.8
Local Agency Funds	0.9																												0.9
Traffic Congestion Relief Program																													-
CMAQ & RSTP <sup>(4)</sup>						30.9	10.2											4.7	47.0	19.1	19.2	14.2	19.0	18.8	14.6				197.6
Regional Improvement Program							52.6																					52.6	
Other State & Federal <sup>(5)</sup>																												-	
TBD Highway Strategy Funding		235.0	757.0	767.0	767.0	522.0	523.0	523.0	523.0	210.0	210.0	210.0	210.0	210.0	210.0	230.0	20.0	10.0	29.7	104.0	84.1	47.2	155.2	19.0	18.8	14.6	0.0	5,110.0	
<b>Total</b>	<b>18.2</b>	<b>257.0</b>	<b>757.0</b>	<b>767.0</b>	<b>767.0</b>	<b>522.0</b>	<b>553.9</b>	<b>587.8</b>	<b>528.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>221.0</b>	<b>230.0</b>	<b>20.0</b>	<b>10.0</b>	<b>29.7</b>	<b>104.0</b>	<b>84.1</b>	<b>47.2</b>	<b>155.2</b>	<b>19.0</b>	<b>18.8</b>	<b>14.6</b>	<b>0.0</b>	<b>5,794.4</b>		
<b>As of Mar 2015</b>																													
Proposition C 25%	2.5	1.3					13.2	26.2																					43.2
Measure R 20%	0.6	8.0	12.0	8.0	8.0	6.0	10.0	8.6																					430.0
Local Agency Funds	0.9																												0.9
Traffic Congestion Relief Program																													-
CMAQ & RSTP <sup>(4)</sup>								53.0											20.9	39.6	14.7	14.8	14.2	14.5	14.3	10.1	3.5	9.9	156.5
Regional Improvement Program																													53.0
Other State & Federal <sup>(5)</sup>																													-
TBD Highway Strategy Funding		270.0	300.0	308.0	308.0	145.0	535.0	535.0	535.0	500.0	500.0	400.0	400.0	50.0	50.0	70.0	20.0	10.0	45.9	96.6	79.7	42.8	144.2	14.5	14.3	10.1	3.5	9.9	4,220.0
<b>Total</b>	<b>4.1</b>	<b>9.3</b>	<b>282.0</b>	<b>308.0</b>	<b>308.0</b>	<b>151.0</b>	<b>558.2</b>	<b>622.8</b>	<b>535.0</b>	<b>500.0</b>	<b>400.0</b>	<b>400.0</b>	<b>400.0</b>	<b>61.8</b>	<b>70.0</b>	<b>20.0</b>	<b>10.0</b>	<b>45.9</b>	<b>96.6</b>	<b>79.7</b>	<b>42.8</b>	<b>144.2</b>	<b>14.5</b>	<b>14.3</b>	<b>10.1</b>	<b>3.5</b>	<b>9.9</b>	<b>4,903.6</b>	
<b>Change<sup>(6)</sup></b>																													
Proposition C 25%	0.0	1.3	-	-	-	-	13.2	26.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		40.7
Measure R 20%	(14.2)	(14.0)	12.0	8.0	8.0	6.0	10.0	6.6	(5.0)	-	-	-	0.8	-	-	-	-	-	-	-	-	-	(11.0)	-	-	-	-		(0.8)
Local Agency Funds	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		(0.0)
Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
CMAQ & RSTP <sup>(4)</sup>	-	-	-	-	-	-	(30.9)	(10.2)	-	-	-	-	-	-	-	-	-	-	16.2	(7.4)	(4.4)	-	(4.5)	(4.5)	(4.5)	3.5	9.9		(41.2)
Regional Improvement Program	-	-	-	-	-	-	-	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0.4	
Other State & Federal <sup>(5)</sup>	-	(235.0)	(487.0)	(467.0)	(377.0)	12.0	12.0	12.0	12.0	290.0	190.0	190.0	190.0	(160.0)	(160.0)	-	-	-	-	-	-	-	-	-	-	-	-		(890.0)
TBD Highway Strategy Funding	(14.1)	(247.7)	(475.0)	(459.0)	(371.0)	4.3	35.1	7.0	290.0	290.0	190.0	190.0	(159.2)	(160.0)	(160.0)	-	-	16.2	(7.4)	(4.4)	(4.4)	(11.0)	(4.5)	(4.5)	(4.5)	3.5	9.9		(890.8)

**Fiscal Stability Overview and Funding Commitments Inventory  
2015 & Future Call For Projects (CFP) and ATP**

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total	
(\$ in millions)																				
<b>As of March 2014</b>																				
S RTP Mar 2014																				
Proposition C 25%					13.4	236.9	99.8	74.0	227.2	166.4	160.6	175.7	186.0	211.2	196.4	186.3	0.0		1,933.8	
Proposition C 10%					5.0	5.0	5.0	5.0	5.0	5.9	8.8	9.7	13.5	15.3	6.2				79.4	
Repayment of Capital Projects Fund 3562																				
Transportation Alternatives (TAP)																				
Regional Improvement Program							102.9	136.4	24.7	85.5	88.6	63.3	51.2	50.0	16.3				618.8	
Active Transportation Program (ATP)						27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	297.0	
CMAQ & RSTP <sup>(4)</sup>						0.3	22.0												22.3	
Total	0.0	0.0	0.0	0.0	13.4	269.2	256.7	242.4	283.9	284.8	285.0	275.7	277.7	303.4	245.8	213.3	0.0	0.0	2,951.2	
<b>As of Mar 2015</b>																				
Proposition C 25%						47.9	116.5	64.3	188.6	142.0	138.3	162.1	171.0	185.5	190.0	228.2	205.0		1,839.3	
Proposition C 10%						5.1	5.1	5.1	5.1	5.9	8.8	9.7	13.0	14.5	6.2	0.9			79.3	
Repayment of Capital Projects Fund 3562																				
Transportation Alternatives (TAP)																				
Regional Improvement Program																				
Active Transportation Program (ATP)							30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	30.3	333.3	
CMAQ & RSTP <sup>(4)</sup>						9.6	0.0	71.8	31.6	16.6	15.1	14.9	14.8	0.0	37.6	20.9			232.8	
Total	0.0	0.0	0.0	0.0	0.0	96.7	163.2	280.3	280.3	280.3	280.3	280.3	280.3	280.3	280.3	280.3	205.0	205.0	2,987.5	
<b>Change<sup>(6)</sup></b>																				
Proposition C 25%	-	-	-	-	(13.4)	(189.0)	16.7	(9.7)	(38.7)	(24.4)	(22.4)	(13.6)	(15.0)	(25.7)	(6.4)	42.0	205.0		(94.5)	
Proposition C 10%	-	-	-	-	-	0.1	0.1	0.1	0.1	-	(0.1)	(0.0)	(0.5)	(0.8)	0.0	0.9	-	-	(0.1)	
Repayment of Capital Projects Fund 3562	-	-	-	-	-	3.9	11.3	19.9	-	-	9.8	-	-	-	-	-	-	-	44.9	
Transportation Alternatives (TAP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Regional Improvement Program	-	-	-	-	-	0.0	(102.9)	(47.5)	-	-	(10.5)	0.0	0.0	0.0	0.0	-	-	-	(160.8)	
Active Transportation Program (ATP)	-	-	-	-	-	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	36.3	
CMAQ & RSTP <sup>(4)</sup>	-	-	-	-	-	9.3	(22.0)	71.8	31.6	16.6	15.1	14.9	14.8	-	37.6	20.9	-	-	210.6	
Total	-	-	-	-	(13.4)	(172.5)	(93.5)	37.9	(3.6)	(4.5)	(4.7)	4.6	2.6	(23.1)	34.5	67.0	205.0	205.0	36.3	



## Fiscal Stability Overview and Funding Commitments Inventory

### Notes

- (1) TIFIA= Transportation Infrastructure Finance And Innovation Act
- (2) Other Local includes Lease Revenues, Local Transportation Funds and Transportation Development Act.
- (3) PTMISEA= Public Transportation Modernization, Improvement, and Service Enhancement Account
- (4) CMAQ= Congestion Mitigation and Air Quality; RSTP= Regional Surface Transportation Program.
- (5) Other State & Federal includes High Speed Rail Bonds, Section 5309 Bus & Bus-Related, Section 5339, Metro and Caltrans American Recovery and Reinvestment Act of 2009 funds, State Highway Operation and Protection Program (SHOPP), Transportation Enhancements, and Interregional Improvement Program (IIP).
- (6) Changes include LACMTA Board of Directors directed changes (by specific action or policy) and CEO delegated authority changes.
- (7) CMIA= Corridor Mobility Improvement Account
- (8) SLPP= State-Local Partnership Program Account

Short Range Transportation Plan (SRTTP)

# Fiscal Stability and Funding Commitments Inventory

FY 2015 through FY 2024

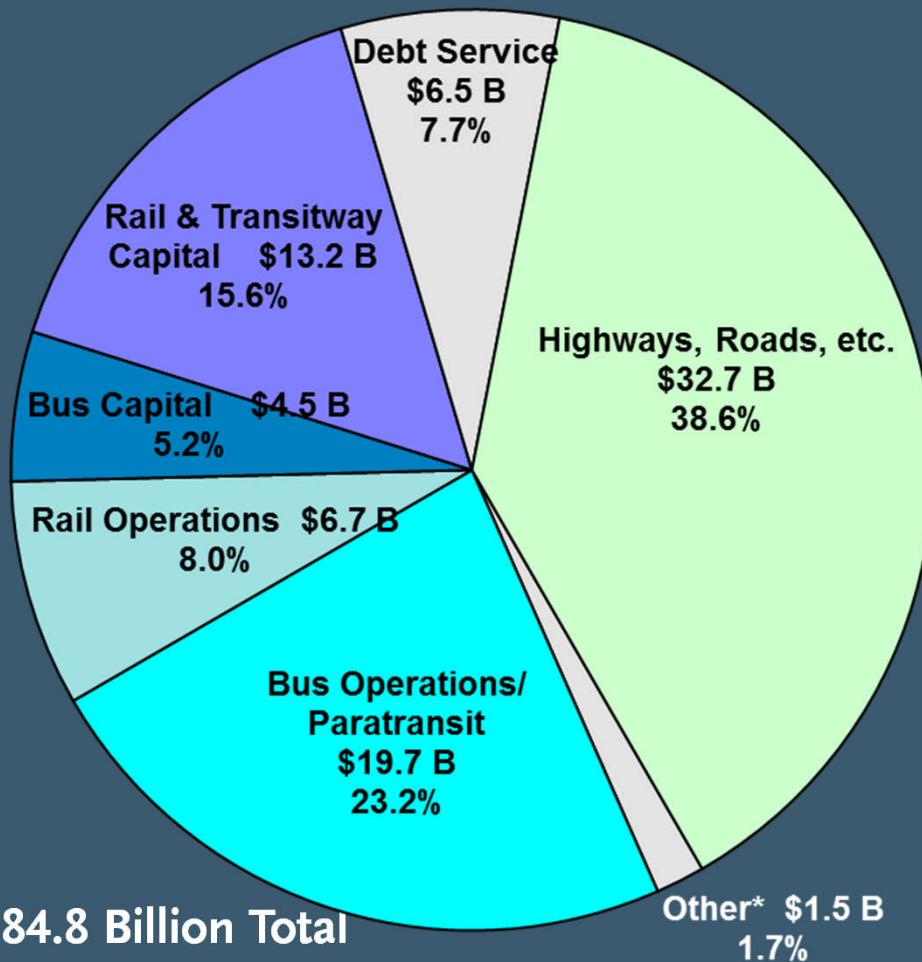
Finance, Budget and Audit Committee (Item 5)  
Planning and Programming Committee (Item 19)  
June 25, 2015



Excerpts from Attachment M

# Transportation Public Investments by Mode: Countywide and Metro Controlled Spending Forecast

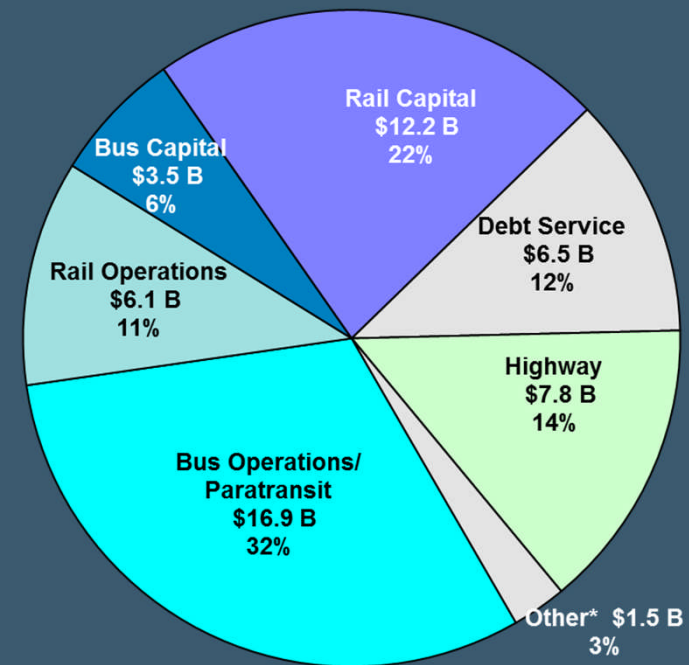
**Countywide Uses  
FY 2015 – FY 2024**



**\$84.8 Billion Total  
FY 2015 – FY 2024**

\* Includes safety net program, agency-wide capital, and regulatory oversight.

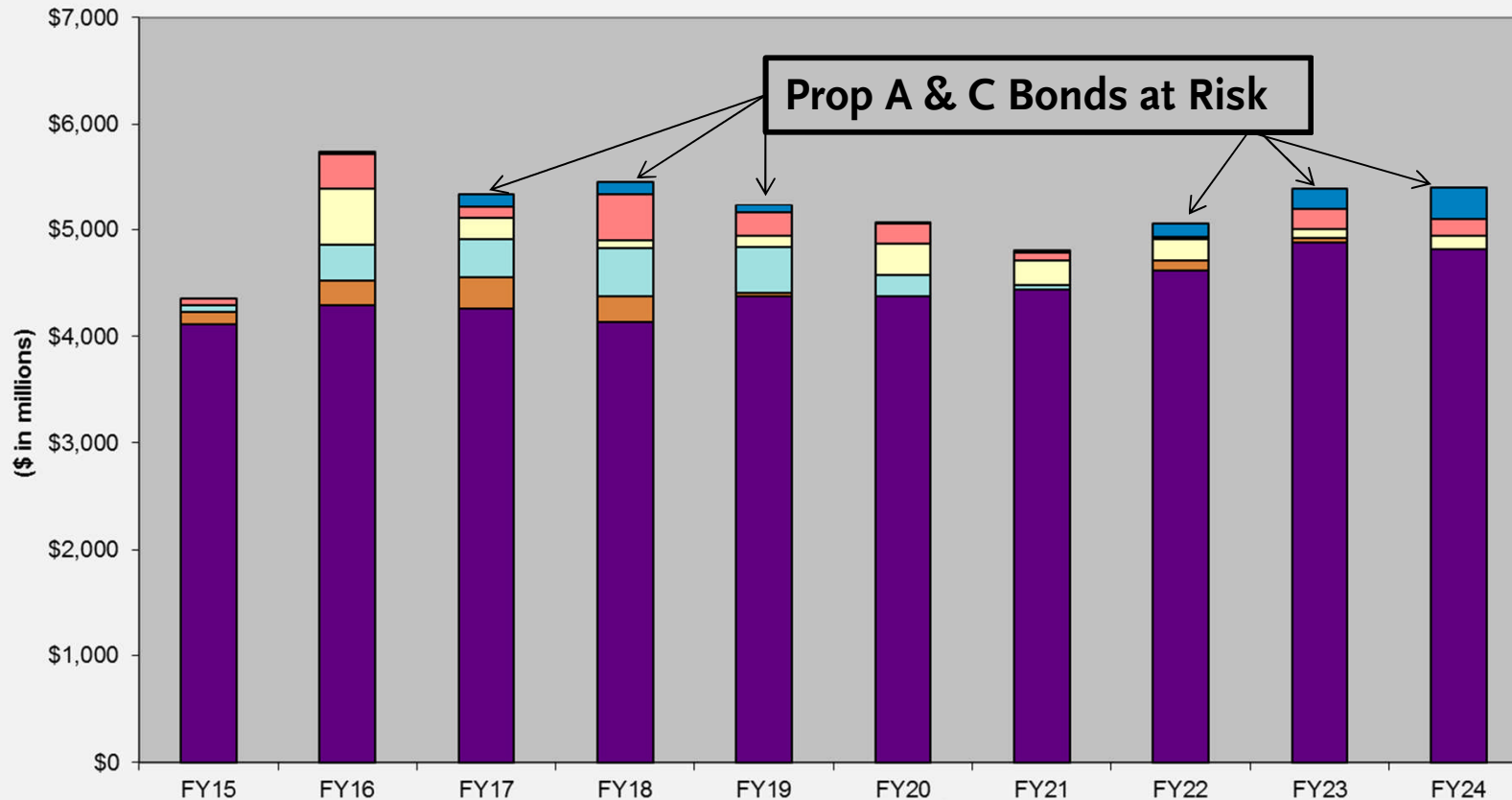
**Metro Controlled Uses  
FY 2015 – FY 2024**



**\$54.5 Billion Total  
FY 2015 – FY 2024**

# Borrowing Key to Transformative Plan

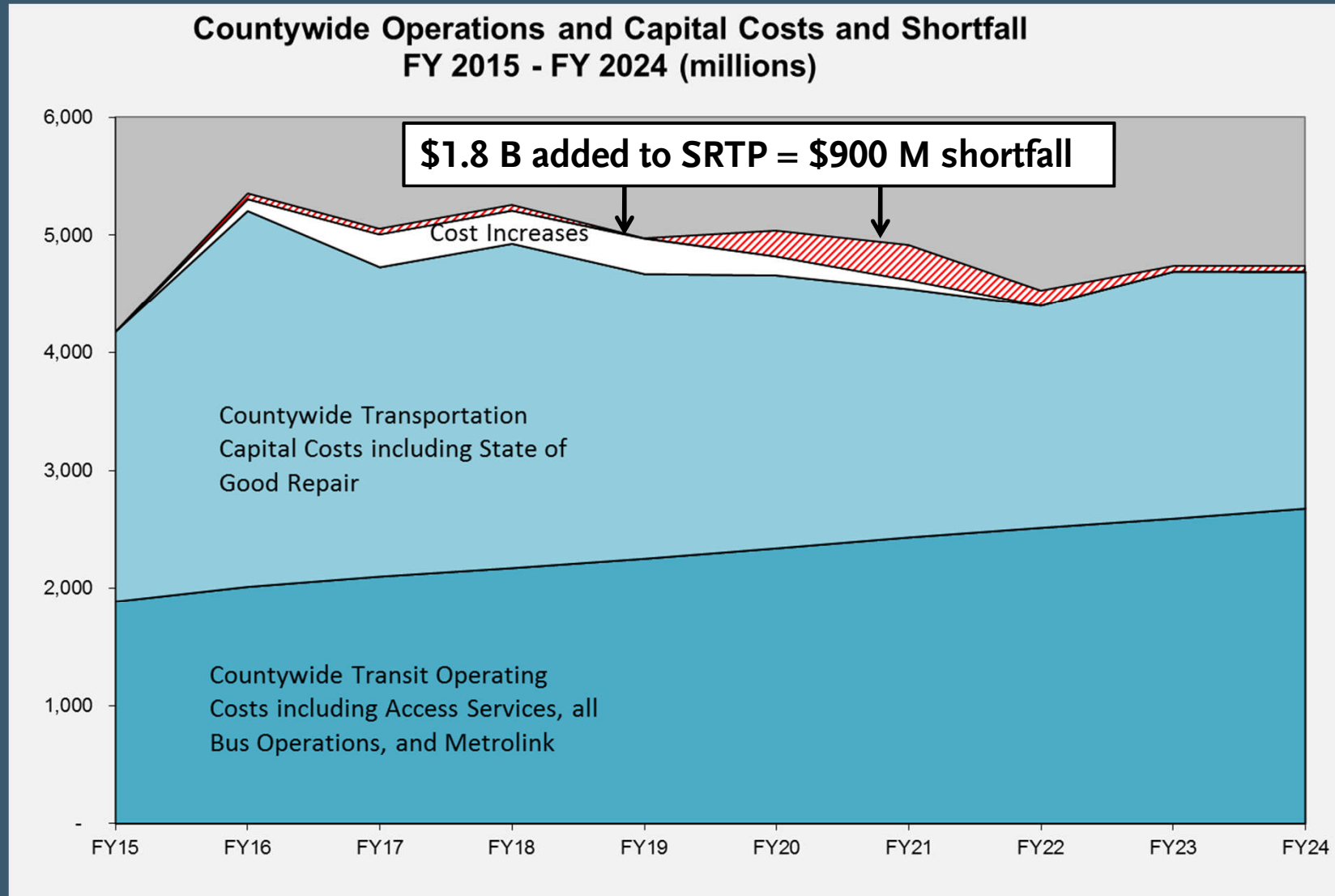
Funding Plan for Metro-Controlled Uses  
FY 2015 - FY 2024



- Props A and C Borrowing - Operations Eligible \$1.0 B
- Prop C 25% Transit-related Highway Bonds \$1.8 B
- Measure R 35% Transit and 20% Highway Bonds \$1.9 B
- Measure R 35% TIFIA Loans \$1.9 B
- Financing: Capital Grant Receipt Revenue Bonds \$1.0 B
- State, Federal and Other Local Metro-controlled Revenues \$44.3 B\*

\* Excludes Beginning Balances

# Countywide Forecast: SRTP Has \$900 M Shortfall

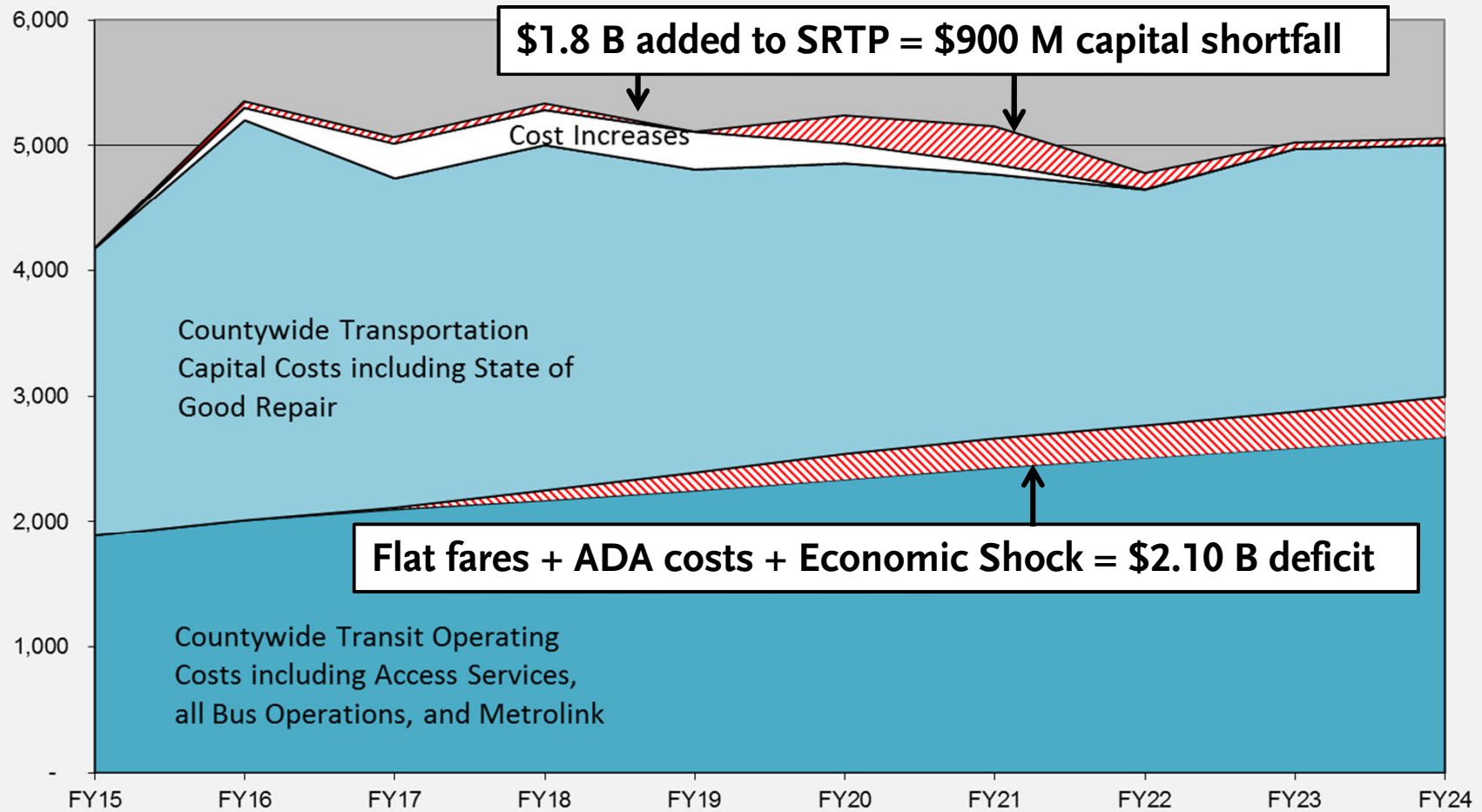


# Metro's Worst Case: Could be Far Worse

- **Periodic economic shocks expected**
  - Higher bids and other cost increases occurring now
  - Economic recession could occur during plan period
- **Borrowing strategies are at risk**
  - Transit operating costs rise faster than CPI
  - Fares not keeping pace with costs
  - Access Services demand growing
- **New revenue sources are important**
  - Federal funding increase needed in reauthorization
  - State Cap & Trade needed for SRTP greenhouse gas reductions

# Perfect Storm: Flat Fares, ADA Costs, & Economic Shock

Countywide Operations and Capital Costs Shortfall  
FY 2015 - FY 2024 (million)





**Board Report**

**File #:** 2015-0259, **File Type:** Program

**Agenda Number:** 6.

**FINANCE, BUDGET, AND AUDIT COMMITTEE  
JUNE 17, 2015**

**SUBJECT: FY 2015-16 METROLINK ANNUAL WORK PROGRAM BUDGET**

**ACTION: APPROVE METROLINK'S FY 2015-16 ANNUAL WORK PROGRAM AND RELATED ACTIONS**

**RECOMMENDATION**

**APPROVED:**

- A. the **Southern California Regional Rail Authority's (SCRRA) FY 2015-16 Annual Work Program** pursuant to their April 17, 2015, budget transmittal (Attachment A) and subsequent May 28, 2015, revised budget transmittal (Attachment B);
- B. the Los Angeles County Metropolitan Transportation Authority's (LACMTA) share of SCRRA FY 2015-16 Metrolink funding totaling \$87,514,128 to reflect the programming of funds as follows:
  - 1. \$65,481,000 for Metrolink Operations;
  - 2. \$2,578,128 for Right of Way (ROW) Security;
  - 3. \$5,806,000 for ROTEM Reimbursement;
  - 4. \$13,074,000 for New TVM Purchase in Los Angeles County;
  - 5. \$475,000 for Capital Projects; and
  - 6. \$100,000 for one-time special events
- C. authorizing the Chief Executive Officer (CEO) to defer LACMTA's share of SCRRA FY 2015-16 Renovation and Rehabilitation budget and extend the lapsing dates of expiring MOUs until the agreed upon cash flow and reconciliation of SCRRA's Renovation and Rehabilitation program is provided to LACMTA or until September 30, 2015;
- D. the FY 2015-16 Transfers to Other Operators payment rate of \$1.10 per boarding to LACMTA and an EZ Pass reimbursement cap to LACMTA of \$5,592,000;



- E. authorizing the CEO to amend LACMTA's Commuter Rail Program budget as described in the financial impact section of this report and to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding; and
- F. authorizing the CEO to amend LACMTA's adopted budget to reflect the above recommendations.

## **ISSUE**

The SCRRA Joint Powers Agreement (JPA) requires the member agencies to approve their share of Metrolink funding before the SCRRA Board adopts their budget. The SCRRA Board is scheduled to approve the FY 2015-16 Budget at their June 26, 2015, Board meeting pending LACMTA Board approval on June 25, 2015. Since LACMTA approved their FY 2015-16 Budget on May 28, 2015, the LACMTA FY 2015-16 Budget will need to be amended to reflect the programming and budget actions recommended in this item.

## **POLICY IMPLICATIONS**

The SCRRA FY 2015-16 Budget sets service levels, identifies rehabilitation and renovation projects, programs new capital projects, and establishes member agency shares of operating costs and subsidy allocation commitments for Metrolink service. Approval of this funding commitment is made in accordance with the SCRRA Joint Powers Agreement and will allow SCRRA to continue Metrolink operations at the specified levels and to maintain the railroad in a reliable state of good repair.

## **DISCUSSION**

The Metrolink system provides commuter rail service within Los Angeles County and between Los Angeles County and the surrounding counties of Orange, Riverside, San Bernardino, and Ventura, as well as northern San Diego County. Ridership currently averages 41,374 boardings per day. Approximately 78% of riders have destinations within Los Angeles County with the average rider traveling 35 miles each way.

SCRRA's Chief Executive Officer transmitted the Preliminary FY 2015-16 Budget to the five member agencies on April 17, 2015, and the revised FY 2015-16 Budget on May 28, 2015. SCRRA's FY 2015-16 Budget assumes no fare increase.

The SCRRA overall FY 2015-16 Budget consists of \$229.8 million for operations, \$75.0 million for rehabilitation projects and \$57.0 million for new capital projects. Approximately 45% of the operating expenses are offset by fare box and other operating revenues. The remaining 55% of operating costs is shared by the five member agencies based on formulas established by the JPA. LACMTA's share of the operations subsidy is approximately 51%.

Metrolink Operations - \$65,481,000

Metrolink operates 172 weekday and 90 weekend trains. SCRRA’s 2015-16 Budget includes new service with the addition of the 91 Line Perris Valley extension consisting of three new round trips from South Perris to L.A. Union Station and three intra-county round trips. This new service is expected to begin December 14, 2015.

For FY 2015-16, SCRRA’s operating expenses are projected to increase \$7.2 million (3.2%) over FY 2014-15 levels. Much of this increase is attributable to the new Perris Valley Line service, increased TVM ticket stock and credit card service costs, insurance increases as a result of the Oxnard accident and transfers to other operators.

<b>METROLINK OPERATIONS BUDGET SUMMARY (\$ Millions)</b>				
	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>DIFF.</b>	<b>CHANGE *</b>
Expenses	\$ 222	\$ 230	\$ 7	3%
Revenues	\$ 111	\$ 102	(\$ 9)	(8%)
Member Agency	\$ 112	\$ 128	\$ 15	14%
Metro Subsidy	\$ 60	\$ 65	\$ 5	9%

\* Numbers may not add up due to rounding

For FY 2015-16, the member agencies will absorb \$16 million in increased member agency subsidies to SCRRA. Because LACMTA is the largest funding partner for SCRRA, LACMTA will incur the majority of the \$16 million subsidy increase. LACMTA’s requested contribution for FY 2015-16 Metrolink Operations will increase 9% from \$60 million to \$65 million. It should be noted that Metrolink operating costs have been dramatically increasing over the past three years. This trend is not sustainable and exceeds LACMTA’s LRTP projection .

Right-of-Way (ROW) Security Services from L.A. County Sheriff - \$2,578,128

SCRRA contracts with the Los Angeles County Sheriff Department (LASD) to provide core security and fare enforcement services on board trains and at stations. In addition, and separate from the aforementioned core services, LACMTA provides additional subsidy to SCRRA for supplemental LASD services on Metrolink ROW owned by LACMTA. The budget amount for 9.5 full time equivalents (FTEs) are funded to provide a dedicated security presence along LACMTA owned ROW, and to more quickly respond to incidents along the ROW within Los Angeles County.

OCTA/Rotem Rolling Stock Acquisition - \$5,806,000

The Orange County Transportation Authority (OCTA) purchased 22 rails cars for inter-county service which were later incorporated into the system-wide fleet. The member agencies reached an agreement that OCTA is to be compensated for these system-wide cars. A five year funding plan was established and payments will be made for a total LACMTA commitment of \$19,928,150. LACMTA previously approved \$4,100,000 as a first year commitment for FY 2012-13, \$4,500,000 for the second year commitment in FY 2013-14 and \$4,000,000 for the third year commitment in FY 2014-15. For the fourth year commitment, FY 2015-16 only, LACMTA will program \$5,806,000 in Measure R 3% funds. The final commitment of \$1,522,150 for year five will be taken to the LACMTA

Board with the FY 2016-17 budget.

### Renovation and Rehabilitation Program

Each year LACMTA allocates funds to SCRRA for its Rehabilitation and Renovation program. This program funds routine repairs and improvements to track work, bridge repair and other infrastructure, signal system, rail, ties, ballast and replacement/refurbishment of rolling stock in order to keep the railroad in a state of good repair.

SCRRA has requested \$20,000,000 in programming authority for their FY 2015-16 Renovation and Rehabilitation program. This is in addition to the approximately \$40M of previously programmed and budgeted rehabilitation funds which remain unspent. Staff has requested a cash flow from SCRRA that identifies the actual funding status from previously executed MOUs outlining each authorized project's budget, project schedule status, and remaining amounts to be billed. This will assist SCRRA in reviewing and reprioritizing their Renovation and Rehabilitation program. The reconciliation and cash flow is expected to be completed by June 30, 2015. Once SCRRA provides this reconciliation and cash flow to LACMTA, staff will return to the Board with a separate request for SCRRA's FY 2015-16 Renovation and Rehabilitation program funding request.

### Capital Projects

Metrolink is requesting \$475,000 to be used for preparing project study reports and initial design for enhancement and expansion (i.e. non-good state of repair projects).

### Special Event Services - \$100,000

An additional \$100,000 in funding is requested for the following special events:

- Dodgers Trains
- Angels Trains
- Any other special services/events which may occur.

These services provide alternate transportation and reduce congestion for these large scale events which usually occur during peak commuter hours.

### Extend Lapsing Date of Renovation/Rehabilitation Funds

SCRRA programs rehabilitation funds for multiple years. This is necessary to maximize the effectiveness of the program and take advantage of matching federal funds. In addition, several projects, such as the Tier 4 locomotive rehabilitation program, are expected to extend over several years. As a result of this, the funds programmed over multiple years may not be completely invoiced prior to lapsing. In FY 2014-15 LACMTA extended the lapsing period from three years to four years and extended the lapsing dates of several MOUs. However, projects remain incomplete.

SCRRA's funding lapses on June 30, 2015, for several MOUs. Staff is seeking Board authority to extend funding until SCRRA provides the cash flow and reconciliation requested or until September

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30, 2015. Lapsing dates will be determined after reviewing SCRRA's project reconciliation.

#### Transfers to Other Operators Payment Rate to LACMTA

SCRRA reimburses LACMTA for Metrolink riders who transfer to and from LACMTA services for free, including the rail system at Union Station, through the EZ Transit Pass Program. Since LACMTA began latching subway gates in 2013, it is anticipated that the actual number of Metrolink passengers transferring to LACMTA services will be significantly higher than currently estimated. To obtain more accurate data, Metro is expanding TAP services to capture Metrolink ridership on Metro buses and from other transit operators.

For FY 2015-16, staff is recommending the reimbursement rate remain at \$1.10, the same as for FY 2014-15, and that the existing EZ Transit Pass cap of \$5,592,000 be honored. This will maintain the current arrangement until there is sufficient Transit Access Pass (TAP) data available to identify the actual number of passengers transferring to and from LACMTA services.

#### LACMTA Audit Scope Expansion

Each year LACMTA conducts a financial and compliance audit of Proposition C 10% and Measure R 3% funds allocated by LACMTA to SCRRA. The intent is to certify compliance with board adopted policies, program guidelines and the annual work program MOU adopted language. LACMTA has elected to expand the scope of the audit to include allowable costs beginning with LACMTA's fiscal year 2013-14 audit. This will ensure LACMTA is being charged reasonable costs that are generally recognized as an ordinary or necessary part of doing business, follows sound business practices and comply with all federal, state and local laws.

#### **PRIOR BOARD ACTION**

LACMTA's board previously approved funding for the following Metrolink programs:

##### Antelope Valley Line 100% Fare Enforcement Program - \$1,700,000

(Please refer to the December 4, 2014 LACMTA board action - Item #14)

This board motion states that \$1,700,000 is needed to fund this program through June 30, 2015.

Please note that SCRRA has clarified that the \$1,700,000 in funding covers an entire year (January 1, 2015 through December 31, 2015).

##### Antelope Valley Line Fare Reduction Program - \$2,500,000

(Please refer to the April 30, 2015 LACMTA board action - Motion #77)

##### Metrolink Grade Crossing Improvements (Soledad, Citrus & Ramona) - \$8,000,000

(Please refer to the March 26, 2015 LACMTA board action - Item #10)

Although the LACMTA board approved funding in FY 2014-15, the cash flow Metrolink provided indicates LACMTA funding of \$12,200,000 is not needed until FY 2015-16.

#### **FUTURE BOARD ACTION**

New Ticket Vending Machine (TVM) Purchase

SCRRA is in the process of procuring new TVMs system-wide. The TVMs are original equipment to Metrolink's fleet. After 20 plus years of continued use, the TVM technology is outdated and the equipment has frequent performance failures. These failures cause reliability issues which affects Metrolink ridership and revenues.

SCRRA has included \$30.7M in their FY 2015-16 budget transmittal to purchase the new ticket vending machines. LACMTA's share of \$13.1M was approved as part of LACMTA's budget submission at the May 28, 2015 board meeting. Staff will return to the board with the actual cost when Metrolink completes their procurement process.

New Tier 4 Locomotives

SCRRA is considering exercising their contract option to purchase 20 additional new Tier 4 low emission locomotives. Based on an analysis provided by SCRRA, the member agencies agree purchasing new Tier 4 locomotives is a better option than rehabilitating 20 of their current No Tier locomotives which will need to be replaced in 10 years. SCRRA has applied for funding from the AQMD and other grants which will reduce the member agency contribution. SCRRA will receive the grant decisions in June 2015 and inform the member agencies of their contribution needed to fill the funding gap. Staff will return to the board when we receive this information from SCRRA.

**DETERMINATION OF SAFETY IMPACT**

Approval of this item will have no impact on the safety of Metro's patrons or employees.

**FINANCIAL IMPACT**

SCRRA has requested \$119,714,128 for LACMTA's total FY 2015-16 programming authority. However, staff is recommending a temporary reduction of LACMTA's contribution to \$99,714,128 as outlined below.

Staff is recommending this action because LACMTA has programmed and budgeted approximately \$40M for SCRRA's Renovation and Rehabilitation program in previous years which remains unspent and resulted in multiple extensions of lapsing funds. Staff continues to work with SCRRA to reconcile previously appropriated funding to identify funds that can be reprogrammed to high priority projects and projects that have an immediate need. Staff will return to the Board upon receipt of SCRRA's cash flow, reconciliation and reprioritization of their Renovation and Rehabilitation program to determine actual funding requirements.

<b>Component</b>	<b>FY 2015-16</b>
Metrolink Operations	\$ 65,481,000
ROW Security	\$ 2,578,128

Rotem Reimbursement	\$ 5,806,000
Capital Projects	\$ 475,000
Special Events	\$ 100,000
<b><u>Prior Board Approvals</u></b>	
AVL 100% Fare Enforcement	\$ 1,700,000
AVL Fare Reduction Program	\$ 2,500,000
Capital Projects	\$ 8,000,000
<b><u>Future Board Action</u></b>	
New TVM Acquisition	\$ 13,074,000
New Locomotives	TBD
TOTAL FY 2015-16 Funding:	\$ 99,714,128

With the much needed TVM and locomotive purchases, SCRRA's reconciliation will assist LACMTA in identifying funding that can be reallocated.

### **ALTERNATIVES CONSIDERED**

There is no alternative to the recommendations if SCRRA is to operate the recommended service levels and maintain the railroad in a state of good repair.

### **NEXT STEPS**

LACMTA received SCRRA's Comprehensive Annual Financial Report (CAFR) on May 27, 2015. The CAFR information is needed to complete LACMTA's annual audit of operating expenditure allocations and determine if any surplus funds are available for reprogramming. LACMTA's auditors will begin their engagement in the next few weeks. In January 2016 Staff will reconcile SCRRA's requested funding to LACMTA's audit results. If surplus funds are available, Staff will amend and reduce SCRRA's budget accordingly.

The SCRRA Board is scheduled to adopt its FY 2015-16 Budget on June 25, 2015. LACMTA staff will monitor implementation of SCRRA's budget and report back to the LACMTA Board with any issues requiring Board action.

### **ATTACHMENTS**

- A. SCRRA FY 2015-16 Preliminary Budget Transmittal
- B. SCRRA FY 2015-16 Revised Budget Transmittal

Prepared by: Yvette Reeves, Sr. Administrative Analyst, (213) 922-4612  
Don Sepulveda, Executive Officer, Regional Rail (213) 922-7491

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Reviewed by: Nalini Ahuja, Executive Director, Finance and Budget (213) 922-3088  
Bryan Pennington, Executive Director, Engineering and Construction  
(213) 922-7449



Phillip A. Washington  
Chief Executive Officer

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Phillip A. Washington  
Chief Executive Officer

**METROLINK**<sup>®</sup>

Southern California Regional Rail Authority

April 17, 2015

**TO:** Anne Mayer, *Executive Director, RCTC*  
Darrell Johnson, *Chief Executive Officer, OCTA*  
Darren Kettle, *Executive Director, VCTC*  
Dr. Raymond Wolfe, *Executive Director, SANBAG*  
Stephanie Wiggins, *Interim Deputy Chief Executive Officer, Metro*

**FROM:** Sam Joumbat  
*Interim Chief Executive Officer, SCRRA*

**SUBJECT:** SCRRA Preliminary FY2016 Budget

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The SCRRA Board of Directors acted on April 10, 2015, to authorize the transmittal to our Member Agencies the Preliminary FY2015-16 (FY16) SCRRA Budget. After Member Agency Boards have acted on the Preliminary Budget, staff will go back to the SCRRA Board in June for adoption of the final FY16 Budget.

The first draft of the Preliminary FY16 budget was presented to the Board on January 23, 2015. An earlier version of the Budget had already been discussed first with members of the Technical Advisory Committee (TAC) at a meeting held on January 6, 2015. Subsequent additional budget discussion were held with the TAC on January 27, February 10, March 4, March 24, April 1, and April 7. The FY16 Budget was also discussed at CEO meetings held on January 16, March 20, and today. Over the course of these meetings, the budget was revised, adjusted, updated, and reworked in accordance with requests and comments from all participants. The resultant Preliminary FY16 Budget was presented to the Board on April 10, 2015.

### **Preliminary FY16 Budget**

The Preliminary FY16 Budget, as authorized for transmittal to Member Agencies by the Board at a meeting on April 10, 2015, is requesting a total budget authority of \$360.7 million, consisting of \$228.7 million in Operating Budget authority, \$75.0 million in Rehabilitation Projects authority and \$57.0 million in New Capital Projects authority. Operating Revenue for FY16 is estimated at \$101.8 million. Member Agency Operating Subsidies are budgeted at \$126.9 million.

(Attachment A provides a summary of the proposed Preliminary FY16 Budget.)



### **SCRRRA Budget Priorities for FY16**

1. Continue the emphasis on safety improvements, with Positive Train Control (PTC) as the centerpiece of our efforts. Full approval by the Federal Railroad Administration is expected near the end of 2015.
2. Replace aging ticket vending machines and expand ticketing options with the implementation of mobile/online ticketing.
3. Continue to improve reliability, on-time performance, and the customer experience by enhancing the rehabilitation program to reduce major failures and retrofit aging locomotives and cars.
4. Provide budget predictability and reduce diesel fuel cost through hedging of fuel purchases.
5. Open the Perris Valley extension of the 91 Line which will connect Perris Valley and Riverside, extending the Metrolink route miles by 24 miles.

### **Budget Assumptions**

Budget development always rests upon key assumptions. For the Preliminary FY16 Budget, these assumptions included no increase of current service ridership-based fare revenues and no fare increase. The 'Big Four' major vendors (train operations, track maintenance, signal maintenance, and equipment maintenance) were held overall to zero increase over FY15 for current service. This resulted in budget savings of \$3.7 million. The budget includes only two new positions which were Board approved at its February 13, 2015 meeting for the Fare Collection Services Department. As a direct result of the February 2015 Oxnard incident, an increase of \$3.0 million has been included in Insurance Claims/Self-Insurance (SI), and our anticipated insurance premiums have been increased from our initial projections by \$0.7 million.

### **Train Operations, Maintenance-of-Way (MOW), Administration, and Insurance**

The Train Operations component of the budget consists of those costs necessary to provide Metrolink commuter rail services across the six-county service area, including the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to assure the reliable, safe operation of trains and safety of the public. The FY16 budgeted amount for Train Operations is \$135.4 million, MOW is \$42.8 million, Administration & Services is \$32.4 million, and Insurance/Claims is \$18.1 million. Attachment A provides a summary of the Operating Expenses, Revenues, and Subsidy Allocations. Attachments B & C provides a report of the details by Cost Components by Year, and by Member Agency respectively.

### **Operating Expense Drivers**

Overall, the total budgeted expenses have increased by only 3.2%. This change is the result of:

- a) increases in total Train Operations and Services, driven primarily by the new Perris Valley Service (\$2.1M), increased TVM ticket stock and credit card service costs (1.0M), and Transfers to Other Operators (\$1.5M), partially offset by fuel cost reductions (\$2.2M);
- b) an increase in Maintenance of Way (\$2.9M) primarily the result of the new Perris Valley route addition;
- c) total Insurance expense higher by \$1.2M, including \$3.0M budgeted to cover Oxnard related costs offset by an insurance premium reduction of \$1.7M.

In total, the budget increase is \$7.2M, or 3.2%, over FY15. Attachment D presents the amounts and Member Agency effects of the new services, routes and other changes included in the FY16 Budget. Attachment D presents the amounts and Member Agency effects of the new services, routes and other changes. Attachment E compares the Net Local Subsidies for FY15 vs FY16 and provides an analysis of the changes for FY16.

### **Operating Revenues**

Operating revenues include Farebox, Dispatching revenues, Maintenance of Way revenues, interest income and other minor miscellaneous revenues, and are currently estimated to equal \$101.7 million. Details of these are as shown on Attachments B & C.

Fare revenues, the largest operating revenue of the budget, are estimated at \$84.7 million. This is a decrease of 6.7 million from the FY15 Budget. The amount is consistent with our current forecast for actuals in 2015.

Dispatch and Maintenance of Way revenues from the freight railroads and Amtrak are budgeted at \$17.0 million.

### **Capital Budget**

Capital Rehabilitation projects replace assets with like or improved assets and thus preserve and extend the useful life of these capital assets.

New Rehabilitation authorization requests for FY16 were identified as necessary for efficient and safe rail operations. These projects total \$75.0 million.

The FY16 Rehabilitation program includes:

- Track and Structures upgrades totaling \$14.0 million;
- Locomotive and Rolling Stock upgrades of \$51.6 million;
- Signal system improvements of \$7.5 million;
- Fleet and Facility projects of \$1.2 million;
- Communications and Signage improvements of \$0.7 million

New Capital authorization requests for FY16 were identified as necessary for efficient and safe rail operations. These projects total \$57.0 million.

The FY16 New Capital program includes the following:

- Replacement Ticket Vending Machines totaling \$30.7 million;
- Sealed Corridor Grade Crossings for \$16.7 million;
- Cameras to monitor TVM's at stations \$5.8 million;
- Tunnel Intrusion Detection totaling \$3.0 million;
- Project development fund totaling \$.7 million.

Attachments H through K detail all relevant information with respect to the Capital Budget.

Cash Flow projections for FY16, FY17 & FY18 are also included to provide a clearer picture of spending vs authorizations. Attachment P presents the cash flows.

### **Operating and Capital Budget Projections for FY17 and FY18**

FY17 and FY18 projected budgets are included in this report for informational purposes only. These will be further refined through analyses and discussions in the future. Operating Budget projections are outlined in attachments F and G, and Capital Budget Projections are shown in Attachments L thru O.

### **Next Steps**

As in the past, our respective staffs will continue to work together throughout the adoption process to ensure all concerns you may have are addressed in anticipation of adoption of the budget by the SCRRA Board of Directors in June, 2015. Also, as we agreed today, we will schedule a workshop with you to discuss the budget in more detail.

In the meantime, if you have any questions, comments or concerns, please do not hesitate to contact me directly at (213) 452-0285, or have your staff contact Christine Wilson, Manager, Budget and Financial Analysis at (213) 452-0297.

Sincerely,



Sam Joumbat  
Interim Chief Executive Officer

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FISCAL YEAR 16 PROPOSED BUDGET  
OPERATING FUNDING ALLOCATION BY MEMBER AGENCY**

**Attachment A**

(\$000s)

	<b>Total FY16</b>	<b>Metro</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SANBAG</b>	<b>VCTC</b>
<b>Expenses</b>						
Train Operations & Services	135,434	69,323	31,654	13,675	14,892	5,891
Maintenance-of-Way	42,774	23,784	8,507	2,654	5,128	2,701
Administration & Services	32,380	15,644	5,700	4,680	3,268	3,087
Insurance	18,079	9,627	4,257	1,343	2,152	700
<b>Total Expenses Including MoW</b>	<b>228,667</b>	<b>118,378</b>	<b>50,118</b>	<b>22,352</b>	<b>25,440</b>	<b>12,378</b>
<b>Revenues</b>						
Farebox Revenue	84,738	42,879	20,737	7,311	11,312	2,499
Dispatching	2,663	1,355	905	11	57	335
Other Revenues						
MOW Revenues	14,348	9,301	2,644	625	1,255	524
Member Agency Revenues	108,839	55,216	21,574	13,062	10,664	8,322
<b>Total Revenues</b>	<b>210,588</b>	<b>108,752</b>	<b>45,861</b>	<b>21,009</b>	<b>23,288</b>	<b>11,679</b>
<b>Total County Allocation</b>	<b>126,917</b>	<b>64,843</b>	<b>25,832</b>	<b>14,405</b>	<b>12,816</b>	<b>9,021</b>
<b>FY15 Budget</b>	<b>111,735</b>	<b>59,683</b>	<b>22,267</b>	<b>9,817</b>	<b>11,805</b>	<b>8,163</b>
<b>(Over)/Under</b>	<b>-15,182</b>	<b>-5,160</b>	<b>-3,565</b>	<b>-4,588</b>	<b>-1,011</b>	<b>-858</b>
<b>Percentage Change</b>	<b>13.6%</b>	<b>8.6%</b>	<b>16.0%</b>	<b>46.7%</b>	<b>8.6%</b>	<b>10.5%</b>

## FISCAL YEAR 2015-16 PROPOSED BUDGET

## Annual Operating Budget Distribution by Cost Component

(\$000s)

	Adopted FY14 Budget	Adopted FY15 Budget	Proposed FY16 Budget	FY16 Budget Vs. FY15 Budget	
				Increase	%
<b>EXPENSES</b>	<b>211,166</b>	<b>221,496</b>	<b>228,667</b>	<b>7,171</b>	<b>3.2%</b>
<b>REVENUES</b>	<b>110,363</b>	<b>110,363</b>	<b>101,749</b>	<b>(8,614)</b>	<b>(7.8%)</b>
<b>NET LOCAL SUBSIDY</b>	<b>100,803</b>	<b>111,132</b>	<b>126,917</b>	<b>15,785</b>	<b>14.2%</b>
<b>As Approved by Member Agencies</b>		<b>111,735</b>		<b>15,182</b>	<b>13.6%</b>

**OPERATIONS**

<b>Revenues</b>					
Farebox Revenue	93,203	91,396	84,738	(6,658)	(7.3%)
Dispatching	2,699	3,596	2,663	(933)	(25.9%)
Other Revenues	595	398		(398)	(100.0%)
MOW Revenues	13,867	14,974	14,348	(625)	(4.2%)
Member Agency Revenues	83,501	94,274	109,464	15,190	16.1%
<b>Total Revenues</b>	<b>193,864</b>	<b>204,637</b>	<b>211,213</b>	<b>6,576</b>	<b>3.2%</b>
<b>Operations &amp; Services</b>					
Train Operations	41,081	42,242	43,414	1,172	2.8%
Equipment Maintenance	25,023	28,897	29,455	557	1.9%
Contingency (Train Ops)	-	-			N/A
Fuel	25,857	25,265	23,076	(2,188)	(8.7%)
Non-Scheduled Rolling Stock Repairs	50	252	232	(20)	(7.9%)
Operating Facilities Maintenance	1,063	1,361	1,182	(179)	(13.2%)
Other Operating Train Services	641	540	567	27	5.0%
Rolling Stock Lease	-	541	640	99	18.2%
Security - Sheriff	4,466	5,272	5,591	318	6.0%
Security - Guards	1,870	2,010	2,010		0.0%
Supplemental Additional Security	699	685	690	5	0.7%
Public Safety Program	270	275	260	(15)	(5.4%)
Passenger Relations	1,620	1,643	1,885	242	14.7%
Holiday Trains	-	-			N/A
TVM Maintenance/Revenue Collection	4,947	5,464	6,703	1,239	22.7%
Marketing	954	1,024	1,020	(5)	(0.4%)
Media & External Communications	620	424	426	2	0.5%
Utilities/Leases	2,677	2,780	2,677	(103)	(3.7%)
Transfers to Other Operators	7,269	5,900	7,411	1,512	25.6%
Amtrak Transfers	1,367	1,400	1,400		0.0%
Station Maintenance	1,307	1,512	1,464	(48)	(3.2%)
Rail Agreements	5,494	5,823	4,831	(993)	(17.0%)
<b>Subtotal Operations &amp; Services</b>	<b>127,275</b>	<b>133,310</b>	<b>134,933</b>	<b>1,623</b>	<b>1.2%</b>
<b>Maintenance-of-Way</b>					
MoW - Line Segments	35,258	38,896	41,546	2,650	6.8%
MoW - Extraordinary Maintenance	999	949	1,228	279	29.4%
<b>Subtotal Maintenance-of-Way</b>	<b>36,257</b>	<b>39,845</b>	<b>42,774</b>	<b>2,930</b>	<b>7.4%</b>
<b>Administration &amp; Services</b>					
<b>Staff</b>					
Salaries & Fringe Benefits	10,696	11,511	11,328	(183)	(1.6%)
Non-Labor Expenses	5,436	4,795	4,760	(34)	(0.7%)
Indirect Administrative Expenses	12,398	13,231	13,621	390	3.0%
Professional Services	1,301	1,445	2,670	1,225	84.8%
<b>Subtotal Administration &amp; Services</b>	<b>29,832</b>	<b>30,981</b>	<b>32,380</b>	<b>1,398</b>	<b>4.5%</b>
<b>Contingency (Non-Train Ops)</b>	<b>500</b>	<b>501</b>	<b>501</b>		<b>0.0%</b>
<b>Total Expenses Including MoW</b>	<b>193,864</b>	<b>204,637</b>	<b>210,588</b>	<b>5,951</b>	<b>2.9%</b>

**RISK MANAGEMENT**

<b>Revenues</b>					
Member Agency Revenues	17,302	16,858	18,079	1,221	7.2%
PL/PD Revenues					
<b>Total Revenues</b>	<b>17,302</b>	<b>16,858</b>	<b>18,079</b>	<b>1,221</b>	<b>7.2%</b>
<b>Insurance</b>					
Liability/Property/Auto	14,590	14,577	12,880	(1,697)	(11.6%)
Claims	1,000	1,000	4,000	3,000	300.0%
Claims Administration	1,712	1,281	1,198	(83)	(6.5%)
<b>Subtotal Insurance</b>	<b>17,302</b>	<b>16,858</b>	<b>18,079</b>	<b>1,221</b>	<b>7.2%</b>
<b>Total Expenses</b>	<b>17,302</b>	<b>16,858</b>	<b>18,079</b>	<b>1,221</b>	<b>7.2%</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FISCAL YEAR 2015-16 PROPOSED BUDGET  
 Annual Operating Budget Distribution by Cost Component  
 (\$000s)

Attachment C

	FY 15-16	Metro	OCTA	RCTC	SANBAG	VCTC
<b>EXPENSES</b>	<b>228,667</b>	<b>118,378</b>	<b>50,118</b>	<b>22,352</b>	<b>25,440</b>	<b>12,378</b>
<b>REVENUES</b>	<b>101,749</b>	<b>53,535</b>	<b>24,286</b>	<b>7,947</b>	<b>12,624</b>	<b>3,357</b>
<b>NET LOCAL SUBSIDY</b>	<b>126,917</b>	<b>64,843</b>	<b>25,832</b>	<b>14,405</b>	<b>12,816</b>	<b>9,021</b>

**OPERATIONS**

<b>Revenues</b>						
Farebox Revenue	84,738	42,879	20,737	7,311	11,312	2,499
Dispatching	2,663	1,355	905	11	57	335
Other Revenues						
MOW Revenues	14,348	9,301	2,644	625	1,255	524
Operation Revenue Subtotal	101,749	53,535	24,286	7,947	12,624	3,357
Member Agency Revenues	108,839	55,216	21,574	13,062	10,664	8,322
<b>Total Revenues</b>	<b>210,588</b>	<b>108,752</b>	<b>45,861</b>	<b>21,009</b>	<b>23,288</b>	<b>11,679</b>
<b>Operations &amp; Services</b>						
Train Operations	43,414	23,481	9,890	3,841	4,613	1,589
Equipment Maintenance	29,455	14,832	6,812	2,944	3,443	1,424
Contingency (Train Ops)						
Fuel	23,076	11,934	5,803	2,160	2,437	743
Non-Scheduled Rolling Stock Repairs	232	124	55	17	28	9
Operating Facilities Maintenance	1,182	629	278	88	141	46
Other Operating Train Services	567	271	98	85	57	57
Rolling Stock Lease	640	304	127	71	92	46
Security - Sheriff	5,591	3,102	1,205	535	594	155
Security - Guards	2,010	961	347	300	201	201
Supplemental Additional Security	690	349	169	60	92	20
Public Safety Program	260	124	45	39	26	26
Passenger Relations	1,885	964	456	153	257	55
Holiday Trains						
TVM Maintenance/Revenue Collection	6,703	2,769	1,506	1,069	971	389
Marketing	1,020	535	232	81	142	30
Media & External Communications	426	204	74	64	43	43
Utilities/Leases	2,677	1,279	463	399	267	268
Transfers to Other Operators	7,411	4,126	1,633	474	918	261
Amtrak Transfers	1,400	446	885			69
Station Maintenance	1,464	866	210	132	187	70
Rail Agreements	4,831	1,784	1,280	1,090	335	341
<b>Subtotal Operations &amp; Services</b>	<b>134,933</b>	<b>69,084</b>	<b>31,567</b>	<b>13,600</b>	<b>14,842</b>	<b>5,841</b>
<b>Maintenance-of-Way</b>						
MoW - Line Segments	41,546	23,077	8,209	2,641	4,997	2,622
MoW - Extraordinary Maintenance	1,228	707	298	13	131	79
<b>Subtotal Maintenance-of-Way</b>	<b>42,774</b>	<b>23,784</b>	<b>8,507</b>	<b>2,654</b>	<b>5,128</b>	<b>2,701</b>
<b>Administration &amp; Services</b>						
<b>Staff</b>						
Ops Salaries & Fringe Benefits	11,328	5,414	1,967	1,684	1,133	1,130
Ops Non-Labor Expenses	4,760	2,445	917	565	508	326
Indirect Administrative Expenses	13,621	6,510	2,354	2,032	1,361	1,364
Ops Professional Services	2,670	1,276	461	398	267	267
<b>Subtotal Administration &amp; Services</b>	<b>32,380</b>	<b>15,644</b>	<b>5,700</b>	<b>4,680</b>	<b>3,268</b>	<b>3,087</b>
<b>Contingency (Non-Train Ops)</b>	<b>501</b>	<b>239</b>	<b>87</b>	<b>75</b>	<b>50</b>	<b>50</b>
<b>Total Expenses Including MoW</b>	<b>210,588</b>	<b>108,752</b>	<b>45,861</b>	<b>21,009</b>	<b>23,288</b>	<b>11,679</b>

**RISK MANAGEMENT**

<b>Revenues</b>						
Member Agency Revenues	18,079	9,627	4,257	1,343	2,152	700
PL/PD Revenues						
<b>Total Revenues</b>	<b>18,079</b>	<b>9,627</b>	<b>4,257</b>	<b>1,343</b>	<b>2,152</b>	<b>700</b>
<b>Insurance</b>						
Liability/Property/Auto	12,880	6,859	3,033	956	1,533	498
Claims / SI	4,000	2,130	942	297	476	155
Claims Administration	1,198	638	282	89	143	46
<b>Subtotal Insurance</b>	<b>18,079</b>	<b>9,627</b>	<b>4,257</b>	<b>1,343</b>	<b>2,152</b>	<b>700</b>
<b>Total Expenses</b>	<b>18,079</b>	<b>9,627</b>	<b>4,257</b>	<b>1,343</b>	<b>2,152</b>	<b>700</b>

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FISCAL YEAR 2015-16 PROPOSED BUDGET  
New Service Elements for FY16 Budget**

**Attachment D**

(\$000s)

	<b>Total FY 15-16</b>	<b>Metro Share</b>	<b>OCTA Share</b>	<b>RCTC Share</b>	<b>SANBAG Share</b>	<b>VCTC Share</b>
<b><u>Increase in Train Service</u></b>						
Perris Valley Extentions	\$2,080	\$558	\$226	\$1,132	\$120	\$44
<b>Total Train Service Increase</b>	<b>\$2,080</b>	<b>\$558</b>	<b>\$226</b>	<b>\$1,132</b>	<b>\$120</b>	<b>\$44</b>
<b><u>New Routes</u></b>						
Perris Valley - MOW Direct only	\$1,389	\$360	\$338	\$688	\$3	
Rialto Sub	\$97				\$97	
8 TVM's	\$180				\$180	
<b><u>Other Changes</u></b>						
Addition to Insurance Claim	\$3,000	\$1,598	\$706	\$222	\$357	\$116
Add'l Qtr of EMF	\$386	\$207	\$92	\$33	\$42	\$12
Mobile Ticketing	\$200	\$107	\$48	\$17	\$22	\$6
TVM Ticket Stock & CC chrg	\$1,050	\$434	\$236	\$167	\$152	\$61
2 Board Approved TVM positions	\$192	\$84	\$46	\$32	\$18	\$12
New train maintenance services	\$800	\$431	\$167	\$82	\$89	\$32
<b>Total all New</b>	<b>\$9,374</b>	<b>\$3,779</b>	<b>\$1,859</b>	<b>\$2,373</b>	<b>\$1,080</b>	<b>\$283</b>

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**  
**FISCAL YEAR 16 PROPOSED BUDGET**  
**Comparison of Net Local Subsidy**  
**FY14-FY16**  
**(\$000s)**

**Attachment E**

	Net Local Subsidy	Metro	OCTA	RCTC	SANBAG	VCTC
FY14 BUDGET	\$ 100,803	\$ 52,602	\$ 20,527	\$ 8,609	\$ 11,461	\$ 7,604
FY15 BUDGET	\$ 111,735	\$ 59,683	\$ 22,267	\$ 9,817	\$ 11,805	\$ 8,163
FY16 BUDGET	\$ 126,917	\$ 64,843	\$ 25,832	\$ 14,405	\$ 12,816	\$ 9,021

Year over Year Change	Net Local Subsidy	Metro	OCTA	RCTC	SANBAG	VCTC
FY14 vs. FY15 \$ Increase	\$ 10,932	\$ 7,081	\$ 1,740	\$ 1,208	\$ 344	\$ 559
% Increase	10.8%	13.5%	8.5%	14.0%	3.0%	7.4%
FY15 vs. FY16 \$ Increase	\$ 15,182	\$ 5,160	\$ 3,565	\$ 4,588	\$ 1,011	\$ 858
% Increase	13.6%	8.6%	16.0%	46.7%	8.6%	10.5%

\*\*\*\*\*

**Elements Comprising the \$15,182 Increase:**

	Adopted FY14-15 Budget	Proposed FY 15-16 Budget	Increase	%
EXPENSES	\$ 221,496	\$ 228,667	\$ 7,171	3.2%
REVENUES	\$ 110,363	\$ 101,749	\$ (8,614)	-7.8%
<b>NET LOCAL SUBSIDY (1)</b>	<b>\$ 111,735</b>	<b>\$ 126,917</b>	<b>\$ 15,182</b>	<b>13.6%</b>

(1) As approved by member agencies

Analysis

Of the 13.6%

7.7%	Amount related to Reduction of Revenue Projection vs FY15 Budget	\$ 8,614	=	56.7%	of the variance
3.3%	Amount related to Oxnard Incident =	\$ 3,700	=	24.4%	of the variance
1.2%	Added Perris Valley Route =	\$ 1,390	=	9.2%	of the variance
1.9%	Added Perris Valley Train Service =	\$ 2,080	=	13.7%	of the variance
0.9%	TVM Adjustments	\$ 1,048	=	6.9%	of the variance
0.2%	Add back of Rialto & 8 TVMs for SANBAG	\$ 277	=	1.8%	of the variance
0.7%	Outside Service for Rolling Stock maintenance	\$ 800	=	5.3%	of the variance
-2.0%	Fuel Savings (Hedge Purchases)	\$ (2,188)	=	-14.4%	of the variance
<u>-0.5%</u>	Other	<u>\$ (539)</u>	=	<u>-3.5%</u>	of the variance
<u>13.6%</u>	<b>Total Variance =</b>	<u>\$ 15,182</u>		<b>100%</b>	



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FISCAL YEAR 2016-17 PROJECTED BUDGET  
 Annual Operating Budget Distribution by Cost Component

Attachment F

(\$000s)

	Proposed FY 16-17 Budget	Metro	OCTA	RCTC	SANBAG	VCTC
<b>EXPENSES</b>	<b>236,243</b>	<b>121,826</b>	<b>50,738</b>	<b>24,384</b>	<b>26,532</b>	<b>12,762</b>
<b>REVENUES</b>	<b>104,650</b>	<b>54,980</b>	<b>24,883</b>	<b>8,227</b>	<b>13,107</b>	<b>3,453</b>
<b>NET LOCAL SUBSIDY</b>	<b>131,593</b>	<b>66,846</b>	<b>25,855</b>	<b>16,157</b>	<b>13,426</b>	<b>9,310</b>

OPERATIONS

<b>Revenues</b>						
Farebox Revenue	87,338	44,130	21,282	7,576	11,769	2,581
Dispatching	2,698	1,373	915	13	58	339
Other Revenues						
MOW Revenues	14,614	9,477	2,687	638	1,279	533
Operation Revenue Subsidy	104,650	54,980	24,883	8,227	13,107	3,453
Member Agency Revenues	113,293	56,683	22,043	14,725	11,282	8,560
<b>Total Revenues</b>	<b>217,943</b>	<b>111,663</b>	<b>46,926</b>	<b>22,952</b>	<b>24,389</b>	<b>12,013</b>
<b>Operations &amp; Services</b>						
Train Operations	45,087	23,806	10,283	4,653	4,735	1,610
Equipment Maintenance	29,811	15,206	6,600	3,094	3,451	1,460
Contingency (Train Ops)						
Fuel	23,833	12,029	6,074	2,481	2,499	750
Non-Scheduled Rolling Stock	232	129	48	18	27	9
Operating Facilities Maintenance	1,321	733	275	103	155	54
Other Operating Train Services	595	284	103	89	59	60
Rolling Stock Lease	250	119	50	28	36	18
Security - Sheriff	5,758	3,394	1,172	385	629	179
Security - Guards	2,070	989	358	309	207	207
Supplemental Additional Security	690	349	168	60	93	20
Public Safety Program	254	121	44	38	25	25
Passenger Relations	1,844	914	483	151	239	57
Holiday Trains						
TVM Maintenance/Revenue Cost	7,043	2,909	1,582	1,123	1,021	408
Marketing	944	477	235	78	124	31
Media & External Communications	426	204	74	64	43	43
Utilities/Leases	2,766	1,322	478	413	276	277
Transfers to Other Operators	7,782	4,304	1,688	553	963	274
Amtrak Transfers	1,700	540	1,081			79
Station Maintenance	2,006	1,159	276	239	246	87
Rail Agreements	4,998	1,776	1,277	1,249	350	345
<b>Subtotal Operations &amp; Services</b>	<b>139,410</b>	<b>70,764</b>	<b>32,348</b>	<b>15,126</b>	<b>15,177</b>	<b>5,993</b>
<b>Maintenance-of-Way</b>						
MoW - Line Segments	43,426	23,845	8,323	2,876	5,665	2,717
MoW - Extraordinary Maintenance	1,281	737	311	14	137	82
<b>Subtotal Maintenance-of-Way</b>	<b>44,707</b>	<b>24,582</b>	<b>8,634</b>	<b>2,890</b>	<b>5,802</b>	<b>2,799</b>
<b>Administration &amp; Services</b>						
<b>Staff</b>						
Ops Salaries & Fringe	11,687	5,585	2,029	1,738	1,169	1,166
Ops Non-Labor Expenses	4,940	2,512	942	631	522	333
Indirect Administration	13,936	6,660	2,409	2,079	1,392	1,396
Ops Professional Services	2,747	1,313	475	410	274	275
<b>Subtotal Administration &amp; Services</b>	<b>33,310</b>	<b>16,070</b>	<b>5,855</b>	<b>4,858</b>	<b>3,357</b>	<b>3,169</b>
<b>Contingency (Non-Train Ops)</b>	<b>516</b>	<b>247</b>	<b>89</b>	<b>77</b>	<b>52</b>	<b>52</b>
<b>Total Expenses Including MoW</b>	<b>217,943</b>	<b>111,663</b>	<b>46,926</b>	<b>22,952</b>	<b>24,389</b>	<b>12,013</b>

RISK MANAGEMENT

<b>Revenues</b>						
Member Agency Revenues	18,300	10,162	3,812	1,432	2,144	749
PL/PD Revenues						
<b>Total Revenues</b>	<b>18,300</b>	<b>10,162</b>	<b>3,812</b>	<b>1,432</b>	<b>2,144</b>	<b>749</b>
<b>Insurance</b>						
Liability/Property/Auto	13,524	7,511	2,817	1,059	1,584	554
Claims / SI	3,500	1,944	729	274	410	143
Claims Administration	1,275	708	266	100	149	52
<b>Subtotal Insurance</b>	<b>18,300</b>	<b>10,162</b>	<b>3,812</b>	<b>1,432</b>	<b>2,144</b>	<b>749</b>
<b>Total Expenses</b>	<b>18,300</b>	<b>10,162</b>	<b>3,812</b>	<b>1,432</b>	<b>2,144</b>	<b>749</b>

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FISCAL YEAR 2017-18 PROJECTED BUDGET  
 Annual Operating Budget Distribution by Cost Component

**Attachment G**

(\$000s)

	Proposed FY 17-18 Budget	Metro	OCTA	RCTC	SANBAG	VCTC
<b>EXPENSES</b>	<b>243,841</b>	<b>124,353</b>	<b>52,670</b>	<b>26,673</b>	<b>27,112</b>	<b>13,032</b>
<b>REVENUES</b>	<b>106,121</b>	<b>56,035</b>	<b>25,002</b>	<b>8,282</b>	<b>13,355</b>	<b>3,447</b>
<b>NET LOCAL SUBSIDY</b>	<b>137,720</b>	<b>68,319</b>	<b>27,668</b>	<b>18,391</b>	<b>13,758</b>	<b>9,585</b>

**OPERATIONS**

<b>Revenues</b>						
Farebox Revenue	88,591	45,054	21,349	7,629	11,992	2,567
Dispatching	2,725	1,385	924	15	59	342
Other Revenues						
MOW Revenues	14,805	9,595	2,729	638	1,304	538
Operation Revenue Sub	106,121	56,035	25,002	8,282	13,355	3,447
Member Agency Revenues	119,711	58,620	23,931	16,544	11,751	8,864
<b>Total Revenues</b>	<b>225,832</b>	<b>114,655</b>	<b>48,933</b>	<b>24,826</b>	<b>25,106</b>	<b>12,312</b>
<b>Operations &amp; Services</b>						
Train Operations	48,068	25,283	10,988	5,056	5,037	1,704
Equipment Maintenance	30,816	15,121	6,973	3,861	3,412	1,448
Contingency (Train Ops)						
Fuel	24,125	12,021	6,244	2,596	2,520	745
Non-Scheduled Rolling Stock	232	125	48	24	26	9
Operating Facilities Maintenance	1,330	716	276	136	148	53
Other Operating Train Services	634	303	110	95	63	63
Rolling Stock Lease	250	119	50	28	36	18
Security - Sheriff	5,931	3,414	1,204	509	623	181
Security - Guards	2,132	1,019	369	318	213	214
Supplemental Additional Security	700	356	169	60	95	20
Public Safety Program	254	121	44	38	25	25
Passenger Relations	1,846	931	459	155	243	58
Holiday Trains						
TVM Maintenance/Revenue C	7,363	3,041	1,654	1,174	1,067	427
Marketing	944	485	221	80	126	31
Media & External Communication	426	204	74	64	43	43
Utilities/Leases	2,872	1,373	496	429	287	288
Transfers to Other Operators	8,171	4,519	1,772	581	1,011	288
Amtrak Transfers	2,000	635	1,272			93
Station Maintenance	2,012	1,164	279	238	244	87
Rail Agreements	5,202	1,820	1,357	1,311	366	349
<b>Subtotal Operations &amp; Services</b>	<b>145,306</b>	<b>72,770</b>	<b>34,056</b>	<b>16,751</b>	<b>15,585</b>	<b>6,143</b>
<b>Maintenance-of-Way</b>						
MoW - Line Segments	44,686	24,475	8,491	3,024	5,901	2,795
MoW - Extraordinary Maintenance	1,323	762	321	14	141	85
<b>Subtotal Maintenance-of-Way</b>	<b>46,009</b>	<b>25,236</b>	<b>8,812</b>	<b>3,038</b>	<b>6,043</b>	<b>2,880</b>
<b>Administration &amp; Services</b>						
<b>Staff</b>						
Ops Salaries & Fringe	11,975	5,723	2,079	1,781	1,198	1,195
Ops Non-Labor Expenses	4,985	2,535	951	636	527	335
Indirect Administration	14,245	6,808	2,462	2,125	1,423	1,427
Ops Professional Services	2,780	1,329	480	415	278	278
<b>Subtotal Administration &amp; Services</b>	<b>33,985</b>	<b>16,395</b>	<b>5,973</b>	<b>4,957</b>	<b>3,425</b>	<b>3,235</b>
Contingency (Non-Train Ops)	532	254	92	79	53	53
<b>Total Expenses Including MoW</b>	<b>225,832</b>	<b>114,655</b>	<b>48,933</b>	<b>24,826</b>	<b>25,106</b>	<b>12,312</b>

**RISK MANAGEMENT**

<b>Revenues</b>						
Member Agency Revenues	18,009	9,698	3,737	1,847	2,006	720
PL/PD Revenues						
<b>Total Revenues</b>	<b>18,009</b>	<b>9,698</b>	<b>3,737</b>	<b>1,847</b>	<b>2,006</b>	<b>720</b>
<b>Insurance</b>						
Liability/Property/Auto	14,201	7,647	2,947	1,456	1,582	568
Claims / SI	2,500	1,346	519	256	279	100
Claims Administration	1,308	704	271	134	146	52
<b>Subtotal Insurance</b>	<b>18,009</b>	<b>9,698</b>	<b>3,737</b>	<b>1,847</b>	<b>2,006</b>	<b>720</b>
<b>Total Expenses</b>	<b>18,009</b>	<b>9,698</b>	<b>3,737</b>	<b>1,847</b>	<b>2,006</b>	<b>720</b>

**FY 2015-16 Rehabilitation New Authority Projects  
(\$ Thousands)**

**Attachment H**

Subdivision	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Olive	Communication	\$75		\$75				
Olive	Signal	\$175		\$175				
Olive	Track	\$318		\$318				
Orange	Communication	\$150		\$150				
Orange	Signal	\$1,710		\$1,710				
Orange	Structures	\$2,725		\$2,725				
Orange	Track	\$2,138		\$2,138				
Orange/ Olive	Communication	\$75		\$75				
Industry Spur	Communication	\$125			\$125			
Industry Spur	Signal	\$790			\$790			
River	Communication	\$100	\$48	\$20	\$11	\$14	\$7	
River	Signal	\$580	\$276	\$115	\$64	\$84	\$42	
River	Track	\$221	\$84	\$35	\$20	\$26	\$13	\$43
San Gabriel	Communication	\$175	\$105			\$70		
San Gabriel	Signal	\$990	\$594			\$396		
San Gabriel	Structures	\$280	\$168			\$112		
San Gabriel	Track	\$2,946	\$1,305			\$1,640		
Systemwide	Facilies/Fleet	\$662	\$314	\$131	\$73	\$95	\$48	
Systemwide	Facilities	\$360	\$171	\$71	\$40	\$52	\$26	
Systemwide	Rolling Stock	\$51,624	\$11,373	\$4,741	\$2,658	\$3,448	\$1,724	\$27,681
Systemwide	Signal	\$2,860	\$1,359	\$566	\$317	\$412	\$206	
Systemwide	Station	\$140	\$67	\$28	\$16	\$20	\$10	
Systemwide	Track	\$500	\$238	\$99	\$56	\$72	\$36	
Valley	Signal	\$200	\$200					
Valley	Structures	\$1,800	\$1,800					
Valley	Track	\$1,900	\$1,900					
Ventura - VC	Signal	\$245					\$245	
Ventura - VC	Structures	\$629					\$629	
Ventura - VC	Track	\$515					\$515	
<b>CURRENT PROPOSED FY 2015-16 REHAB BUDGET</b>		<b>\$75,006</b>	<b>\$20,000</b>	<b>\$13,172</b>	<b>\$4,170</b>	<b>\$6,441</b>	<b>\$3,500</b>	<b>\$27,724</b>
<b>ROTEM SETTLEMENT AMOUNTS (YEAR 4)</b>		<b>\$0</b>	<b>\$5,806</b>	<b>-\$7,613</b>	<b>\$457</b>	<b>\$1,000</b>	<b>\$350</b>	
<b>TOTAL PROPOSED FY 2015-16 REHAB BUDGET</b>		<b>\$75,006</b>	<b>\$25,806</b>	<b>\$5,559</b>	<b>\$4,627</b>	<b>\$7,441</b>	<b>\$3,850</b>	<b>\$27,724</b>
<b>PRIOR YEAR CARRYOVERS</b>		<b>\$59,889</b>	<b>\$10,759</b>	<b>\$12,315</b>	<b>\$3,061</b>	<b>\$7,717</b>	<b>\$17,390</b>	<b>\$8,647</b>
<b>TOTAL FY 15-16 AUTHORITY INCLUDING CARRYOVERS</b>		<b>\$134,895</b>	<b>\$36,564</b>	<b>\$17,874</b>	<b>\$7,688</b>	<b>\$15,157</b>	<b>\$21,240</b>	<b>\$36,371</b>

**ATTACHMENT "I"**  
**FY 2015-16 NEW CAPITAL AUTHORITY PROJECTS**  
**(\$ Thousands)**

PROJECT DESCRIPTION	SUBDIVISION	TOTAL BUDGET	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
Ticket Vending Machines	Systemwide	\$30,700	\$13,074	\$6,905	\$4,856	\$4,052	\$1,813	
Install cameras at current and new stations to monitor TVM activity	All	\$5,800	\$	\$	\$	\$	\$	\$5,800
Funds to be used for preparing Project Study Reports	TBD	\$745	\$475	\$198			\$72	
Installation of intrusion detection systems at Tunnels 18 and 19	Valley	\$2,000						\$2,000
Installation of intrusion detection systems at Tunnel 28	Ventura	\$1,000						\$1,000
Crossing improvements using Sealed Corridor standards and speed increases on CP Soledad.	San Gabriel (three crossings) and Valley (Soledad)	\$16,708	\$8,000					\$8,708
<b>TOTAL FY 2015-16 AUTHORITY FOR NEW FUNDING</b>		<b>\$56,953</b>	<b>\$21,549</b>	<b>\$7,103</b>	<b>\$4,856</b>	<b>\$4,052</b>	<b>\$1,885</b>	<b>\$17,508</b>
<b>PRIOR YEAR CARRYOVERS</b>		<b>\$141,983</b>	<b>\$11,849</b>	<b>\$1,648</b>	<b>\$25</b>	<b>\$32</b>	<b>\$97</b>	<b>\$128,332</b>
<b>TOTAL FY 2015-16 AUTHORITY INCLUDING CARRYOVERS</b>		<b>\$198,936</b>	<b>\$33,398</b>	<b>\$8,750</b>	<b>\$4,881</b>	<b>\$4,085</b>	<b>\$1,982</b>	<b>\$145,840</b>

**ATTACHMENT "J"**  
**FY 2015-16 NEW AUTHORITY REHABILITATION PROJECTS**  
**PROJECTS - BY SUBDIVISION (\$THOUSANDS)**

Subdivision	Project Type	REHABILITATION PROJECT DESCRIPTION	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Olive	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 5 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 10 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$75		\$75				
Olive	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. Top 10 parts encountering premature failure nearing the end of their life cycle will be identified and replaced. 10 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	\$75		\$75				
Olive	Signal	Perform annual design, engineering, or special studies to determine condition of wayside signal, communication, and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt.	\$100		\$100				
Olive	Track	Grind 1 track miles of rail	\$18		\$18				
Olive	Track	Replace track panels	\$300		\$300				
Orange	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 15 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$75		\$75				
Orange	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$75		\$75				
Orange	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries or corrosion near at beach parts). Top 30 parts encountering premature failure nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	\$150		\$150				
Orange	Signal	Rehab Electrologic with VHLC., \$180,000 each 2 locations per year . Recurring multi-year program.	\$360		\$360				
Orange	Signal	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	\$120		\$120				
Orange	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	\$250		\$250				
Orange	Signal	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	\$110		\$110				
Orange	Signal	Selectively Replace wayside signal and grade crossing deteriorated equipment in multi-year program along beach front (CP Serra to MP 206.5) due to corrosion from salt spray.	\$265		\$265				
Orange	Signal	Perform annual design, engineering, or special studies to determine condition of wayside signal and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt.	\$150		\$150				
Orange	Signal	Replace rehab deteriorating underground cables at wayside signals and grade crossings. Two sites per year @ 100,000 per site. Recurring multi-year program.	\$200		\$200				
Orange	Signal	Connect crossings into SCRRRA's network LAN system (10 @ \$35K per location). Connect 3 crossings per year .Recurring multi-year program.	\$105		\$105				
Orange	Structures	ROW grading/ditching.	\$200		\$200				
Orange	Structures	Install handrail and ballast retainer at end of 8' x 8' reinforced concrete box on the Orange Subdivision at MP 206.33	\$25		\$25				

**ATTACHMENT "J"**  
**FY 2015-16 NEW AUTHORITY REHABILITATION PROJECTS**  
**PROJECTS - BY SUBDIVISION (\$THOUSANDS)**

Subdivision	Project Type	REHABILITATION PROJECT DESCRIPTION	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Orange	Structures	Design/analysis for the San Juan Creek bridge, to achieve 100% design for rehabilitation of the bridge.	\$2,500		\$2,500				
Orange	Track	Grind 12 track miles of rail	\$214		\$214				
Orange	Track	Rehabilitation project to replace 115 lb rail on the Orange Sub with 136 lb rail. It will replace approximately 14,000' of Rail per year over three years.	\$1,624		\$1,624				
Orange	Track	Replace track panels	\$300		\$300				
Orange/ Olive	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$75		\$75				
Pasadena	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$	\$					
Pasadena	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	\$	\$					
Pasadena	Signal	Replace Signal System back-up battery banks and chargers at 5 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	\$	\$					
Pasadena	Signal	Replace and rehab deteriorating wayside Pole Line. Replace with underground cable at annual rate of 4 miles per year and \$200,000 per mile. Recurring multi-year program.	\$	\$					
Pasadena	Structures	Replace 2 - 2' x 18" wooden culvert with reinforced concrete pipe on the Pasadena Subdivision at MP 106.2.	\$	\$					
Pasadena	Structures	Replace 2 - 24" x 18" wooden culvert with reinforced concrete pipe on the Pasadena Subdivision at MP 112.4.	\$	\$					
Pasadena	Structures	Replace 36" x 18" wooden culvert with reinforced concrete pipe on the Pasadena Subdivision at MP 114.398.	\$	\$					
Pasadena	Structures	Replace 24" brea pipe with reinforced concrete pipe on the Pasadena Subdivision at MP 115.5.	\$	\$					
PVL /former San Jacinto Industry Spur	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$50			\$50			
PVL /former San Jacinto Industry Spur	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current or were not included in the new construction. Comply with Config. Mgmt. Recurring multi-year program.	\$75			\$75			
PVL /former San Jacinto Industry Spur	Signal	Perform annual design, engineering, or special studies to determine condition of wayside signal and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$100			\$100			
PVL /former San Jacinto Industry Spur	Signal	Acquire replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. Top 20 high priority parts will be identified that are nearing the end of their life cycle or are reaching functional obsolescence or left out, not installed or prematurely failed from the new construction. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$100			\$100			
PVL /former San Jacinto Industry Spur	Signal	Install active warning equipment at one grade crossing per year that was not rebuilt in the PVL Program starting with Villa Street grade crossing MP 0.4, then Harvill, then Mapes	\$590			\$590			

**ATTACHMENT 'J'**  
**FY 2015-16 NEW AUTHORITY REHABILITATION PROJECTS**  
**PROJECTS - BY SUBDIVISION (\$THOUSANDS)**

Subdivision	Project Type	REHABILITATION PROJECT DESCRIPTION	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
San Gabriel	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$100	\$60			\$40		
San Gabriel	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$75	\$45			\$30		
San Gabriel	Signal	Rehab Electrologic with VHLC, \$180,000 each 2 locations per year . Recurring multi-year program.	\$360	\$216			\$144		
San Gabriel	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Also includes new locks and keys. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$150	\$90			\$60		
San Gabriel	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	\$250	\$150			\$100		
San Gabriel	Signal	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	\$110	\$66			\$44		
San Gabriel	Signal	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	\$120	\$72			\$48		
San Gabriel	Structures	Replace 24" reinforced concrete pipe with reinforced concrete pipe on the San Gabriel Subdivision at MP 28.23.	\$200	\$120			\$80		
San Gabriel	Structures	ROW grading/ditching.	\$80	\$48			\$32		
San Gabriel	Track	Grind 11 track miles of rail	\$200	\$120			\$80		
San Gabriel	Track	Rehabilitate 5,000 Crossties on the San Gabriel Subdivision	\$1,250	\$750			\$500		
San Gabriel	Track	Rehabilitate 1 turnout on the San Gabriel subdivision	\$375	\$225			\$150		
San Gabriel	Track	Replace track panels Grand and Azusa	\$300	\$180			\$120		
San Gabriel	Track	Install new rail on the San Gabriel sub in San Bernardino County. This is for installation of new rail issued to San Bernardino ROW that was previously purchased.	\$770				\$770		
San Gabriel	Track	Replace pedestrian crossing panels at El Monte and Pomona-North Stations	\$51	\$31			\$20		
Valley	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	\$200	\$200					
Valley	Structures	Construction of bridge replacement of an 18' span rail top bridge on the Valley Subdivision at MP 35.75.	\$1,200	\$1,200					
Valley	Structures	Design and construction of bridge replacement of a 6' span rail top bridge on the Valley Subdivision at MP 50.46.	\$600	\$600					
Valley	Track	Rehabilitate approximately <del>20,400</del> 9,000 crossties on the Valley Subdivision between MP 66 and MP 76.	\$1,900	\$1,900					
Ventura - VC	Signal	Rehab Electrologic with VHLC, \$180,000 each 1 locations per year . Recurring multi-year program.	\$120					\$120	
Ventura - VC	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	\$125					\$125	
Ventura - VC	Structures	Design and construction of bridge replacement of an 8' span ballast deck timber bridge on the Ventura Subdivision at MP 433.57	\$604					\$604	
Ventura - VC	Structures	Construct handrail at end of a 24" cast iron pipe on the Ventura Subdivision at MP 428.44.	\$25					\$25	

**ATTACHMENT "J"**  
**FY 2015-16 NEW AUTHORITY REHABILITATION PROJECTS**  
**PROJECTS - BY SUBDIVISION (\$THOUSANDS)**

Subdivision	Project Type	REHABILITATION PROJECT DESCRIPTION	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Ventura - VC	Track	Grind 4.5 track miles of rail	\$86					\$86	
Ventura - VC	Track	Rehabilitation project to replace worn rail on the Ventura Sub. It will replace approximately 3,700' of Rail.	\$429					\$429	
River	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$100	\$48	\$20	\$11	\$14	\$7	\$
River	Signal	Rehab Electrologic with VHLC, \$180,000 each 1 location per year . Recurring multi-year program.	\$180	\$86	\$36	\$20	\$26	\$13	\$
River	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (1 crossings @ \$125K ea) per year. Recurring multi-year program.	\$125	\$59	\$25	\$14	\$18	\$9	\$
River	Signal	Replace Signal System back-up battery banks and chargers and improve, add capacity and quick connects to three backup generators sites at one site per year at \$75,000 per site plus 5 battery plants per year @ \$5,000 per site . Multi-year program.	\$125	\$59	\$25	\$14	\$18	\$9	\$
River	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	\$150	\$71	\$30	\$17	\$22	\$11	\$
River	Track	Grind 3 track miles of rail - River sub East Bank. 3,675 ft (23.2%) Zone 1, 10,410 (65.7%) Zone 2, 1,755 (11.1%) Zone 3.	\$57	\$7	\$3	\$2	\$2	\$1	\$43
River	Track	Grind 7 track miles of rail	\$128	\$61	\$25	\$14	\$18	\$9	\$
River	Track	Grind 2 track miles of rail - River sub West Bank	\$36	\$17	\$7	\$4	\$5	\$3	\$
Systemwide	Facilities/Fleet	Replace 3 hy-rail and 2 MOW specialty Vehicles.	\$662	\$314	\$131	\$73	\$95	\$48	\$
Systemwide	Facilities	Replace 2 forklifts and 2 Taylor Dunn yard carts.	\$360	\$171	\$71	\$40	\$52	\$26	\$
Systemwide	Rolling Stock	Overhaul EMD PH locomotives and upgrade to next highest tier. This is the remaining funding increment needed to complete the locomotive overhaul project budgeted in FY 2014-15. (10 @ \$2.3M/unit). This budget assumes restoration of FY 2015 funding by Metro and other counties.	\$7,366	\$3,499	\$1,458	\$818	\$1,061	\$530	\$
Systemwide	Rolling Stock	Complete overhaul of Gen 1 rail cars, including CEM components, and interior components for longer-distance trips. (30 cars @ \$1.35M/car)	\$40,500	\$6,089	\$2,538	\$1,423	\$1,846	\$923	\$27,681
Systemwide	Rolling Stock	Restore to service 15 rail cars. The scope includes cab to coach conversions, lighting updates, wheels and rotors, HVAC retrofit, seat foam and fabric, batteries and COT&S.	\$2,700	\$1,283	\$535	\$300	\$389	\$194	\$
Systemwide	Rolling Stock	Rail Car HVAC Overhaul	\$715	\$340	\$142	\$79	\$103	\$51	\$
Systemwide	Rolling Stock	Rail Car Window Gasket Replacement	\$343	\$163	\$68	\$38	\$49	\$25	\$
Systemwide	Signal	Acquire and install PTC on board replacement parts and perform software versions changes to stay current with industry interoperable standards and regulations. 57 cab cars and 52 locomotives. Correct defects not otherwise covered by warranty. Remove ATS. Average estimated cost if \$10,000 per unit x 110 units. Multiyear recurring program.	\$1,100	\$523	\$218	\$122	\$158	\$79	\$
Systemwide	Signal	Install new train control software versions as required by industry standards or to keep compliant with regulations. Replace hardware that is defective or becoming obsolescent and not otherwise covered by warranty. Keep test lab current and productive. Keep support systems - batteries, air conditioning, alarms in state of good repair. Includes all back office train control, communication systems in the TCOSF, MOC or Melbourne facilities.	\$1,090	\$518	\$216	\$121	\$157	\$78	\$
Systemwide	Signal	Replace or upgrade signal and communication system test tools and equipment including laptops, on board PTC Hi- Rails equipment, Melbourne Signal/Comm/CIS Test Lab.	\$195	\$93	\$39	\$22	\$28	\$14	\$



**ATTACHMENT "J"**  
**FY 2015-16 NEW AUTHORITY REHABILITATION PROJECTS**  
**PROJECTS - BY SUBDIVISION (\$THOUSANDS)**

Subdivision	Project Type	REHABILITATION PROJECT DESCRIPTION	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Systemwide	Signal	Perform engineering, design, special studies relative to overall Signal, Comm. PTC/Back office Systems - standards, drawings, data bases, track charts, on a System Level current. Comply with Config. Mgmt.	\$290	\$138	\$57	\$32	\$42	\$21	\$
Systemwide	Signal	Install new CIS software versions as required to keep current. Replace hardware that is defective or becoming obsolescent and not otherwise covered by warranty. Keep test lab current and productive. Includes all back office CIS control, systems in the TCOSF, MOC or Melbourne facilities. Recurring Program.	\$185	\$88	\$37	\$21	\$27	\$13	\$
Systemwide	Station	Replace damaged passenger information signage and displays at stations throughout system	\$140	\$67	\$28	\$16	\$20	\$10	\$
Systemwide	Track	System wide track measurement for Machine Vision Tie Inspection, Mobile Lidar Ballast Scanning, and Ground Penetrating Radar	\$500	\$238	\$99	\$56	\$72	\$36	\$
		<b>CURRENT PROPOSED FY 2015-16 REHAB BUDGET</b>	<b>\$75,006</b>	<b>\$20,000</b>	<b>\$13,172</b>	<b>\$4,170</b>	<b>\$6,441</b>	<b>\$3,500</b>	<b>\$27,724</b>
		<b>ROTEM SETTLEMENT AMOUNTS (YEAR 4)</b>	<b>\$</b>	<b>\$5,806</b>	<b>-\$7,613</b>	<b>\$457</b>	<b>\$1,000</b>	<b>\$350</b>	<b>\$</b>
		<b>TOTAL PROPOSED FY 2015-16 REHAB BUDGET</b>	<b>\$75,006</b>	<b>\$25,806</b>	<b>\$5,559</b>	<b>\$4,627</b>	<b>\$7,441</b>	<b>\$3,850</b>	<b>\$27,724</b>
		<b>PRIOR YEAR CARRYOVERS</b>	<b>\$59,889</b>	<b>\$10,759</b>	<b>\$12,315</b>	<b>\$3,061</b>	<b>\$7,717</b>	<b>\$17,390</b>	<b>\$8,647</b>
		<b>TOTAL FY 15-16 AUTHORITY INCLUDING CARRYOVERS</b>	<b>\$134,895</b>	<b>\$36,564</b>	<b>\$17,874</b>	<b>\$7,688</b>	<b>\$15,157</b>	<b>\$21,240</b>	<b>\$36,371</b>

**ATTACHMENT "K"**  
**FY 2015-16 NEW CAPITAL PROJECTS**  
**(\$ Thousands)**

PROJECT DESCRIPTION	SUBDIVISION	TOTAL BUDGET	LACMTA	OCTA	RCTC	SANBAG	VCCTC	Other
Procure and install 144 ticket vending machines and back office software system support for revenue tracking. This includes 58 for LA County; 31 for OCTA; 22 for RCTC; 18 for SANBAG; 8 for VCCTC and 4 systemwide ticket office machines and 3 systemwide test machines.	Systemwide	\$30,700	\$13,074	\$6,905	\$4,856	\$4,052	\$1,813	
Procure and install cameras at current and new stations to monitor TVM activity and prevent break-ins.	All	\$5,800	\$	\$	\$	\$	\$	\$5,800
Funds to be used for preparing Project Study Reports and initial design for enhancement and expansion (i.e. non-good state of good repair projects)	TBD	\$745	\$475	\$198			\$72	
Provide improvements to the existing Metrolink's Moorpark layover facility in the Ventura Subdivision.	Ventura	\$					\$	
Installation of intrusion detection systems at Tunnels 18 and 19 on the Antelope Valley Line and the intrusion detection systems include CCTV at the mouth of each tunnel entrance with analytics that will detect intrusion into the work space of the tunnels.	Valley	\$2,000						\$2,000
Installation of intrusion detection systems at Tunnel 28 on the Ventura County Line and the intrusion detection systems include CCTV at the mouth of the tunnel entrance with analytics that will detect intrusion into the work space of the tunnel.	Ventura	\$1,000						\$1,000
Crossing improvements using Sealed Corridor standards and speed increases on CP Soledad.	San Gabriel (three crossings) and Valley (Soledad)	\$16,708	\$8,000					\$8,708
<b>TOTAL FY 2015-16 AUTHORITY FOR NEW FUNDING</b>		<b>\$56,953</b>	<b>\$21,549</b>	<b>\$7,103</b>	<b>\$4,856</b>	<b>\$4,052</b>	<b>\$1,885</b>	<b>\$17,508</b>
<b>PRIOR YEAR CARRYOVERS</b>		<b>\$141,983</b>	<b>\$11,849</b>	<b>\$1,648</b>	<b>\$25</b>	<b>\$32</b>	<b>\$97</b>	<b>\$128,332</b>
<b>TOTAL FY 2015-16 AUTHORITY INCLUDING CARRYOVERS</b>		<b>\$198,936</b>	<b>\$33,398</b>	<b>\$8,750</b>	<b>\$4,881</b>	<b>\$4,085</b>	<b>\$1,982</b>	<b>\$145,840</b>

**ATTACHMENT "L"**  
**FY 2016-17 NEW AUTHORITY REHABILITATION PROJECTS**  
**PROJECTS BY SUBDIVISION (\$Thousands)**

Subdivision	Project Type	PROPOSED REHABILITATION PROJECTS	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Olive	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 5 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 10 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$75		\$75				
Olive	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. Top 10 parts encountering premature failure nearing the end of their life cycle will be identified and replaced. 10 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	\$75		\$75				
Olive	Signal/Com	Perform annual design, engineering, or special studies to determine condition of wayside signal, communication, and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt.	\$100		\$100				
Olive	Track	Grind 1 track miles of rail	\$18		\$18				
Olive	Track	Replace track panels	\$300		\$300				
Orange	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 15 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$75		\$75				
Orange	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$75		\$75				
Orange	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries or corrosion near at beach parts). Top 30 parts encountering premature failure nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	\$150		\$150				
Orange	Signal	Rehab Electrologic with VHLC., \$180,000 each 1 locations per year . Recurring multi-year program.	\$180		\$180				
Orange	Signal	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	\$120		\$120				
Orange	Signal	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	\$250		\$250				
Orange	Signal	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	\$110		\$110				

**ATTACHMENT "L"**  
**FY 2016-17 NEW AUTHORITY REHABILITATION PROJECTS**  
**PROJECTS BY SUBDIVISION (\$Thousands)**

Subdivision	Project Type	PROPOSED REHABILITATION PROJECTS	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Orange	Signal	Selectively Replace wayside signal and grade crossing deteriorated equipment in multi-year program along beach front (CP Serra to MP 206.5) due to corrosion from salt spray.	\$265		\$265				
Orange	Signal	Perform annual design, engineering, or special studies to determine condition of wayside signal and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt.	\$150		\$150				
Orange	Signal	Replace rehab deteriorating underground cables at wayside signals and grade crossings. Two sites per year @ 100,000 per site. Recurring multi-year program.	\$200		\$200				
Orange	Signal	Connect crossings into SCRRA's network LAN system (10 @ \$35K per location). Connect 3 crossings per year .Recurring multi-year program.	\$105		\$105				
Orange	Structures	ROW grading/ditching.	\$100		\$100				
Orange	Structures	Replace 36" reinforced concrete pipe with new reinforced concrete pipe on the Orange Subdivision at MP 201.4.	\$275		\$275				
Orange	Track	Grind 12 track miles of rail	\$214		\$214				
Orange	Track	Rehabilitation project to replace 115 lb rail on the Orange Sub with 136 lb rail. It will replace approximately 14,000' of Rail per year over three years.	\$1,624		\$1,624				
Orange	Track	Replace track panels	\$300		\$300				
Orange/ Olive	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$75		\$75				
PVL /former San Jacinto Industry Spur	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$50			\$50			
PVL /former San Jacinto Industry Spur	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$75			\$75			
PVL /former San Jacinto Industry Spur	Signal	Perform annual design, engineering, or special studies to determine condition of wayside signal and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$150			\$150			

**ATTACHMENT "L"**  
**FY 2016-17 NEW AUTHORITY REHABILITATION PROJECTS**  
**PROJECTS BY SUBDIVISION (\$Thousands)**

Subdivision	Project Type	PROPOSED REHABILITATION PROJECTS	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
PVL /former San Jacinto Industry Spur	Signal	Acquire replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis or were left out, not installed or prematurely failed. Top 20 high priority parts will be identified that are nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$100			\$100			
PVL /former San Jacinto Industry Spur	Signal	Install active warning equipment at one grade crossing per year that was not rebuilt in the PVL Program starting with Villa Street grade crossing MP 0.4, then Harvill in F 2017, then Mapes	\$590			\$590			
San Gabriel	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Also includes new locks and keys. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$150	\$90			\$60		
San Gabriel	Signal	Rehab Electrologic with VHLC.; \$180,000 each 2 locations per year . Recurring multi-year program.	\$360	\$216			\$144		
San Gabriel	Track	Grind 11 track miles of rail	\$200	\$120			\$80		
Valley	Track	Grind 32 track miles of rail	\$582	\$582					
Valley	Track	Rehabilitate 7,480 Crossties on the Valley Subdivision.	\$1,784	\$1,784					
Ventura - LA	Signal	Rehab Electrologic with VHLC.; \$180,000 each 1 locations per year . Recurring multi-year program.	\$176	\$176					
Ventura - LA	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$55	\$55					
Ventura - LA	Signal	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	\$60	\$60					
Ventura - LA	Structures	Design and construction of bridge replacement of a 15' span ballast deck trestle bridge on the Ventura Subdivision at MP 458.71.	\$1,400	\$1,400					
Ventura - LA	Track	Grind 4.5 track miles of rail - LA County	\$171	\$171					
Ventura - LA	Track	Rehab 9 grade crossings that will be lengthened as a result of the Raymer to Bernson double-track project.	\$3,740	\$3,740					

**ATTACHMENT "L"**  
**FY 2016-17 NEW AUTHORITY REHABILITATION PROJECTS**  
**PROJECTS BY SUBDIVISION (\$Thousands)**

Subdivision	Project Type	PROPOSED REHABILITATION PROJECTS	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Ventura - LA	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$50	\$50					
Ventura - LA	Communication	Rehab field signage with Daktronic and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	\$150	\$150					
Ventura - LA	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$79	\$79					
Ventura - VC	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$38					\$38	
Ventura - VC	Signal	Rehab Electrologic with VHLC.; \$180,000 each 1 locations per year . Recurring multi-year program.	\$180					\$180	
Ventura - VC	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$75					\$75	
Ventura - VC	Signal	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	\$49					\$49	
Ventura - VC	Track	Grind 4.5 track miles of rail -Ventura County	\$174					\$174	
River	Communication	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	\$100	\$48	\$20	\$11	\$14	\$7	
River	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$75	\$36	\$15	\$8	\$11	\$5	
River	Communication	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	\$45	\$21	\$9	\$5	\$6	\$3	\$

**ATTACHMENT "L"**  
**FY 2016-17 NEW AUTHORITY REHABILITATION PROJECTS**  
**PROJECTS BY SUBDIVISION (\$Thousands)**

Subdivision	Project Type	PROPOSED REHABILITATION PROJECTS	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
River	Signal	Rehab Electrologic with VHLC., \$180,000 each 1 location per year . Recurring multi-year program.	\$180	\$86	\$36	\$20	\$26	\$13	
River	Track	Grind 3 track miles of rail - River sub East Bank	\$57	\$27	\$11	\$6	\$8	\$4	
River	Track	Grind 2 track miles of rail - River sub West Bank	\$36	\$17	\$7	\$4	\$5	\$3	
River	Track	Rehabilitation project to replace worn rail and upgrade aged rail to 136 lb rail on the River Sub. It will replace approximately 10,000' of Rail per year over three years.	\$	\$	\$	\$	\$	\$	
River	Track	Replace track panels	\$	\$	\$	\$	\$	\$	
River	Track	Rehabilitation project to replace worn rail and upgrade aged rail to 136 lb rail on the River Sub. It will replace approximately 10,000' of Rail per year over three years.	\$	\$	\$	\$	\$	\$	\$
River	Track	Rehabilitate 8,900 Crossties on the River Subdivision (5300 River East Bank and 3600 River West Bank)	\$	\$	\$	\$	\$	\$	\$
River	Track	Rehabilitate 4 turnouts on the river subdivision	\$1,500	\$713	\$297	\$167	\$216	\$108	\$
River	Track	Replace track panels	\$	\$	\$	\$	\$	\$	\$
River	Track	Grind 7 track miles of rail	\$128	\$61	\$25	\$14	\$18	\$9	
zSystemwide	Engineering	Planning for State of Good Repair projects to progress projects from concept to 5-20% design.	\$	\$	\$	\$	\$	\$	\$
zSystemwide	Engineering	Planning for State of Good Repair projects to progress projects from concept to 5-20% design.	\$	\$	\$	\$	\$	\$	\$
Systemwide	Facilities	Replace hy-rail (1) and standard boom lift (1)	\$440	\$209	\$87	\$49	\$63	\$32	
Systemwide	Rolling Stock	Complete overhaul of Gen 1 rail cars, including CEM components, and interior components for longer-distance trips. (15 cars @ \$1.35M/car. \$2.0M from other sources)	\$20,250	\$8,669	\$3,614	\$2,026	\$2,628	\$1,314	\$2,000
Systemwide	Rolling Stock	Door Motor Overhaul	\$178	\$85	\$35	\$20	\$26	\$13	
Systemwide	Signal	Acquire and install PTC on board replacement parts and perform software versions changes to stay current with industry interoperable standards and regulations. 57 cab cars and 52 locomotives. Correct defects not otherwise covered by warranty. Remove ATS. Average estimated cost if \$10,000 per unit x 110 units. Multiyear recurring program.	\$1,100	\$523	\$218	\$122	\$158	\$79	
Systemwide	Signal	Install new software versions as required by industry standards or to keep compliant with regulations. Replace hardware that is defective or becoming obsolescent and not otherwise covered by warranty. Keep test lab current and productive. Keep support systems - batteries, air conditioning, alarms in state of good repair. Includes all back office train control, communication systems in the TCOSF, MOC or Melbourne facilities.	\$1,090	\$518	\$216	\$121	\$157	\$78	

**ATTACHMENT "L"**  
**FY 2016-17 NEW AUTHORITY REHABILITATION PROJECTS**  
**PROJECTS BY SUBDIVISION (\$Thousands)**

Subdivision	Project Type	PROPOSED REHABILITATION PROJECTS	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Systemwide	Signal	Perform engineering, design, special studies relative to overall Signal, Comm. PTC/Back office Systems - standards, drawings, data bases, track charts, on a System Level current . Comply with Config. Mgmt.	\$290	\$138	\$57	\$32	\$42	\$21	
Systemwide	Signal	Replace or upgrade signal and communication system test tools and equipment including laptops, on board PTC Hi- Rails equipment, Melbourne Signal/Comm/CIS Test Lab.	\$195	\$93	\$39	\$22	\$28	\$14	
Systemwide	Signal	Install new software versions as required to keep current . Replace hardware that is defective or becoming obsolescent and not otherwise covered by warranty. Keep test lab current and productive. Includes all back office CIS control, systems in the TCOSF, MOC or Melbourne facilities. Recurring Program.	\$185	\$88	\$37	\$21	\$27	\$13	
		<b>PROPOSED FY 2016-17 REHAB BUDGET WITHOUT PH-R LOCOMOTIVE REHAB - CONSTRAINED</b>	<b>\$41,121</b>	<b>\$20,000</b>	<b>\$9,558</b>	<b>\$3,612</b>	<b>\$3,718</b>	<b>\$2,233</b>	<b>\$2,000</b>
Systemwide	Rolling Stock	Overhaul the first 4 of 7 EMD PH locomotives that were previously upgraded to Tier-2 in 2008, and upgrade to Tier-4. (\$4.4M/unit, with \$1.3M/unit from other sources in FY18). Measure R funding will be used by LACMTA.	\$17,600	\$8,360	\$3,485	\$1,954	\$2,534	\$1,267	\$
		<b>TOTAL PROPOSED FY 2016-17 REHAB BUDGET - CONSTRAINED</b>	<b>\$58,721</b>	<b>\$28,360</b>	<b>\$13,043</b>	<b>\$5,566</b>	<b>\$6,252</b>	<b>\$3,500</b>	<b>\$2,000</b>



**ATTACHMENT "M"**  
**FY 2016-17 NEW CAPITAL PROJECTS**  
**(\$ Thousands)**

PROJECT DESCRIPTION	SUBDIVISION	TOTAL BUDGET	Metro	OCTA	RCTC	SANBAG	VCTC	Other
Funds to be used for preparing Project Study Reports and initial design for enhancement and expansion (ie non-good state of good repair projects)	TBD	\$745	\$475	\$198			\$72	
Provide improvements to the existing Metrolink's Moorpark layover facility in the Ventura Subdivision.	Ventura	\$3,000					\$3,000	
Installation of intrusion detection systems at Tunnels 18 and 19 on the Antelope Valley Line and the intrusion detection systems include CCTV at the mouth of each tunnel entrance with analytics that will detect intrusion into the work space of the tunnels.	Valley	\$3,800						\$3,800
Installation of intrusion detection systems at Tunnel 28 on the Ventura County Line and the intrusion detection systems include CCTV at the mouth of the tunnel entrance with analytics that will detect intrusion into the work space of the tunnel.	Ventura	\$1,800						\$1,800
<b>TOTAL FY 2016-17 AUTHORITY FOR NEW FUNDING</b>		<b>\$9,345</b>	<b>\$475</b>	<b>\$198</b>	<b>\$</b>	<b>\$</b>	<b>\$3,072</b>	<b>\$5,600</b>

**FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS  
PROJECTS BY SUBDIVISION (\$Thousands)**

Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
1	Wayside Communication System Replacement Parts - Olive	Acquire replacement parts including software for wayside and mountain-top communication system . Top 5 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 10 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Determine rehabilitation needs, budgets, schedule for future years. Maintain records and CM.	Olive	Communication		\$75					\$75
2	Wayside Signal and Grade Crossing Rehab - Replacement Parts and Software - Olive	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. Top 10 parts encountering premature failure nearing the end of their life cycle will be identified and replaced. 10 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	Olive	Signal		\$75					\$75
3	State of Good Repair Design Engineering Special Studies- Olive	Perform annual design, engineering, or special studies to determine condition of wayside signal, communication, and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt.	Determine rehabilitation needs, budgets, schedule for future years. Maintain records and CM.	Olive	Signal/Com		\$100					\$100
4	Olive Rail Grinding	Grind 1 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Olive	Track		\$18					\$18
5	Highway-Rail Xing	Replace track panels	Based on a review of the inspection reports for Grade Crossings and data from the FRA	Olive	Track		\$300					\$300
6	Wayside Communication System Replacement Parts - Orange	Acquire replacement parts including software for wayside and mountain-top communication system . Top 15 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	Orange	Communication		\$75					\$75
7	Wayside Communication System Design, slot planning, interference mitigation - Orange	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	Orange	Communication		\$125					\$125
8	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software - Orange	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries or corrosion near at beach parts). Top 30 parts encountering premature failure nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Orange	Signal		\$150					\$150
9	Wayside Signals EL1-A Replacement-- Orange	Rehab Electrologic with VHLC; \$180,000 each 1 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Orange	Signal		\$180					\$180
10	Wayside Signal- Power Switch Machine Rehab- Orange	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Orange	Signal		\$120					\$120

**FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS  
PROJECTS BY SUBDIVISION (\$Thousands)**

Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
11	Wayside Signal -Grade Crossing Rehab - Orange	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	Orange	Signal		\$250					\$250
12	Wayside Signal System Rehab - Batteries and Chargers Orange	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Orange	Signal		\$110					\$110
13	Wayside Signals Equipment Replacement due to Sea Salt Corrosion- Orange	Selectively Replace wayside signal and grade crossing deteriorated equipment in multi-year program along beach front (CP Serra to MP 206.5) due to corrosion from salt spray.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Orange	Signal		\$265					\$265
14	State of Good Repair Design, Engineering, or Special Studies - Orange	Perform annual design, engineering, or special studies to determine condition of wayside signal and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt.	Determine rehabilitation needs, budgets, schedule for future years. Maintain records and CM.	Orange	Signal		\$150					\$150
15	Wayside Signals and Grade Crossings Selective Cable Replacement - Orange	Replace rehab deteriorating underground cables at wayside signals and grade crossings. Two sites per year @ 100,000 per site. Recurring multi-year program.	Replaces underground cable that has deteriorated or been affected by new construction or third party work and damage to cable was not detected. Required for signals to govern train movement. Recurring multi-year program.	Orange	Signal		\$200					\$200
16	Wayside Signal Crossing Remote Connectivity- Orange	Connect crossings into SCRRA's network LAN system (10 @ \$35K per location). Connect 3 crossings per year .Recurring multi-year program.	Connectivity will provide real time health monitoring, and then detailed downloads for replays. Reduce maintenance costs, improve response	Orange	Signal		\$105					\$105
19	Orange Sub Bridge Replacement - Design & Construction	Construction of bridge replacement of a 300' span thru-plate girder bridge on the Orange Subdivision at MP 197.9 (San Juan Creek).	This bridge is a 300' span thru-plate girder bridge built in 1918 and is 96 years old. The deck is in poor condition and the rating for the bridge is below expected demands. The bridge requires frequent maintenance due to age, fatigue, and deterioration.	Orange	Structures		\$28,500					\$28,500
18	Orange Sub Culvert Replacement- Construction	Replace 36" x 22" corrugated metal pipe with reinforced concrete pipe on the Orange Subdivision at MP 201.84.	36" x 22" pipe was constructed in 1918. The outlet end is higher than the inlet end. Needs to be adjusted to convey positive drainage.	Orange	Structures		\$225					\$225
19	Orange Sub ROW Maintenance	ROW grading/ditching.	Track bed and ROW needs to be maintained to provide a base for ties and rail to sit on. Drainage must be properly conveyed away from tracks.	Orange	Structures		\$150					\$150
20	Orange Sub Culvert Replacement - Construction	Replace 36" reinforced concrete pipe with new reinforced concrete pipe on the Orange Subdivision at MP 204.27.	36" pipe was constructed in 1923. The headwall and wingwall is damaged and pipe is separating at the joints.	Orange	Structures		\$275					\$275
21	Orange Sub Culvert - Construction	Extend 30" pipe on the Orange Subdivision at MP 203.05.	There is ballast loss due to unstable slope. Extend pipe by 10 ft, construct headwall, and grade slope.	Orange	Structures		\$175					\$175
22	Orange Sub Culvert - Construction	Extend 24" pipe on the Orange Subdivision at MP 203.09.	There is ballast loss due to unstable slope. Extend pipe by 10 ft, construct headwall, and grade slope.	Orange	Structures		\$175					\$175
23	Orange Sub Culvert - Construction	Replace headwall and wingwall at one end of 30" reinforced concrete pipe on the Orange Subdivision at MP 204.15.	30" pipe was constructed in 1941. The headwall is damaged and the ballast retainer above headwall is pushing out.	Orange	Structures		\$125					\$125
24	Orange Sub Culvert - Construction	Construct headwall at end of reinforced concrete pipe on the Orange Subdivision at MP 204.18.	Pipe was constructed in 1918. Headwall is separating from pipe.	Orange	Structures		\$125					\$125

**FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS  
PROJECTS BY SUBDIVISION (\$Thousands)**

Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
25	Orange Sub Culvert - Construction	Replace headwall and wingwall at one end of 36" reinforced concrete pipe on the Orange Subdivision at MP 206.805.	36" pipe was constructed in 1931. The headwall is damaged and pipe is separating from headwall	Orange	Structures		\$125					\$125
26	Orange Rail Grinding	Grind 12 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Orange	Track		\$214					\$214
27	Orange Track Rehab	Rehabilitation project to replace 115 lb rail on the Orange Sub with 136 lb rail. It will replace approximately 14,000' of Rail per year over three years.	Data projected through the use of RangeCam Track Analyst Software. Data is projected based on the quarterly scan data, which has been collected for several years.	Orange	Track		\$1,624					\$1,624
28	Olive/Orange Crosstie Rehabilitation	Rehabilitate 10,000 Crossties on the Ventura Subdivision (Olive 1,000 and Orange 9,000)	Based on a review of the last crosstie work completed on subdivision. In the future, crosstie work will be determined using Machine Vision Tie inspection.	Orange	Track		\$2,496					\$2,496
29	Olive/Orange Turnout Rehabilitation	Rehabilitation 2 Turnouts on the Orange Subdivision and 1 Turnout on the Olive Subdivision	Based on a review of the most recent inspection reports for turnouts.	Orange	Track		\$1,125					\$1,125
30	Highway-Rail Xing	Replace track panels	Based on a review of the inspection reports for Grade Crossings and data from the FRA	Orange	Track		\$300					\$300
31	Wayside Communication System Replacement Parts - Orange Olive	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	Orange/ Olive	Communication		\$75					\$75
32	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software -Pasadena	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Pasadena	Signal		\$150					\$150
27	Wayside Signal -Grade Crossing Rehab - Pasadena	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	Pasadena	Signal		\$250					\$250
28	Wayside Signal System Rehab - Batteries and Chargers - Pasadena	Replace Signal System back-up battery banks and chargers at 5 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Pasadena	Signal		\$23					\$23
36	Wayside Communication System Replacement Parts - PVL	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	PVL /former San Jacinto Industry Spur	Communication			\$50				\$50

**FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS  
PROJECTS BY SUBDIVISION (\$Thousands)**

Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
37	Wayside Communication System Design, slot planning, interference mitigation - PVL	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	PVL /former San Jacinto Industry Spur	Communication			\$75				\$75
38	Wayside Signal and Grade Crossing Rehab - Design, Engineering, or Special Studies -PVL	Perform annual design, engineering, or special studies to determine condition of wayside signal and grade crossing systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Determine rehabilitation needs, budgets, schedule for future years. Maintain necessary records and CM.	PVL /former San Jacinto Industry Spur	Signal			\$100				\$100
39	Wayside Signal and Grade Crossing Replacement Parts - PVL	Acquire replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis or were not provided for in the new construction. Top 20 high priority parts will be identified that are nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	PVL /former San Jacinto Industry Spur	Signal			\$100				\$100
40	Major Grade Crossing Rehab- PVL	Install active warning equipment at one grade crossing per year that was not rebuilt in the PVL Program starting with Villa Street grade crossing MP 0.4, then Harvill, then Mapes in FY 2018.	SCRRA will assume maintenance of this grade crossing when the PVL project is completed. The current active warning system is one bell that works marginally and is prone to vandalism. We need to reduce the risk associated with this crossing by installing a modern active warning system.	PVL /former San Jacinto Industry Spur	Signal			\$590				\$590
41	Wayside Communication System Replacement Parts - San Gabriel	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	San Gabriel	Communication	\$60			\$40			\$100
36	Wayside Communication System Replacement Parts - San Gabriel	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	San Gabriel	Communication	\$60			\$40			\$100
42	Wayside Communication System Design, slot planning, interference mitigation - San Gabriel	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	San Gabriel	Communication	\$45			\$30			\$75
37	Wayside Communication System Design, slot planning, interference mitigation - San Gabriel	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	San Gabriel	Communication	\$45			\$30			\$75
43	Wayside Signals EL1-A Replacement- San Gabriel/Shortway	Rehab Electrologic with VHLC; \$180,000 each 2 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	San Gabriel	Signal	\$216			\$144			\$360

**FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS  
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Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
44	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software - San Gabriel/Shortway	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Also includes new locks and keys. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	San Gabriel	Signal	\$90			\$60			\$150
40	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software - San Gabriel/Shortway	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Also includes new locks and keys. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	San Gabriel	Signal	\$90			\$60			\$150
45	Wayside Signal -Grade Crossing Rehab - San Gabriel/Shortway	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	San Gabriel	Signal	\$150			\$100			\$250
41	Wayside Signal -Grade Crossing Rehab - San Gabriel/Shortway	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	San Gabriel	Signal	\$150			\$100			\$250
47	Wayside Signal- Power Switch Machine Rehab- San Gabriel/Shortway	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	San Gabriel	Signal	\$72			\$48			\$120
43	Wayside Signal- Power Switch Machine Rehab- San Gabriel/Shortway	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	San Gabriel	Signal	\$72			\$48			\$120
46	Wayside Signal System Rehab - Batteries and Chargers San Gabriel/Shortway	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	San Gabriel	Signal	\$66			\$44			\$110
42	Wayside Signal System Rehab - Batteries and Chargers San Gabriel/Shortway	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	San Gabriel	Signal	\$66			\$44			\$110
55	San Gabriel Rail Grinding	Grind 11 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	San Gabriel	Track	\$120			\$80			\$200
56	San Gabriel Track Rehab	Rehabilitation project to replace worn rail on the San Gabriel Sub. It will replace approximatley 12,500' of Rail.	Data projected through the use of RangeCam Track Analyst Software. Data is projected based on the quarterly scan data, which has been collected for several years.	San Gabriel	Track	\$870			\$580			\$1,450
57	San Gabriel Cross Tie Rehabilitation	Rehabilitate 7,000 Crossies on the San Gabriel Subdivision	Based on a review of the last crosstie work completed on subdivision. In the future, crosstie work will be determined using Machine Vision Tie inspection.	San Gabriel	Track	\$1,048			\$699			\$1,747

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Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
51	San Gabriel Track Rehab	Rehabilitation project to replace worn rail on the San Gabriel Sub. It will replace approximately 12,500' of Rail.	Data projected through the use of RangeCam Track Analyst Software. Data is projected based on the quarterly scan data, which has been collected for several years.	San Gabriel	Track	\$870			\$580			\$1,450
52	San Gabriel sub Highway-Rail Xing	Replace track panels at Cataract, and Lark Ellen	Based on a review of the inspection reports for Grade Crossings and data from the FRA	San Gabriel	Track	\$454			\$302			\$756
62	Wayside Signals EL1-A Replacement-Valley	Rehab Electrologic with VHLC.; \$180,000 each 2 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Valley	Signal	\$360						\$360
63	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software -Valley	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Valley	Signal	\$168						\$168
59	Wayside Signal -Grade Crossing Rehab - -Valley	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	Valley	Signal	\$250						\$250
66	Wayside Signal- Power Switch Machine Rehab-Valley	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Valley	Signal	\$120						\$120
61	Wayside Signal- Power Switch Machine Rehab-Valley	Rehab M23A Power Switch machines - \$60,000 / switch.1 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Valley	Signal	\$60						\$60
60	Wayside Signal System Rehab - Batteries and Chargers -Valley	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Valley	Signal	\$103						\$103
86	Valley Rail Grinding	Grind 32 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Valley	Track	\$582						\$582
244	Valley sub rail grinding	Grind 32 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Valley	Track	\$582						\$582
92	Wayside Signals EL1-A Replacement-Ventura	Rehab Electrologic with VHLC.; \$180,000 each 1 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Ventura - LA	Signal	\$180						\$180
93	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software -Ventura	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Ventura - LA	Signal	\$75						\$75

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Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
92	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software -Ventura-LA	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Ventura - LA	Signal	\$20						\$20
96	Wayside Signal- Power Switch Machine Rehab- Ventura	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Ventura - LA	Signal	\$60						\$60
95	Wayside Signal- Power Switch Machine Rehab- Ventura -LA	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Ventura - LA	Signal	\$60						\$60
102	Ventura Rail Grinding - LA County	Grind 4.5 track miles of rail - LA County	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Ventura - LA	Track	\$86						\$86
251	Ventura sub - LA rail grinding	Grind 4.5 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Ventura - LA	Track	\$86						\$86
259	Ventura sub - LA electrologic rehab	Rehab Electrologic with VHLC. \$180,000 each 1 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Ventura - LA	Signal	\$180						\$180
260	Ventura sub - LA signal replacement parts	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Ventura - LA	Signal	\$75						\$75
261	Ventura sub - LA crossing signal rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	Ventura - LA	Signal	\$125						\$125
263	Ventura sub - LA power switch machine rehab	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Ventura - LA	Signal	\$60						\$60
262	Ventura sub - LA battery rehab	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Ventura - LA	Signal	\$55						\$55
106	Rehab Update CIS at Stations - Ventura	Rehab field signage with Daktronic and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	Ventura - VC	Communication					\$150		\$150
109	Rehab Update CIS at Stations - Ventura -VC	Rehab field signage with Daktronic and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	Ventura - VC	Communication					\$150		\$150



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Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
105	Wayside Communication System Replacement Parts - Ventura	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	Ventura - VC	Communication					\$50		\$50
108	Wayside Communication System Replacement Parts - Ventura-VC	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	Ventura - VC	Communication					\$50		\$50
268	Ventura sub - VC Comm system	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	Ventura - VC	Communication					\$50		\$50
269	Ventura sub - VC Comm System Standards	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	Ventura - VC	Communication					\$38		\$38
108	Wayside Signals EL1-A Replacement-Ventura	Rehab Electrologic with VHLC.; \$180,000 each 1 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Ventura - VC	Signal					\$180		\$180
109	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software -Ventura	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Ventura - VC	Signal					\$75		\$75
270	Ventura sub - VC electrologic rehab	Rehab Electrologic with VHLC.; \$180,000 each 1 locations per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	Ventura - VC	Signal					\$180		\$180
271	Ventura sub - VC signal replacement parts	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	Ventura - VC	Signal					\$26		\$26
110	Wayside Signal -Grade Crossing Rehab - Ventura	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (2 crossings @ \$125K ea.) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	Ventura - VC	Signal					\$125		\$125

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Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
115	Wayside Signal- Power Switch Machine Rehab- Ventura-VC	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Ventura - VC	Signal					\$60		\$60
273	Ventura sub - VC power swich machine rehab	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	Ventura - VC	Signal					\$60		\$60
111	Wayside Signal System Rehab - Batteries and Chargers - Ventura	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Ventura - VC	Signal					\$60		\$60
114	Wayside Signal System Rehab - Batteries and Chargers - Ventura-VC	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Ventura - VC	Signal					\$55		\$55
272	Ventura sub - VC battery rehab	Replace Signal System back-up battery banks and chargers at 15 highest priority locations per year. \$5,000 per location. Recurring multi-year program.	Batteries and Chargers required for Grade crossings, CP's and Intermediate Signals to function reliably and safely.	Ventura - VC	Signal					\$31		\$31
118	Ventura Rail Grinding - Ven County	Grind 4.5 track miles of rail - Ven County	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	Ventura - VC	Track					\$86		\$86
121	Wayside Communication System Replacement Parts - River	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	Replace communication units before failure. Identifies the top 10 - 30 replaceable signal units.	zRiver	Communication	\$48	\$20	\$11	\$14	\$7		\$100
122	Wayside Communication System Design, slot planning, interference mitigation - River	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	zRiver	Communication	\$36	\$15	\$8	\$11	\$5		\$75
283	River sub Comm System Standards	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top communication systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	Replace signal units before failure. Identifies the top 10 - 30 replaceable signal units.	zRiver	Communication	\$14	\$6	\$3	\$4	\$2	\$	\$30
123	Wayside Signals EL1-A Replacement- - River	Rehab Electrologic with VHLC.; \$180,000 each 1 location per year . Recurring multi-year program.	Replaces older (15+ years) versions of coded track circuit before failure or obsolescence is reached. Required for signals to govern train movement.	zRiver	Signal	\$86	\$36	\$20	\$26	\$13		\$180
124	Wayside Signal -Grade Crossing Rehab - River	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (1 crossings @ \$125K ea) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	zRiver	Signal	\$59	\$25	\$14	\$18	\$9		\$125
125	Wayside Signal System Rehab - Batteries and Chargers - River	Replace Signal System back-up battery banks and chargers and improve, add capacity and quick connects to three backup generators sites at one site per year at \$75,000 per site plus 5 battery plants per year @ \$5,000 per site . Multi-year program.	Batteries, Chargers, Backup Generators required for CP's and Intermediate Signals to function reliably and safely.	zRiver	Signal	\$59	\$25	\$14	\$18	\$9		\$125

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Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL
129	Wayside Signal --Grade Crossing Rehab - River	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc crossing equipment. Modify and improve signing, striping, fencing, traffic interconnects. (1 crossings @ \$125K ea) per year. Recurring multi-year program.	Maintains necessary functionality and reliability of grade crossings	zRiver	Signal	\$59	\$25	\$14	\$18	\$9		\$125
130	Wayside Signal System Rehab - Batteries and Chargers - River	Replace Signal System back-up battery banks and chargers and improve, add capacity and quick connects to three backup generators sites at one site per year at \$75,000 per site plus 5 battery plants per year @ \$5,000 per site . Multi-year program.	Batteries, Chargers, Backup Generators required for CP's and Intermediate Signals to function reliably and safely.	zRiver	Signal	\$59	\$25	\$14	\$18	\$9		\$125
127	Wayside Signal- Power Switch Machine Rehab- River	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	zRiver	Signal	\$57	\$24	\$13	\$17	\$9		\$120
132	Wayside Signal- Power Switch Machine Rehab- River	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	zRiver	Signal	\$57	\$24	\$13	\$17	\$9		\$120
284	River sub power switch machine rehab	Rehab M23A Power Switch machines - \$60,000 / switch. 2 switches per year. Recurring multi-year program.	Replace before failure. Required for sidings, and crossover to function reliably.	zRiver	Signal	\$57	\$24	\$13	\$17	\$9	\$	\$120
126	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software - - River	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	zRiver	Signal	\$71	\$30	\$17	\$22	\$11		\$150
131	Wayside Signal and Grade Crossing Rehab Replacement Parts and Software - - River	Acquire and install signal replacement parts including software for wayside signals, control points and grade crossing on a preventive maintenance basis. (Does not include batteries) Top 30 parts encountering premature failure or nearing the end of their life cycle will be identified and replaced. 30 parts at an average unit cost of \$5,000. Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required.	Replace signal units before failure. Identifies the highest priority 30 -60 replaceable signal units.	zRiver	Signal	\$71	\$30	\$17	\$22	\$11		\$150
291	River sub tie replacement	Rehabilitate 2,100 Crossties on the River Subdivision (1400 River East Bank and 700 River West Bank)	Based on a review of the last crosstie work completed on subdivision. In the future, crosstie work will be determined using Machine Vision Tie inspection.	zRiver	Track	\$249	\$104	\$58	\$76	\$38	\$	\$525
134	Highway-Rail Xing	Replace track panels	Based on a review of the inspection reports for Grade Crossings and data from the FRA	zRiver	Track	\$143	\$59	\$33	\$43	\$22		\$300
144	River sub Highway-Rail Xing	Replace track panels	Based on a review of the inspection reports for Grade Crossings and data from the FRA	zRiver	Track	\$143	\$59	\$33	\$43	\$22		\$300
136	River Rail Grinding	Grind 7 track miles of rail	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	zRiver	Track	\$61	\$25	\$14	\$18	\$9		\$128
135	River East Bank Rail Grinding	Grind 3 track miles of rail - River sub East Bank	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	zRiver	Track	\$27	\$11	\$6	\$8	\$4		\$57

**FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS  
PROJECTS BY SUBDIVISION (\$Thousands)**

Line	Project Title	PROPOSED REHABILITATION PROJECTS	PROJECT JUSTIFICATION	Subdivision	Project Type	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER	TOTAL	
137	River West Bank Rail Grinding	Grind 2 track miles of rail - River sub West Bank	Grinding of rail head to remove imperfections and discontinuities that develop under traffic loads increases the life of the rail, decreases the probability of rail breaks, and decreases rail replacement intervals	zRiver	Track	\$17	\$7	\$4	\$5	\$3		\$36	
154	Gen 1 Rail Car Overhaul	Complete overhaul of Gen 1 rail cars, including CEM components, and interior components for longer-distance trips. (15 <del>30</del> cars @ \$1.35M/car. \$24.0M from other sources)	Gen 1 rail cars went into service in 1992-1993 and have not had a midlife overhaul. There are 88 Gen 1 cars in the fleet.	zSystemwide	Rolling Stock	\$8,669	\$3,614	\$2,026	\$2,628	\$1,314	\$2,000	\$20,250	
142	Rotem Upgrade	Door Motor Overhaul	End of lifecycle	zSystemwide	Rolling Stock	\$85	\$35	\$20	\$26	\$13		\$178	
147	PTC On-Board Software updates, hardware repairs PTC on-board equipment Systems on 57 cab cars and 52 locomotives.	Acquire and install PTC on board replacement parts and perform software versions changes to stay current with industry interoperable standards and regulations. 57 cab cars and 52 locomotives. Correct defects not otherwise covered by warranty. Remove ATS. Average estimated cost if \$10,000 per unit x 110 units. Multiyear recurring program.	Keep locomotive and cab car fleet reliable, interoperable and in regulatory compliance. Replace PTC hardware and software before failure.	zSystemwide	Signal	\$523	\$218	\$122	\$158	\$79		\$1,100	
148	TCOSF, MOC, Melbourne Train Control Systems PTC, CAD, NMS, etc. train control/communication software version updates and hardware repairs .	Install new software versions as required by industry standards or to keep compliant with regulations. Replace hardware that is defective or becoming obsolescent and not otherwise covered by warranty. Keep test lab current and productive. Keep support systems - batteries, air conditioning, alarms in state of good repair. Includes all back office train control, communication systems in the TCOSF, MOC or Melbourne facilities.	Maintain reliability, state of good repair, safety, regulatory compliance, interoperability.	zSystemwide	Signal	\$518	\$216	\$121	\$157	\$78		\$1,090	
149	Signal ,Communication Back Office Train Control System Design, Condition Studies, Engineering - Keep Drawings, Track Charts, Standards Current.	Perform engineering, design, special studies relative to overall Signal, Comm. PTC/Back office Systems - standards, drawings, data bases, track charts, on a System Level current . Comply with Config. Mgmt.	Keep System Level standards and as-builts current. Comply with configuration management.	zSystemwide	Signal	\$138	\$57	\$32	\$42	\$21		\$290	
150	TCOSF, MOC, Melbourne- CIS Systems - software version updates and hardware repairs .	Install new software versions as required to keep current . Replace hardware that is defective or becoming obsolescent and not otherwise covered by warranty. Keep test lab current and productive. Includes all back office CIS control, systems in the TCOSF, MOC or Melbourne facilities. Recurring Program.	Maintain reliability, state of good repair safety, ADA regulatory compliance.	zSystemwide	Signal	\$88	\$37	\$21	\$27	\$13		\$185	
151	Replace or Upgrade System Signal Test Tools and Equipment	Replace or upgrade signal and communication system test tools and equipment including laptops, on board PTC Hi- Rails equipment, Melbourne Signal/Comm/CIS Test Lab.	Replace or supplement special signal tools, test equipment, hi-rail equipment on system basis	zSystemwide	Signal	\$93	\$39	\$22	\$28	\$14		\$195	
152	Track Measurement	System wide track measurement for Machine Vision Tie Inspection, Mobile Lidar Ballast Scanning, and Ground Penetrating Radar	Data obtained using these track measuring systems gives Metrolink an accurate picture of future rehabilitation needs.	zSystemwide	Track	\$262	\$109	\$61	\$79	\$40		\$551	
		<b>PROPOSED FY 2016-17 REHAB BUDGET WITHOUT PH-R LOCOMOTIVE REHAB - CONSTRAINED</b>					<b>\$20,000</b>	<b>\$42,903</b>	<b>\$3,660</b>	<b>\$6,590</b>	<b>\$3,205</b>	<b>\$2,000</b>	<b>\$78,358</b>
200	Locomotive Overhaul/ Upgrade	Overhaul the remaining 3 of 7 EMD F-59-Repowered Locomotives that were previously upgraded to Tier-2 in 2008, and upgrade to Tier-4. (\$4.4M/unit, with \$1.3M/unit from other sources for all 7 units). Mearsure R LACMTA Funding.	This will be required if the Board elects to overhaul existing units instead of purchase new.	zSystemwide	Rolling Stock	\$1,948	\$812	\$455	\$590	\$295	\$9,100	\$13,200	
		<b>PROPOSED FY 2017-18 REHAB BUDGET WITH F59 PH-R LOCOMOTIVES REHABILITATED</b>					<b>\$21,947</b>	<b>\$43,715</b>	<b>\$4,115</b>	<b>\$7,181</b>	<b>\$3,500</b>	<b>\$11,100</b>	<b>\$91,558</b>
					<b>Grand Total</b>								

**ATTACHMENT "O"**  
**FY 2017-18 NEW CAPITAL PROJECTS**  
**(\$ Thousands)**

PROJECT DESCRIPTION	SUBDIVISION	TOTAL BUDGET	Metro	OCTA	RCTC	SANBAG	VCTC	Other
Funds to be used for preparing Project Study Reports and initial design for enhancement and expansion (ie non-good state of good repair projects)	TBD	\$745	\$475	\$198			\$72	
<b>TOTAL FY 2016-17 AUTHORITY FOR NEW FUNDING</b>		<b>\$745</b>	<b>\$475</b>	<b>\$198</b>	<b>\$</b>	<b>\$</b>	<b>\$72</b>	<b>\$</b>

**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**ALL AGENCIES**

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16	\$75,006	\$74,353	\$149,359
2016/17 <sup>1</sup>	\$58,721	\$9,345	\$68,066
2017/18 <sup>1</sup>	<u>\$91,558</u>	<u>\$745</u>	<u>\$92,303</u>
<b>TOTALS</b>	<b><u><u>\$225,285</u></u></b>	<b><u><u>\$84,443</u></u></b>	<b><u><u>\$309,728</u></u></b>

1. Rehabilitation Includes \$30.8M for 7 - F59-R Locomotives upgraded to Tier 4. Net cost to Agencies \$21.7M.

**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**CONSOLIDATED CASH FLOW BY FISCAL YEAR**

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
<b>2015/16</b>							
REHABILITATION	\$12,524	\$34,616	\$27,465	\$402	\$	\$	\$75,006
NEW CAPITAL	\$35,470	\$35,682	\$3,200	\$	\$	\$	\$74,353
<b>SUBTOTAL</b>	<b>\$47,994</b>	<b>\$70,298</b>	<b>\$30,665</b>	<b>\$402</b>	<b>\$</b>	<b>\$</b>	<b>\$149,359</b>
<b>2016/2017</b>							
REHABILITATION		\$5,524	\$35,584	\$17,494	\$119	\$	\$58,721
NEW CAPITAL		\$654	\$5,771	\$2,470	\$450	\$	\$9,345
<b>SUBTOTAL</b>		<b>\$6,178</b>	<b>\$41,355</b>	<b>\$19,964</b>	<b>\$569</b>		<b>\$68,066</b>
<b>2017/2018</b>							
REHABILITATION			\$8,244	\$69,146	\$13,936	\$232	\$91,558
NEW CAPITAL			\$186	\$559	\$	\$	\$745
<b>SUBTOTAL</b>			<b>\$8,430</b>	<b>\$69,705</b>	<b>\$13,936</b>	<b>\$232</b>	<b>\$92,303</b>
<b>TOTALS</b>							
REHABILITATION	\$12,524	\$40,140	\$71,293	\$87,042	\$14,055	\$232	\$225,285
NEW CAPITAL	\$35,470	\$36,336	\$9,157	\$3,029	\$450	\$	\$84,443
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$47,994</b>	<b>\$76,476</b>	<b>\$80,450</b>	<b>\$90,070</b>	<b>\$14,505</b>	<b>\$232</b>	<b>\$309,728</b>
<b>PROJECT BUDGETS BY FISCAL YEAR</b>	<b>\$136,537</b>	<b>\$68,066</b>	<b>\$92,303</b>				

**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**LACMTA**

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16	\$20,000		
ROTEM SETTLEMENT	\$5,806		
VCTC SWAP	<u>-\$5,674</u>		
<b>TOTAL 2015/16</b>	<b>\$20,132</b>	<b>\$30,749</b>	<b>\$50,881</b>
<b>2016/17</b>	<b>\$28,360</b>	<b>\$475</b>	<b>\$28,835</b>
<b>2017/18</b>	<b>\$21,947</b>	<b>\$475</b>	<b>\$22,422</b>
<b>TOTALS</b>	<b><u>\$70,440</u></b>	<b><u>\$31,699</u></b>	<b><u>\$102,139</u></b>

- 16/17 AND 17/18 REHAB BUDGETS EXCLUDE ROTEM SETTLEMENT AND VCTC SWAP



**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**LACMTA CASH FLOW BY FISCAL YEAR**

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
<b>2015/16</b>							
REHABILITATION	\$4,744	\$10,115	\$4,967	\$173			\$20,000
ROTEM SETTLEMENT	\$1,802	\$2,233	\$1,703	\$68			\$5,806
VCTC SWAP	-\$284	-\$1,796	-\$3,594	\$			-\$5,674
NEW CAPITAL	\$16,236	\$14,513	\$				\$30,749
<b>SUBTOTAL</b>	<b>\$22,499</b>	<b>\$25,065</b>	<b>\$3,076</b>	<b>\$241</b>	<b>\$</b>		<b>\$50,881</b>
<b>2016/2017</b>							
REHABILITATION		\$2,670	\$17,620	\$8,017	\$53		\$28,360
NEW CAPITAL		\$119	\$356				\$475
<b>SUBTOTAL</b>		<b>\$2,789</b>	<b>\$17,977</b>	<b>\$8,017</b>	<b>\$53</b>		<b>\$28,835</b>
<b>2017/2018</b>							
REHABILITATION			\$2,240	\$14,032	\$5,601	\$75	\$21,947
NEW CAPITAL			\$119	\$356			\$475
<b>SUBTOTAL</b>			<b>\$2,359</b>	<b>\$14,388</b>	<b>\$5,601</b>	<b>\$75</b>	<b>\$22,422</b>
<b>TOTALS</b>							
REHABILITATION NET OF ROTEM AND SWAP	\$6,262	\$13,223	\$22,937	\$22,290	\$5,654	\$75	\$70,440
NEW CAPITAL	\$16,236	\$14,632	\$475	\$356	\$	\$	\$31,699
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR<sup>1</sup></b>	<b>\$22,499</b>	<b>\$27,854</b>	<b>\$23,412</b>	<b>\$22,646</b>	<b>\$5,654</b>	<b>\$75</b>	<b>\$102,139</b>
<b>PROJECT BUDGETS BY FISCAL YEAR</b>	<b>\$50,881</b>	<b>\$28,835</b>	<b>\$22,422</b>				

1. EXCLUDES ROTEM SETTLEMENT AND VCTC SWAP FOR FY 16/17 AND 17/18

**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**OCTA**

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16	\$		
ROTEM SETTLEMENT LACMTA	\$		
ROTEM SETTLEMENT RCTC	-\$5,806		
ROTEM SETTLEMENT SANBAG	-\$457		
ROTEM SETTLEMENT VCTC	<u>-\$1,000</u>		
<b>TOTAL 15/16</b>	<b>-\$7,263</b>	<b>\$7,103</b>	<b>-\$160</b>
<b>2016/17</b>	<b>\$13,043</b>	<b>\$198</b>	<b>\$13,241</b>
<b>2017/18</b>	<b><u>\$43,715</u></b>	<b><u>\$198</u></b>	<b><u>\$43,913</u></b>
<b>TOTALS</b>	<b><u><u>\$49,495</u></u></b>	<b><u><u>\$7,499</u></u></b>	<b><u><u>\$56,994</u></u></b>

1. EXCLUDES ROTEM SETTLEMENT FOR FY 16/17 AND 17/18

**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**OCTA CASH FLOW BY FISCAL YEAR**

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
<b>2015/16</b>							
REHABILITATION	\$2,953	\$8,315	\$1,802	\$102	\$		\$13,172
ROTEM SETTLEMENT LACMTA	-\$1,802	-\$2,233	-\$1,703	-\$68	\$		-\$5,806
ROTEM SETTLEMENT RCTC	-\$12	-\$445	\$	\$	\$		-\$457
ROTEM SETTLEMENT SANBAG	-\$30	-\$970	\$	\$	\$		-\$1,000
ROTEM SETTLEMENT VCTC	-\$11	-\$340	\$	\$	\$		-\$350
NEW CAPITAL	\$5,228	\$1,875	\$				\$7,103
<b>SUBTOTAL</b>	<b>\$6,327</b>	<b>\$6,202</b>	<b>\$99</b>	<b>\$34</b>	<b>\$</b>		<b>\$12,661</b>
<b>2016/2017</b>							
REHABILITATION		\$1,215	\$8,651	\$3,133	\$43		\$13,043
NEW CAPITAL		\$50	\$149	\$			\$198
<b>SUBTOTAL</b>		<b>\$1,265</b>	<b>\$8,799</b>	<b>\$3,133</b>	<b>\$43</b>		<b>\$13,241</b>
<b>2017/2018</b>							
REHABILITATION			\$1,956	\$38,577	\$3,139	\$43	\$43,715
NEW CAPITAL			\$50	\$149	\$		\$198
<b>SUBTOTAL</b>			<b>\$2,005</b>	<b>\$38,726</b>	<b>\$3,139</b>	<b>\$43</b>	<b>\$43,913</b>
<b>TOTALS</b>							
REHABILITATION NET OF ROTEM	\$1,099	\$5,542	\$10,706	\$41,744	\$3,182	\$43	\$62,317
NEW CAPITAL	\$5,228	\$1,924	\$198	\$149	\$	\$	\$7,499
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$6,327</b>	<b>\$7,466</b>	<b>\$10,904</b>	<b>\$41,892</b>	<b>\$3,182</b>	<b>\$43</b>	<b>\$69,815</b>
 <b>PROJECT BUDGETS BY FISCAL YEAR</b>	 -\$160	 \$13,241	 \$43,913				

1. EXCLUDES ROTEM SETTLEMENT FOR FY 16/17 AND 17/18

**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**RCTC**

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16	\$4,170		
ROTEM SETTLEMENT	<u>\$457</u>		
<b>TOTAL 15/16</b>	<b>\$4,627</b>	<b>\$4,856</b>	<b>\$9,483</b>
<b>2016/17</b>	<b>\$5,566</b>	<b>\$</b>	<b>\$5,566</b>
<b>2017/18</b>	<b><u>\$4,115</u></b>	<b><u>\$</u></b>	<b><u>\$4,115</u></b>
<b>TOTALS</b>	<b><u>\$14,308</u></b>	<b><u>\$4,856</u></b>	<b><u>\$19,164</u></b>

1. EXCLUDES ROTEM SETTLEMENT FOR FY 16/17 AND 17/18

**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**RCTC CASH FLOW BY FISCAL YEAR**

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
<b>2015/16</b>							
REHABILITATION	\$1,220	\$1,940	\$965	\$46			\$4,170
ROTEM SETTLEMENT	\$12	\$445	\$	\$			\$457
NEW CAPITAL	\$3,642	\$1,214					\$4,856
<b>SUBTOTAL</b>	<b>\$4,873</b>	<b>\$3,599</b>	<b>\$965</b>	<b>\$46</b>	<b>\$</b>		<b>\$9,483</b>
<b>2016/2017</b>							
REHABILITATION		\$624	\$3,199	\$1,730	\$13		\$5,566
NEW CAPITAL		\$	\$	\$			\$
<b>SUBTOTAL</b>		<b>\$624</b>	<b>\$3,199</b>	<b>\$1,730</b>	<b>\$13</b>		<b>\$5,566</b>
<b>2017/2018</b>							
REHABILITATION			\$549	\$2,251	\$1,303	\$13	\$4,115
NEW CAPITAL			\$	\$			\$
<b>SUBTOTAL</b>			<b>\$549</b>	<b>\$2,251</b>	<b>\$1,303</b>	<b>\$13</b>	<b>\$4,115</b>
<b>TOTALS</b>							
REHABILITATION NET OF ROTEM	\$1,231	\$3,009	\$4,713	\$4,027	\$1,316	\$13	\$14,308
NEW CAPITAL	\$3,642	\$1,214	\$	\$	\$	\$	\$4,856
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$4,873</b>	<b>\$4,223</b>	<b>\$4,713</b>	<b>\$4,027</b>	<b>\$1,316</b>	<b>\$13</b>	<b>\$19,164</b>
<b>PROJECT BUDGETS BY FISCAL YEAR</b>	<b>\$9,483</b>	<b>\$5,566</b>	<b>\$4,115</b>				

1. EXCLUDES ROTEM SETTLEMENT FOR FY 16/17 AND 17/18

**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**SANBAG**

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16	\$6,441		
ROTEM SETTLEMENT	<u>\$1,000</u>		
<b>TOTAL 15/16</b>	<b>\$7,441</b>	<b>\$4,052</b>	<b>\$11,493</b>
<b>2016/17</b>	<b>\$6,252</b>	<b>\$</b>	<b>\$6,252</b>
<b>2017/18</b>	<b><u>\$7,181</u></b>	<b><u>\$</u></b>	<b><u>\$7,181</u></b>
<b>TOTALS</b>	<b><u><u>\$20,874</u></u></b>	<b><u><u>\$4,052</u></u></b>	<b><u><u>\$24,926</u></u></b>

1. EXCLUDES ROTEM SETTLEMENT FOR FY 16/17 AND 17/18

**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**SANBAG CASH FLOW BY FISCAL YEAR**

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
<b>2015/16</b>							
REHABILITATION	\$1,465	\$3,622	\$1,298	\$56			\$6,441
ROTEM SETTLEMENT	\$30	\$970	\$				\$1,000
NEW CAPITAL	\$3,039	\$1,013					\$4,052
<b>SUBTOTAL</b>	<b>\$4,534</b>	<b>\$5,605</b>	<b>\$1,298</b>	<b>\$56</b>	<b>\$</b>		<b>\$11,493</b>
<b>2016/2017</b>							
REHABILITATION		\$561	\$3,453	\$2,231	\$7		\$6,252
NEW CAPITAL		\$	\$		\$		\$
<b>SUBTOTAL</b>		<b>\$561</b>	<b>\$3,453</b>	<b>\$2,231</b>	<b>\$7</b>		<b>\$6,252</b>
<b>2017/2018</b>							
REHABILITATION			\$681	\$4,788	\$1,693	\$19	\$7,181
NEW CAPITAL			\$	\$			\$
<b>SUBTOTAL</b>			<b>\$681</b>	<b>\$4,788</b>	<b>\$1,693</b>	<b>\$19</b>	<b>\$7,181</b>
<b>TOTALS</b>							
REHABILITATION NET OF ROTEM	\$1,495	\$5,153	\$5,432	\$7,075	\$1,700	\$19	\$20,874
NEW CAPITAL	\$3,039	\$1,013	\$	\$	\$	\$	\$4,052
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$4,534</b>	<b>\$6,166</b>	<b>\$5,432</b>	<b>\$7,075</b>	<b>\$1,700</b>	<b>\$19</b>	<b>\$24,926</b>
<b>PROJECT BUDGETS BY FISCAL YEAR</b>	<b>\$11,493</b>	<b>\$6,252</b>	<b>\$7,181</b>				

1. EXCLUDES ROTEM SETTLEMENT FOR FY 16/17 AND 17/18

**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**VCTC SUMMARY**

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16	\$3,500		
ROTEM SETTLEMENT	\$350		
VCTC SWAP	<u>\$5,674</u>		
<b>TOTAL 15/16</b>	<b>\$9,524</b>	<b>\$1,885</b>	<b>\$11,409</b>
<b>2016/17</b>	<b>\$3,500</b>	<b>\$3,072</b>	<b>\$6,572</b>
<b>2017/18</b>	<b>\$3,500</b>	<b>\$72</b>	<b>\$3,572</b>
<b>TOTALS</b>	<b><u>\$16,524</u></b>	<b><u>\$5,029</u></b>	<b><u>\$21,553</u></b>

- 16/17 AND 17/18 REHAB BUDGETS EXCLUDE ROTEM SETTLEMENT AND VCTC SWAP



**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**VCTC CASH FLOW BY FISCAL YEAR**

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
<b>2015/16</b>							
REHABILITATION	\$758	\$1,818	\$899	\$25			\$3,500
ROTEM SETTLEMENT	\$11	\$340					\$350
LACMTA SWAP	\$284	\$1,796	\$3,594	\$			\$5,674
NEW CAPITAL	\$1,378	\$507					\$1,885
<b>SUBTOTAL</b>	<b>\$2,430</b>	<b>\$4,461</b>	<b>\$4,493</b>	<b>\$25</b>			<b>\$11,409</b>
<b>2016/2017</b>							
REHABILITATION		\$353	\$2,028	\$1,116	\$3		\$3,500
NEW CAPITAL		\$318	\$954	\$1,350	\$450		\$3,072
<b>SUBTOTAL</b>		<b>\$671</b>	<b>\$2,982</b>	<b>\$2,466</b>	<b>\$453</b>		<b>\$6,572</b>
<b>2017/2018</b>							
REHABILITATION			\$444	\$2,040	\$934	\$82	\$3,500
NEW CAPITAL			\$18	\$54			\$72
<b>SUBTOTAL</b>			<b>\$462</b>	<b>\$2,094</b>	<b>\$934</b>	<b>\$82</b>	<b>\$3,572</b>
<b>TOTALS</b>							
REHABILITATION NET OF ROTEM	\$1,052	\$4,307	\$6,964	\$3,181	\$937	\$82	\$16,524
NEW CAPITAL	\$1,378	\$825	\$972	\$1,404	\$450	\$	\$5,029
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$2,430</b>	<b>\$5,132</b>	<b>\$7,936</b>	<b>\$4,585</b>	<b>\$1,387</b>	<b>\$82</b>	<b>\$21,553</b>
<b>PROJECT BUDGETS BY FISCAL YEAR</b>	<b>\$11,409</b>	<b>\$6,572</b>	<b>\$3,572</b>				

- 16/17 AND 17/18 REHAB BUDGETS EXCLUDE ROTEM SETTLEMENT AND VCTC SWAP

**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**OTHER SUMMARY**

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2015/16 CONSTRAINED	\$27,724	\$25,708	\$53,432
2016/17	\$2,000	\$5,600	\$7,600
2017/18	\$11,100	\$	\$11,100
<b>TOTALS</b>	<b>\$40,824</b>	<b>\$31,308</b>	<b>\$72,132</b>

**ATTACHMENT "P"**  
**CAPITAL BUDGET SUMMARY**  
**OTHER CASH FLOW BY FISCAL YEAR**

(\$ Thousands)

BUDGET FISCAL YEAR	2015/16	2016/17	2017/18	2018/19	2019/20	TOTAL
<b>2015/16</b>						
REHABILITATION	\$1,385	\$8,806	\$17,533			\$27,724
NEW CAPITAL	\$5,947	\$16,560	\$3,200			\$25,708
<b>SUBTOTAL</b>	<b>\$7,332</b>	<b>\$25,367</b>	<b>\$20,733</b>			<b>\$53,432</b>
<b>2016/2017</b>						
REHABILITATION		\$100	\$633	\$1,267	\$	\$2,000
NEW CAPITAL		\$168	\$4,312	\$1,120		\$5,600
<b>SUBTOTAL</b>		<b>\$268</b>	<b>\$4,945</b>	<b>\$2,387</b>	<b>\$</b>	<b>\$7,600</b>
<b>2017/2018</b>						
REHABILITATION			\$2,375	\$7,458	\$1,267	\$11,100
NEW CAPITAL						\$
<b>SUBTOTAL</b>			<b>\$2,375</b>	<b>\$7,458</b>	<b>\$1,267</b>	<b>\$11,100</b>
<b>TOTALS</b>						
REHABILITATION	\$1,385	\$8,906	\$20,541	\$8,725	\$1,267	\$40,824
NEW CAPITAL	\$5,947	\$16,728	\$7,512	\$1,120	\$	\$31,308
<b>TOTAL PROJECTED CASH FLOW BY FISCAL YEAR</b>	<b>\$7,332</b>	<b>\$25,635</b>	<b>\$28,053</b>	<b>\$9,845</b>	<b>\$1,267</b>	<b>\$72,132</b>
<b>PROJECT BUDGETS BY FISCAL YEAR</b>	\$53,432	\$7,600	\$11,100			

**METROLINK**<sup>®</sup>

Southern California Regional Rail Authority

May 28, 2015

**TO:** Anne Mayer, *Executive Director, RCTC*  
Darrell Johnson, *Chief Executive Officer, OCTA*  
Darren Kettle, *Executive Director, VCTC*  
Phillip Washington, *Chief Executive Officer, Metro*  
Dr. Raymond Wolfe, *Executive Director, SANBAG*

**FROM:** Arthur Leahy  
*Chief Executive Officer, SCRRA*



**SUBJECT:** Revised SCRRA Preliminary FY2016 Budget

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As we discussed today in the workshop, please find attached a revised SCRRA preliminary budget for fiscal year 2016. This includes the reallocation to other member agencies of the Maintenance of Way expenses for the Shortway Subdivision that was previously allocated to SanBAG. It also includes additional operational expenses to improve safety and compliance with regulations. These are: (1) two additional Amtrak crews to comply with the 6 workdays a week instead of seven and reduce overtime; (2) an additional Train Master, in preparation for adding crews in January as a result of having more trains operate out of the Eastern Maintenance Facility (EMF); (3) retaining a dispatch consultant to train new dispatching recruits, especially now that the SCRRA Rules Manager has resigned; (4) two Field Operations Administrators to supplement staff that now has to be offered leave when they respond to an incident involving fatality; and (5) two Material Handlers at EMF that will manage spare parts inventory at EMF and relieve the burden of having to issue materials out of the Central Maintenance Facility and then transport it to EMF.

We intend to present the revised budget for adoption to the SCRRA Board at its June 26, 2015 meeting. This memo is intended to assist you as you are presenting your share of the SCRRA budget to your Boards.

Thank you for attending today's workshop. I think we had a very productive discussion and I look forward to similar workshops in the future. Please let me know if you need additional information on the revised budget.



**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 REVISED FISCAL YEAR 2015-16 PRELIMINARY BUDGET  
 (\$000s)**

	<b>Total FY 15-16</b>	<b>Metro Share</b>	<b>OCTA Share</b>	<b>RCTC Share</b>	<b>SANBAG Share</b>	<b>VCTC Share</b>
<b>Expenses Including MOW</b>	\$ 228,667	\$ 118,378	\$ 50,118	\$ 22,352	\$ 25,440	\$ 12,378
<b>Less: Revenues</b>	\$ 101,749	\$ 53,535	\$ 24,286	\$ 7,947	\$ 12,624	\$ 3,357
<b>Member Agency FY 2015-16 Subsidy as transmitted on 4/17/15</b>	<b>\$ 126,917</b>	<b>\$ 64,843</b>	<b>\$ 25,832</b>	<b>\$ 14,405</b>	<b>\$ 12,816</b>	<b>\$ 9,021</b>
<b>Reallocation of Shortway Expenses</b>	\$ -	\$ 39	\$ 36	\$ 18	\$ (93)	\$ -
<b>Requested Operations Safety Additions *</b>	\$ 1,155	\$ 599	\$ 226	\$ 132	\$ 124	\$ 74
<b>Member Agency FY 2015-16 Subsidy as of 5/28/15</b>	<b>\$ 128,072</b>	<b>\$ 65,481</b>	<b>\$ 26,093</b>	<b>\$ 14,555</b>	<b>\$ 12,848</b>	<b>\$ 9,095</b>

FY 2014-15 Budget As Adopted	\$ 111,735	\$ 59,683	\$ 22,267	\$ 9,817	\$ 11,805	\$ 8,163
Increase/(Decrease) vs FY15	\$ 15,182	\$ 5,160	\$ 3,565	\$ 4,588	\$ 1,011	\$ 858
Percentage Change	13.6%	8.6%	16.0%	46.7%	8.6%	10.5%

\* See Attachment A

## Requested Operations Safety Additions

Description	Annual Amt	Start Date	Amount for FY16	TOE	Amount by Member						
					Alloc. Method	METRO	OCTA	RCTC	SANBAG	VCTC	
Two Extra board crews	603,290	7/1/2015	603,290	Amtrak	2	Train OPS	328,793	126,751	55,322	67,991	24,433
1 Train Master	188,272	12/1/2015	94,136	Amtrak	2	Train OPS	51,304	19,778	8,632	10,609	3,813
Dispatch Consultant	200,000	n/a	200,000	Consultant	20	OPS PRF SVS	95,580	34,560	29,840	19,980	20,040
2 Jr Field Ops Admin wage	114,695										
Bene	39,317										
Total	154,012	7/1/2015	154,012	Employee	20	OPS Field Admin	73,603	26,613	22,979	15,386	15,432
2 Material Handlers (EMF) wage	102,784										
Bene	35,234										
Total	138,018	10/1/2015	103,514	Employee	20	Material Handler	49,469	17,887	15,444	10,341	10,372
<b>Grand Total</b>			<b><u>1,154,952</u></b>			<b>Totals by Members</b>	<b>598,749</b>	<b>225,590</b>	<b>132,217</b>	<b>124,307</b>	<b>74,090</b>
					<b>Alloc Name</b>	<b>Alloc#</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SANBAG</b>	<b>VCTC</b>
					Train Miles	2	54.50%	21.01%	9.17%	11.27%	4.05%
					Unduplicated Route Miles	20	47.79%	17.28%	14.92%	9.99%	10.02%



## Board Report

File #: 2015-0574, File Type: Resolution

Agenda Number: 7.

**FINANCE, BUDGET AND AUDIT COMMITTEE**  
**June 17, 2015**

**SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM**

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2015-16  
TDA ARTICLE 8 UNMET TRANSIT NEEDS**

**RECOMMENDATION**

ADOPTED ON CONSENT CALENDAR:

- A. findings and recommendations (Attachment A) for **allocating fiscal year (FY) 2015-16 Transportation Development Act (TDA) Article 8 funds estimated at \$23,988,324** as follows:
1. In the City of Avalon there are unmet transit needs that are reasonable to meet, and the City of Avalon will use \$146,632 of their Article 8 funds (Attachment B) for their transit services. Therefore, TDA Article 8 funds will be used to meet the unmet transit needs, as described in Attachment A;
  2. In the Antelope Valley, which includes the Cities of Lancaster and Palmdale, and in the Los Angeles County Unincorporated areas of the Antelope Valley, transit needs are met using other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$6,011,397 and \$5,852,688 (Lancaster and Palmdale, respectively), may be used for street and road purposes and/or transit, as long as long as their transit needs continue to be met;
  3. In the Santa Clarita Valley, which includes the City of Santa Clarita and the Los Angeles County unincorporated areas of the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$7,863,268 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
  4. In the Los Angeles County Unincorporated areas of North County, the areas encompass both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$4,117,340 may be used for street and road purposes

and/or transit, as long as their transit needs continue to be met; and

- B. a resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

## **ISSUE**

State law requires that the Los Angeles County Metropolitan Transportation Authority (LACMTA) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

## **DISCUSSION**

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs may be reasonable to meet". However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a brief summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires that we conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and we adopt such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, we must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY 2015-16 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the SSTAC and the Hearing Board.

## **POLICY IMPLICATION**

Staff have followed state law in conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas. Attachment G summarizes the recommendations made and actions taken during FY 2014-15 (for the FY 2015-16 allocation estimates) and Attachment H is the proposed recommendations of the FY15-16 SSTAC. On April 20, 2015, the TDA Article 8 Hearing Board was convened on behalf of the Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Upon transmittal of Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$23,988,324 in TDA Article 8 funds to the recipient local jurisdictions.



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**DETERMINATION OF SAFETY IMPACT**

Approval of this project will have no impact on Safety.

**FINANCIAL IMPACT**

The funding for this action is included in the FY16 Budget in cost center 4430, project number 405510, task 5.03. The TDA Article 8 funds for FY 2015-16 are estimated at \$23,988,324 (Attachment B). TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside Metro's service area. We allocate TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

**ALTERNATIVES CONSIDERED**

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state-required SSTAC (Attachment H) and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

**NEXT STEPS**

Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

**ATTACHMENTS**

- A. FY16 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY 2015-16
- C. FY 2015-16 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY16 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
- G. Summary of Recommendations and Actions Taken
- H. Proposed Recommendations of the FY2015-16 SSTAC

Prepared by: Kelly Hines, Deputy Executive Officer, Finance (213)-922-4569  
Armineh Saint, Program Manager, Local Programming (213) 922- 2369

Reviewed by: Nalini Ahuja, Executive Director, Finance and Budget, (213) 922-3088



Phillip A. Washington  
Chief Executive Officer

**FY 2015-16 TDA ARTICLE 8  
PROPOSED FINDINGS AND RECOMMENDED ACTIONS**

CATALINA ISLAND AREA

- Proposed Findings - that in the City of Avalon there are unmet transit needs that are reasonable to meet using TDA Article 8 funds.
- Recommended Actions - that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – That Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.

**ATTACHMENT B**

**Los Angeles County Metropolitan Transportation Authority  
 FY 2016 TDA ARTICLE 8 APPORTIONMENTS  
 (Transit/Streets & Highways)**

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,820	0.60%	\$ 143,632
Lancaster	159,878	25.06%	6,011,397
Palmdale	155,657	24.40%	5,852,688
Santa Clarita	209,130	32.78%	7,863,268
LA County Unincorporated [2]	<u>109,504</u>	<u>17.16%</u>	<u>4,117,340</u>
<b>Total</b>	<b>637,989</b>	<b>100.00%</b>	<b>\$ 23,988,324</b>
		Estimated Revenues:	\$ 23,988,324

[1] Population estimates are based on State of California Department of Finance census 2014 data-report

[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research minus annexation figures from Santa Clarita increased population of 26,518 (2012 annexation)

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION  
AUTHORITY MAKING A DETERMINATION AS TO  
UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY  
FOR FISCAL YEAR 2015-16**

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act, Public Utilities Code Section 99200 et seq.; and

**WHEREAS**, under Sections 99238, 99238.5, 99401.5 and 99401.6, of the Public Utilities Code, before any allocations are made for local street and road use, a public hearing must be held and from a review of the testimony and written comments received and the adopted Regional Transportation Plan, make a finding that 1) there are no unmet transit needs; 2) there are no unmet transit needs that are reasonable to meet; or 3) there are unmet transit needs, including needs that are reasonable to meet; and

**WHEREAS**, at its meetings of June 25, 1998 and June 24, 1999, the Board of Directors approved definitions of unmet transit need and reasonable to meet transit need; and

**WHEREAS**, public hearings were held by LACMTA in Los Angeles County in Avalon on March 17, Santa Clarita on March 18, Palmdale on March 18, Lancaster on March 18, 2015, after sufficient public notice of intent was given, at which time public testimony was received; and

**WHEREAS**, a Social Service Transportation Advisory Council (SSTAC) was formed by LACMTA and has recommended actions to meet the transit needs in the areas outside the LACMTA service area; and

**WHEREAS**, a Hearing Board was appointed by LACMTA, and has considered the public hearing comments and the recommendations of the SSTAC; and

**WHEREAS**, the SSTAC and Hearing Board reaffirmed the definitions of unmet transit need and reasonable to meet transit need; and

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are ongoing transit needs that are being met using TDA Article 8 funds. Should the TDA Article 8 funds become unavailable, there would be unmet transit needs that are reasonable to meet in the City of Avalon; and

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds. Therefore, TDA Article 8 funds may be used for street and road projects or transit projects; and

**WHEREAS**, staff in consultation with the Hearing Board recommends the finding that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are no unmet transit needs that are reasonable to meet. Existing transit needs can be met through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

**NOW THEREFORE,**

- 1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.
- 2.0 The Board hereby finds that, in the City of Avalon, there are unmet transit needs that are being met using TDA Article 8 funds. Should the TDA Article 8 funds become unavailable, there would be unmet transit needs in the City of Avalon.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are transit needs that can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, there are no unmet transit needs that are reasonable to meet in these jurisdictions.
- 4.0 The Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are transit needs that can be met through the recommended actions. These actions can be accomplished through the allocation of Proposition A and/or Proposition C Local Return funds; therefore, there are no unmet transit needs that are reasonable to meet in these jurisdictions.

**CERTIFICATION**

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 26, 2015.

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MICHELE JACKSON  
LACMTA Board Secretary

DATED: June 26, 2015

## **History of Transportation Development Act (TDA) 8**

The Mills-Alquist-Deddeh act better known as Transportation Development Act (SB325) was enacted in 1971, to provide funding for transit or non transit related purposes that comply with regional transportation plans. Funding for Article 8 was included in the original bill.

In 1992, after the consolidation of SCRTD and LACTC – AB 1136 (Knight) was enacted to continue the flow of TDA 8 funds to outlying cities which were outside of the SCRTD's service area.

## **Permanent Adoption of Unmet Transit Needs Definitions**

Definitions of Unmet Transit Need and Reasonable to Meet Transit Need were originally developed by the SSTAC and Hearing Board and adopted by Board Resolution in May 1997 as follows:

- Unmet Transit Need- any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services.
- Reasonable to Meet Transit Need - any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner, without negatively impacting existing public and private transit options.

Based on discussions with and recommendations from Caltrans Headquarters' staff, these definitions have been adopted on an ongoing basis by the resolution. The Board did re-approve the definitions of unmet transit need and reasonable to meet transit need at its June 25, 1998 and June 24, 1999 meetings.

These definitions will continue to be used each year unless amended by the Board.



## ATTACHMENT E

### TDA ARTICLE 8 PUBLIC HEARING PROCESS

Article 8 of the California Transportation Development Act (TDA) requires annual public hearings in those portions of the County that are not within the Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. We established a Hearing Board to conduct the hearings on its behalf in locations convenient to the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff, also makes recommendations to the Board of Directors for adoption: 1) a finding regarding whether there are unmet transit needs that are reasonable to meet; and 2) recommended actions to meet the unmet transit needs, if any.

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by us, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

#### Hearing Board

Staff secured the following representation on the FY 2015-16 Hearing Board:

- A representative from Supervisor Michael Antonovich's office for the North Los Angeles County, appointed by Supervisor Antonovich;
- A representative from Supervisor Donald Knabe's office, representing Santa Catalina Island, appointed by Supervisor Knabe; and
- Two representatives from two of the three cities in the North County

For the FY 2015-16 Hearing Board, Steve Hofbauer, Council member, City of Palmdale, Marvin Crist, Vice-mayor, City of Lancaster, represented the North County; Michael Cano represented Supervisor Antonovich; and Julie Moore appointed representative for Supervisor Knabe, with LACMTA staff representing Ms. Moore as needed.

Also, staff formed membership on the FY 2016 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment A.

#### Hearing and Meeting Dates

The Hearing Board held public hearings in Avalon on March 17, Santa Clarita on March 18, Palmdale on March 18, and Lancaster on March 18, 2015. A summary sheet of the public testimony received at the hearings and the written comments received within two weeks after the hearings is included in Attachment E. The SSTAC met on April 8, 2015. Attachment G contains the SSTAC's recommendations, which were considered by the Hearing Board at its April 20, 2015, meeting.

**ATTACHMENT F**

**2015-16 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS  
SUMMARY TABULATION SHEET - ALL HEARINGS**

		Santa Clarita	Antelope Valley	Avalon
<b>1</b>	<b>General increase in service, including longer hours, higher frequency, and/or more days of operation</b>			
1.1	Poor service of commuter bus due to late arrival times	1		
1.2	Overcrowding on the commuter bus	1		
1.3	Maintain summer beach bus service to Santa Monica	1		
1.4	Extend fixed route connections to Golden Valley from Canyon Country	1		
1.5	Operate a fixed route from canyon Country to transit center	1		
1.6	Improve route 5&6 on SCT	1		
1.7	Fixed route service requested in the Antelope Valley areas specifically 280th West and 138th Highway areas		2	
1.8	Improve bus stop location at Metrolink station	1		
1.9	Improve bus stop signage at Metrolink station	1		
<b>2</b>	<b>Demand responsive service, Dial-a-Ride availability</b>			
2.1	Extend Dial-A-Ride Service Hours		2	
2.2	Improve public awareness on availability of Dial-A-Ride service		1	
2.3	Service route suggestions for Dial-A-Ride service		2	
<b>3</b>	<b>Improve LED screens/Transit App/Introduce better apps for riders</b>			
3.1	Improve audio announcements on SCT buses	1		
3.2	Improve existing SC transit app	1		
3.3	Integrate better transit apps	1		
3.4	Improve/install Led screens that scroll upcoming intersections	1		
<b>4.0</b>	<b>Other Issues/Support Public Hearing on Unmet Needs</b>			
4.1	Support for public hearing on unmet transit needs	1		
4.2	Extend Metro Red Line to Santa Clarita	1		
<b>5.0</b>	<b>Metrolink Issues</b>			
5.1	Improve SCT connections with Metrolink	1		
5.2	Improve signage at Metrolink Santa Clarita station	1		
<b>6</b>	<b>Avalon - Funding</b>			
	The formula for allocation of funds should be modified to take into account the transit needs of millions of tourists visiting the island			1
	Sub-total:	16	7	1

Totals -

24

Total of 24 comments extracted from verbal and written comments by 7 individuals

**ATTACHMENT F**

**TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS (Summary)  
FY 16 - CODED COMMENTS - AVALON & SANTA CLARITA**

AVALON COMMENTS					
No.	Code	Comment	City/County	Name or Agency	Written / Verbal Comments
<u>1</u>		<b>Funding Allocation</b>		<b>Cinde MacGugan-</b>	<b>Written</b>
	1	Funding Allocation for Unmet Needs should also include a consideration to the transit needs of the over one million tourist			
SANTA CLARITA COMMENTS					
<u>1</u>		<b>Extend the Metro Red Line to Santa Clarita</b>	<b>Santa Clarita</b>	<b>Alan Mesropian</b>	<b>Written</b>
	1.1	Strongly suggest the extension of Metro red line to Santa Clarita. Public transportation use tends to be difficult since there are still no direct connections. Delays are experienced on the current available systems. The Red Line will be more convenient.			
	1.2	Possibility in the future for Metro to provide service in Santa Clarita Valley			
<u>2</u>		<b>Late Arrival of Commuter Bus 797</b>	<b>Santa Clarita</b>	<b>Deborah Flessa</b>	<b>Written</b>
	2.1	Previously, the first morning Commuter Bus 797 arrived in Westwood between 6:30-6:40 am. The bus currently arrives at 7:00am and is usually either full to capacity with little room for riders to stand. "On Monday, 3/9/15 about 10 commuters stood in the bus through the Sepulveda Pass for an hour (6am-7am)". Since the bus does not leave early it bumps into the traffic on the 405 which starts backing up at 6:00am.			
	2.2	Many workers are reporting late to work due to the late arrival of the bus in the Westwood and surrounding communities and on the verge of losing their jobs. This is also forcing many commuters to drive again so they can get to work on time.			
	2.3	The city of Santa Clarita "failed to honor my request for the schedule of the Commuter bus".			
	2.4	Seniors who reside in the area have difficulty making it to the UCLA medical center for geriatric care due to the late arrivals. Many of them depend on the Commuter bus for their medical appointment in Westwood.			
<u>3</u>		<b>Overcrowding in Commuter Bus 797</b>	<b>Santa Clarita</b>	<b>Deborah Flessa</b>	<b>Written</b>
	3.1	Due to the late arrival of the early morning commuter bus there is overcrowding in the morning buses. For instance, the delay of the arrival times of the first bus causes riders who would usually take the second bus to be on the first bus so they can make it to work on time.			
<u>4</u>		<b>Improve onboard bus audio announcements/ Need for LED Screens/Transit App</b>	<b>Santa Clarita</b>	<b>Matt Winner</b>	<b>Verbal</b>
	4.1	Audio announcements on bus are not loud and clear for riders. Since this is an important resource for visually impaired riders. The current system should be improved. This is not in compliance with ADA and should be addressed. For example, "I ask drivers to announce my stop and they forget even though they acknowledge my request was heard".			
	4.2	Santa Clarita buses need LED screens like what exist on Metro buses. The LED screens show the upcoming intersections/stops, and very visible to riders. These are complimented with loud and clear audio announcements which are very helpful to riders and would make riding experiences "more efficient and less stressful".			
	4.3	SCT should consider integrating the Google transit or apps like the "Move It." These apps give walking directions to the bus stops and route times. They also help with trip planning. SCT's current transit app is not user friendly and just "doesn't work". "I use "Move It" for my Metro trip. It conveniently connects to the buses on-board computer and gives real time Estimated Time Arrival (ETA). It also shows a map of the person's movement, and the number of stops to their destination, "which I think is really cool". "Move It" is used on a number of Transit systems including San Diego Transit, Metro, Long Beach, Santa Monica, I believe Culver City. Every update comes from the transit agency.			
<u>5</u>		<b>Improve Bus Connections / Bus Routes 5 &amp; 6 Suggestions</b>	<b>Santa Clarita</b>	<b>Matt Winner/Bruce Bingham</b>	<b>Verbal/Written</b>
	5.1	There is currently no bus connections to the Target by Golden Valley. Easy access to "The Habit" and Chipotle out that way will be a great idea. "I would like to see a route that goes somewhere up there between that Target and possibly the Transit Center via cross-valley connector". Extend routes 5 and 6 to do the loop up to the quadrant center. Route at the "Target and the transit center, perhaps, or something along those lines that may also serve the Newhall Ranch Road and Bouquet Canyon where the Best Buy is located".			
		Possibility in the future for Metro to provide service in Santa Clarita Valley			
<u>6</u>		<b>Maintain Summer Beach Bus to Santa Monica</b>	<b>Santa Clarita</b>	<b>Bruce Bingham</b>	<b>Verbal</b>
	6.1	Maintain Summer Beach Bus to Santa Monica			

## ATTACHMENT F

<u>7</u>		<b>Metrolink Connections</b>	<b>Santa Clarita</b>	<b>Matt Winner</b>	<b>Verbal</b>
	7.1	Improve Santa Clarita connections to Metrolink. Going from the bus stops and back to Canyon Country (where I live) tends to be challenging. The schedule of the buses does not compliments that of Metrolink and "I always have to run".			
<u>8</u>		<b>Improve Bus stop Location at the Metrolink station</b>	<b>Santa Clarita</b>	<b>Matt Winner</b>	<b>Verbal</b>
	8.1	Depending on the time of the day the bus stops either by the platform or on the street. I always have to ask the guard.			
<u>9</u>		<b>Improve Signage at Santa Clarita Metrolink Station</b>	<b>Santa Clarita</b>	<b>Matt Winner</b>	<b>Verbal</b>
	9.1	Signs at the Metrolink Santa Clarita station should include hours of times and where and when a train is arriving from and leaving to respectively.			

Total of **1** comment made by **1** individual in Avalon.

Total of **16** comments made by **4** individuals in Santa Clarita.

**ATTACHMENT F**

**TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY  
FY 16 - CODED COMMENTS - ANTELOPE VALLEY**

<u>No.</u>	<u>Code</u>	<u>Comment</u>	<u>City/County</u>	<u>Name or Agency</u>	<u>Written/ Verbal Comments</u>
1		<b>Extend Fixed Route/Dial-A-Ride Service Hours</b>	<b>Antelope Valley</b>	<b>Dorothy Matson/Paul Henreid</b>	<b>Verbal</b>
	1.1	Dial-A-Ride service operations is limited and ends too early. Residents are unable to go for evening programs and dinners because the service ends too early. Since Dial-A-Ride is the only service available especially for residents on 280th West and 138th Highways area.			
2		<b>Service Route Suggestions for Dial-A-Ride</b>	<b>Antelope Valley</b>	<b>Dorothy Matson</b>	<b>Verbal</b>
	2.1	Extend and revisit re-routing options for Dial-A-Ride service areas			
3		<b>Publicity of Dial-A-Ride Service</b>	<b>Antelope Valley</b>	<b>Dorothy Matson</b>	<b>Verbal</b>
	3.1	Residents should be made aware of the Dial-A-Ride service available to them. Posters and flyers of schedules should be placed at convenient public places for residents. Notices get lost in mail with penny saver and others people tend to treat as trash			
4		<b>Extend Fixed Route Service</b>	<b>Antelope Valley</b>	<b>Dorothy Matson/Paul Henreid</b>	<b>Verbal</b>
	4.1	If possible fixed route service should be extended to the 280th West and 138th Highway areas to capture public transit dependents in the area. A bus service twice a week in the evening and evenings will be ideal.			
5		<b>Support public hearing on unmet transit needs</b>	<b>Antelope Valley</b>	<b>Paul Henreid</b>	<b>Verbal</b>
	5.1	Support public hearing on unmet transit needs. "Good use of public funds"			

Total of 5 coded comments made by 2 individuals for the Antelope Valley



AVTA response as provided by Mr. Len Engel

**ATTACHMENT G**

**Board of Directors**

**Chairman**

Norm Hickling  
County of Los Angeles

March 18, 2015

**Vice-Chairman**

Marvin Crist  
City of Lancaster

TDA Article 8 Unmet Needs Hearing Board

c/o Armineh Saint, Program Manager

Los Angeles County Metropolitan Transportation Authority

**Director**

Steven D. Hofbauer  
City of Palmdale

One Gateway Plaza

Los Angeles, California 90012

**Director**

Dianne Knippel  
County of Los Angeles

Re: Fiscal Year 2015 TDA Article 8 Unmet Needs Hearings

**Director**

Sandra Johnson  
City of Lancaster

Dear Ms. Saint:

**Director**

Fred Thompson  
City of Palmdale

The 2014 TDA Article 8 Unmet Needs Hearing Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be met through existing funding sources. However, AVTA did receive feedback from four Individuals during the hearings. The comments focused on improving service frequency, expanding service hours of operations and improving connections.

AVTA always places a high priority on the rider needs. System-wide key performance indicators continue to be monitored on a monthly basis. These measure performance on the following goals;

- Operating a Safe Transit System,
- Provide Outstanding Customer Service,
- Operate an Effective Transit System and

- Operate an Efficient Transit system

Data is collected from a variety of sources including the farebox, contractor reports, and from our business intelligence system which includes financial performance data.

In addition to system performance measures, staff is committed to responding to changes that occur within the transit network by adjusting and modifying bus services on a biannual basis. An internal service development plan has been established that allows staff to analyze and develop service recommendations based on customer inquiries and/or feedback along with additional feedback from our operations department. This provides staff with the opportunity to reach out to the public by holding informational meetings on proposed service enhancements in both English and Spanish throughout the AVTA service area.

The following is a brief update on the service enhancements and programs implemented in Fiscal Year 2015:

**Route to Success Ten-Year Plan:** AVTA continues to experience significant ridership growth. Without a long-range plan, AVTA would continue to be reactive and not proactive with future growth and development. AVTA worked with Nelson Nygaard for the development of a Comprehensive Operational Analysis (COA and ten-year plan. The study focused on six key goals addressing the near term (1-3 years), mid-term (3-7 years), and the long term (7-10years). The study included a line-by-line analysis, providing service recommendations on AVTA's 18 routes.

Beginning in April 2015 the first phase of service recommendations from the Route to Success short range plan will be presented to the public. The changes will focus on improving route directness, reducing travel time and improving service transferability, while maintaining frequencies and connectivity along most corridors. Service is proposed to be removed from unproductive corridors.

**Commuter Service 785|786|787:** Commuter express service travel times and service frequencies have also been evaluated and adjusted on a trip-by-trip basis to better match peak ridership demands in the morning and afternoon. In September 2014, JARC Grant funding was approved for commuter service expansion, additional trips were introduced on the Routes 785 and 787 extending the morning and afternoon services. In June, two 786 trips will be included on that service will be incorporated as part of the final phase of the commuter expansion program.

**North County TRANSporter (NCT) 790:** On August 6, 2012, the County of Los Angeles, in partnership with the AVTA, Santa Clarita and Metrolink implemented a new regional connector service known as the North County TRANSporter (NCT). The service bridges the gap between the Antelope and Santa Clarita Valleys for

Metrolink trains that stop in Santa Clarita and do not continue further north into the Antelope Valley. Due to the tremendous success of the NCT service, a new northbound trip was introduced at 3:15 p.m. in order to accommodate the overflow of riders during that time. Service was also extended on to the McBean Regional Transit Center on a several trips to provide greater connectivity to Santa Clarita Valley employment centers.

**Intelligent transportation System (ITS):** In March 2014 AVTA awarded a contract to Avail Technologies for the implementation of a fully functional, expandable, reliable, and technologically advanced intelligent transportation system. The turnkey solution will assist our operations team in monitoring and communicating with our operators via GPS tracking, along with it greatly enhance our customers' overall transit experience by allowing them to take advantage of next bus departure predictions through their mobile devices and computers via our Track-it system, Google Transit or at the Authority's transportation centers on scrolling LED signs. The system will also allow AVTA to improve service delivery by gathering stop by stop data in real time. Including ridership by stop and possible dwell times and running time based on actual real-world scenarios.

**Bus Stop Improvement Program (BSIP):** AVTA's emphasis on customer service includes the improvements of its "front door" - the bus stops. The BSIP continues to increase the attractiveness of bus stops with modernized amenities for our passengers along with carousels which display bus fare and scheduled information on a specific route. Since the inception of the program over 34 bus stops have been upgraded and enhanced to meet the Americans with Disabilities Act (ADA) requirements. Through the program, AVTA will be working with the local college to help erect a new transit center on the campus. This will allow for improved service to the Antelope Valley College. AVTA continues to evaluate bus stops within the cities of Palmdale, Lancaster and the unincorporated areas of the Los Angeles County.

**Mobility Management Program:** AVTA recognizes the need to educate residents who may be fearful of using public transit because they lack knowledge of how the service operates. During FY15, AVTA shared its travel training program with more than 300 Antelope Valley residents who attended travel training classes through the Mobility Management Program. The training has been especially helpful to Dial-a-Ride dependent residents who now have more transportation options available to them. Our Mobility Manager has also hosted several "Train the Trainer" classes to help instructors from the Department of Public Social Services learn how to teach clients to use public transportation in order to reach employment. The travel training program has been greeted with tremendous accolades as it showcases video instruction and provides field experience with actual trip planning. Travel training videos can also be viewed on the AVTA website and on the AVTAtv channel on You Tube.



**Employment Travel Program:** The Employee Travel Program (ETP) provides curb-to-curb transportation services over a three-year period to residents seeking employment in the Antelope Valley. 211 LA County and AVTA have partnered to work with human service organizations to develop mobility management programs which serve various areas of Los Angeles County with a special focus on Lancaster and Palmdale. The target population is primarily low income and welfare recipients seeking access to jobs and employment-related activities. On February 1, 2015 we began to take in passenger reservation through the ETP.

**Comprehensive Fare Study and Restructure:** Fare box revenues comprise over 20% of AVTA's operating budget. Nelson Nygaard consultants was contracted to assist the authority in developing a more simplified fare structure and analyze our existing one. An existing conditions report was also developed that reported an increase in ridership by 30% over the past three years and a 15% increase in revenues. The Fare Restructuring Scenarios report will include two options for the Commuter Service and two recommendations for the Local Transit Service. Staff will begin moving forward with public outreach on the proposed fare restructure with a final recommendations at the May 2015 board meeting.

**Coordinated Service:** AVTA continues to work closely with local municipal operators such Santa Clarita Transit, Los Angeles Metro and Metrolink on transit issues that affect our community. In an effort to provide improved connectivity, AVTA continues to focus on providing improved transfer connections at major transfer hubs with minimal wait times, specifically at Lancaster City Park, Palmdale Transportation Center and 47th Street and Avenue S. These connections are evaluated in concert with the biannual service adjustments.

AVTA values the input of our customers and other stakeholders and looks forward to continuously working to improve the public transportation service in the Antelope Valley.

If you should have any questions, please feel free to contact me at (661) 729-2229

Best regards,

Len Engel

Director of Operations and Maintenance



City of  
**SANTA CLARITA**  
**TRANSIT**

## Santa Clarita Valley Area

### TDA Article 8 Hearings

March 18, 2015

Presented by Adrian Aguilar, Transit Manager

Over the past 12 months, the City of Santa Clarita undertook a number of projects in the areas of capital improvements, technology and service reliability. As a result, the City continues to provide reliable transportation, and has not decreased, but in fact increased, the level of service provided to the community. Because of this commitment, last years' TDA Article 8 hearings only produced one recommended action for the City of Santa Clarita.

1. To continue evaluating funding opportunities for transit services.

Two thousand fourteen was another exciting year for Santa Clarita in terms of projects and service improvements. While many of the efforts undertaken in the past year directly address comments received during last year's unmet need hearings, I can tell you many were years in the making.

Some examples of the capital projects completed in the past 12 months include, refurbishment of the Newhall park and ride lot which included new lighting, resurfacing of the asphalt, striping, and the installation of designated disabled parking. The City also undertook maintenance projects at both the Santa Clarita and Newhall Metrolink stations. These projects included resurfacing of the parking lots and improved landscaping. The largest transit capital improvement project undertaken by the City of Santa Clarita this past year was the bus stop improvement project.

This \$1 million project allowed the City to make improvements such as extending sidewalks, improved ADA accessibility, installation of new bus stop furniture, and the placement of in street bus pads at 24 stop locations within the City. Additionally, the City will be installing passenger signaling devices at 50 bus stop locations throughout the service area. These devices are designed to notify the driver that passengers are waiting to board the bus and minimize the incidents in which drivers fail to stop for a waiting customer.

In terms of service improvements the City continues to make adjustments to the local schedules to improve the systems on-time performance. Within the past 12 months the City has increased the systems on-time performance rate from a monthly average of 86.5 percent to 88.3 percent. The City also introduced three new routes last August which resulted in more frequent service to Castaic and Val Verde, and greater frequency and improved connections to and from the Canyon Country community. During the summer months, the City introduced extended weekend hours on the North Hollywood service. The extended hours allowed customers to make later connections with both the Red Line and Orange Line service and return to Santa Clarita as late as 12:30 AM.

As part of the August 2014 schedule change, the City also increased the number of mid-day trips it operates on the North Hollywood line and made further adjustments to the Century City and downtown Los Angeles commuter schedules to better reflect changing traffic patterns.

In order to be successful, the City strongly believes that it must continue to work closely with our local, regional, and federal transportation partners. The City maintains active lines of communication and collaborates frequently with partners including Access Services, Antelope Valley Transit Authority, Caltrans, County of Los Angeles, Metro, and Metrolink, just to name a few.

Finally, the City continues to work closely with the local business community to promote public transportation. These efforts include active participation in the Chamber of Commerce Transportation Advisory Committee, the establishment and promotion of corporate fare programs, the introduction of a summer visitor's shuttle, and the operation of special trolley routes such as the Old Town Newhall block party and Senses on Main Street.

The City of Santa Clarita continues to address the transit needs of our residents in a proactive manner and is committed to providing an effective and efficient service that improves the quality of life within the Santa Clarita Valley.

Thank you,

Adrian Aguilar

Transit Manager

Santa Clarita Transit

**FY 2015-16 TDA ARTICLE 8  
SSTAC  
PROPOSED FINDINGS AND RECOMMENDED ACTIONS**

CATALINA ISLAND AREA

- Proposed Findings - that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – That Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.



## Board Report

File #: 2015-0704, File Type: Formula Allocation / Local Return

Agenda Number: 8.

**FINANCE BUDGET AND AUDIT COMMITTEE  
JUNE 17, 2015**

**SUBJECT: FISCAL YEAR 2016 TRANSIT FUND ALLOCATIONS**

**ACTION: APPROVE FY2016 TRANSIT FUND ALLOCATIONS AND RELATED ACTIONS**

**RECOMMENDATIONS**

APPROVED ON CONSENT CALENDAR:

- A. approving \$1.8 billion in **FY2016 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations** as shown in Attachments A through E and are further described in Attachment F. These allocations comply with federal and state regulations and LACMTA Board policies and guidelines:
1. Planning and Administrative allocations of Transportation Development Act (TDA), Proposition A, Proposition C and Measure R in the amount of \$70.4 million as shown in Attachment A, Line 37;
  2. Bus Transit Subsidies of State and Local funds in the amount of \$939.5 million as shown in Attachment B and includes:
  3. \$6.0 million for the continuation of the Tier 2 Operators Funding Program
  4. Allocation of Federal Formula Grants in the amount of \$333.6 million as shown in Attachment C.
  5. Proposition A Incentive Programs in the amount of \$14.7 million as shown in Attachment D.
  6. Proposition A Local Return, Proposition C Local Return, Measure R Local Return, TDA Article 3 (Pedestrian and Bikeways) and TDA Article 8 (Street and Highways) for \$476.1 million as shown in Attachment E.
- B. authorizing the Chief Executive Officer to adjust FY2016 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) estimated allocations upon receipt of final apportionment from the Federal Transit Authority and amend FY2016 budget as necessary to reflect the aforementioned adjustment.

- C. approving fund exchange in the amount of \$6 million of Santa Monica's Big Blue Bus' FY2016 Federal Section 5307 formula share allocation with Metro's TDA Article 4 allocation.
- D. approving fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$250,000 with Metro's TDA Article 4 allocation.
- E. approving fund exchanges in the amount totaling \$10.7 million of Metro's share of Federal Section 5307 with municipal operators' shares of Federal Sections 5339 and 5337.
- F. adopting a resolution required by state law designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations in compliance to the terms and conditions of the allocation (Attachment F); and
- G. upon approval, authorizing the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

## **ISSUE**

Each year, transit operating and capital funds consisting of federal, state and local revenues are allocated to Metro operations, transit operators and Los Angeles County local jurisdictions for programs, projects and services according to federal guidelines, state laws and established funding policies and procedures. The Board of Directors must approve allocations for FY2016 before funds can be disbursed.

The Tier 2 Operators Funding Program is continued with \$6 million funding from Proposition A 95% of 40% discretionary growth over inflation.

Santa Monica's Big Blue Bus (BBB) is requesting a \$6 million fund exchange of its Federal Section 5307 FY2016 formula allocation with Metro's non-federal funds in order to pay capital projects that require local funds such as mid-life bus rebuilds, yard improvements, farebox upgrades, facility improvements and advanced technology projects.

The municipal operators are requesting fund exchanges of their Federal Sections 5339 and 5337 allocations with Metro's share of Federal Section 5307 allocation in order to minimize the impact on administrative processes associated with these new funding programs.

At its April 15, 2014 meeting, the Bus Operators Sub-Committee awarded \$250,000 a year for the next three years Federal Section 5307 15% Discretionary fund to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. This fund will be exchanged with Metro's share of the Transportation Development Act (TDA) fund to reduce administrative requirements for Long Beach.

## **BACKGROUND**

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Staff developed the recommended FY2016 Transit Fund Allocations according to federal, state and local requirements, as well as policies and guidelines previously approved by LACMTA Board. Details of significant information, methodologies and assumptions are described in Attachment F.

Staff have reviewed the recommended allocations and its methodologies and assumptions with Metro operations, transit operators and Los Angeles County local jurisdictions Technical Advisory Committee (TAC), the Bus Operators Subcommittee (BOS) and the Local Transit Systems Subcommittee (LTSS). At their previous meetings, the TAC, the BOS and the LTSS all formally adopted the recommended FY2016 Transit Fund Allocations.

### **POLICY IMPLICATIONS**

The Los Angeles County Metropolitan Transportation Authority, as the Regional Transportation Planning Entity for Los Angeles County, is responsible for planning, programming and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and Metro Operations. The Board approval will allow the continued funding of transportation projects, programs and services in Los Angeles County.

### **FINANCIAL IMPACT**

The FY2016 Transit Fund Allocations are included in the FY2016 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes LACMTA to disburse these funds to the Los Angeles County jurisdictions and transit operators.

### **ALTERNATIVES CONSIDERED**

The FY2016 Transit Fund Allocations were developed according current federal, state and local regulations, as well as LACMTA Board policies and guidelines. The Board may choose to apply different allocation methodologies, however, changes in allocation procedures require two-thirds majority vote.

### **NEXT STEPS**

After the Board of Directors approves the recommended allocations and adopts the resolution, we will work with Los Angeles County jurisdictions, transit operators, Southern California Association of Governments (SCAG) and Metro Operations to ensure the proper disbursement of funds.

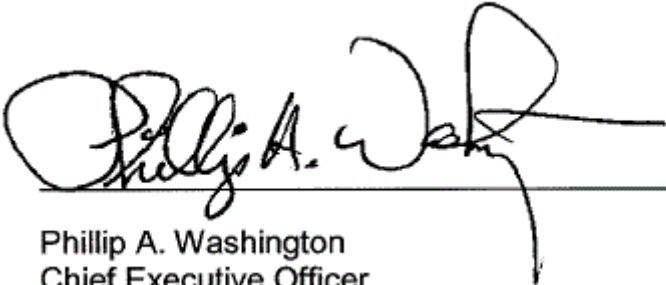
### **ATTACHMENTS**

- Attachment A - Revenue Estimates
- Attachment B - Summary of Bus Transit Subsidies - State and Local Funds
- Attachment C - Federal formula Grants Allocations
- Attachment D - Proposition A Incentive Programs
- Attachment E - Proposition A, Proposition C and Measure R Local Returns, TDA Article 3 and TDA Article 8 Allocations
- Attachment F - Summary of Significant Information, Methodologies and Assumptions

Attachment G -TDA and STA Resolution

Prepared by: Carlos Vendiola, Transportation Planning Manager, (213)922-4527

Reviewed by: Nalini Ahuja, Executive Director, Finance and Budget, (213)922-3088



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Phillip A. Washington  
Chief Executive Officer



**Los Angeles County Metropolitan Transportation Authority  
2016 Transit Fund Allocations**

<b>REVENUE ESTIMATES</b>								
<b>STATE AND LOCAL</b>			<b>FY2016 Estimated Revenue</b>	<b>Carry-Over FY2014 Budget vs Actual</b>	<b>Interest FY2014 Actual</b>	<b>FY 2016 Total Funds Available</b>	<b>N O T E</b>	<b>FY 2015 Total Funds Available</b>
<b>Transportation Development Act:</b>								
	Planning & Administration:							
1	Planning - Metro		\$ 2,000,000	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000
2	Planning - SCAG		2,863,125	32,404		2,895,529		2,971,904
3	Administration - Metro		3,636,875	(32,404)		3,604,471		3,528,096
4	Sub-total		8,500,000	-	-	8,500,000		8,500,000
5	Article 3 Pedestrian & Bikeway:	2.0000%	7,465,000	86,412		7,551,412		7,755,078
6	Article 4 Bus Transit	91.6467%	342,071,177	3,959,678	1,763,306	347,794,161		357,370,473
7	Article 8 Streets & Highways	6.3533%	23,713,823	274,502		23,988,324		24,586,480
8	<b>Total</b>		<b>381,750,000</b>	<b>4,320,591</b>	<b>1,763,306</b>	<b>387,833,897</b>	a	<b>398,212,031</b>
<b>Proposition A:</b>								
9	Administration	5.0000%	38,175,000	433,497		38,608,497		39,603,392
10	Local Return	25.0000%	181,331,250	n/a		181,331,250	c	174,372,500
11	Rail Development	35.0000%	253,863,750	2,882,755		256,746,505		263,362,556
	Bus Transit:	40.0000%						
12	95% of 40% Capped at CPI (1.97%)		230,562,663	n/a		230,562,663	b	226,108,329
13	95% of 40% Over CPI		45,060,837			45,060,837	d	38,937,871
14	Sub-total		275,623,500	-		275,623,500		265,046,200
15	5% of 40% Incentive		14,506,500	164,729		14,671,229		15,049,289
16	<b>Total</b>		<b>763,500,000</b>	<b>3,480,981</b>		<b>766,980,981</b>	a	<b>757,433,937</b>
<b>Proposition C:</b>								
17	Administration	1.5000%	11,452,500	131,423		11,583,923		11,883,415
18	Rail/Bus Security	5.0000%	37,602,375	431,505		38,033,880		39,017,211
19	Commuter Rail	10.0000%	75,204,750	863,010		76,067,760		78,034,423
20	Local Return	20.0000%	150,409,500	n/a		150,409,500	c	144,637,400
21	Freeways and Highways	25.0000%	188,011,875	2,157,526		190,169,401		195,086,057
22	Discretionary	40.0000%	300,819,000	3,452,041		304,271,041		312,137,692
23	<b>Total</b>		<b>763,500,000</b>	<b>7,035,505</b>		<b>770,535,505</b>	a	<b>780,796,198</b>
<b>State Transit Assistance:</b>								
24	Bus (PUC 99314 Rev Base Share)		54,897,548	(474,290)	92,867	54,516,125	e	44,852,452
25	Rail (PUC 99313 Population Share)		50,784,842	2,104,583	75,619	52,965,044		48,406,411
26	<b>Total</b>		<b>105,682,390</b>	<b>1,630,293</b>	<b>168,486</b>	<b>107,481,169</b>		<b>93,258,863</b>

**Los Angeles County Metropolitan Transportation Authority  
2016 Transit Fund Allocations**

<b>REVENUE ESTIMATES</b> (Continued)								
<b>STATE AND LOCAL</b>			<b>FY2016 Estimated Revenue</b>	<b>Carry-Over FY2014 Budget vs Actual</b>	<b>Interest FY2014 Actual</b>	<b>FY 2016 Total Funds Available</b>	<b>N O T E</b>	<b>FY 2015 Total Funds Available</b>
<b>Measure R:</b>								
27	Administration	1.5000%	11,452,500	87,271	142,859	11,682,630		11,856,326
28	Transit Capital - "New Rail"	35.0000%	263,216,625	2,005,780	4,026,597	269,249,002		272,556,769
29	Transit Capital - Metrolink	3.0000%	22,561,425	171,924	934,161	23,667,510		24,008,176
30	Transit Capital - Metro Rail	2.0000%	15,040,950	114,616	264,497	15,420,063		15,596,268
31	Highway Capital	20.0000%	150,409,500	1,146,160	2,065,208	153,620,868		155,720,916
32	Operations "New Rail"	5.0000%	37,602,375	286,540	592,372	38,481,287		38,971,106
33	Operations Bus	20.0000%	150,409,500	1,146,160	66,477	151,622,137		155,612,900
34	Local Return	15.0000%	112,807,125	n/a		112,807,125	c	108,478,050
35	<b>Total</b>		<b>763,500,000</b>	<b>4,958,451</b>	<b>8,092,171</b>	<b>776,550,622</b>	a	<b>782,800,512</b>
36	<b>Total Funds Available</b>		<b>\$ 2,777,932,390</b>	<b>\$ 21,425,820</b>	<b>\$ 10,023,963</b>	<b>\$ 2,809,382,173</b>		<b>\$ 2,812,501,541</b>
37	<b>Total Planning &amp; Admin Allocations: (Lines 4, 9, 17 and 27)</b>		<b>\$ 69,580,000</b>	<b>\$ 652,191</b>	<b>\$ 142,859</b>	<b>\$ 70,375,050</b>		<b>\$ 71,843,133</b>

**Notes:**

- a) The revenue estimate is 3.2% over the revised FY2015 revenue estimate based on several economic forecasts evaluated by MTA.
- b) CPI of 1.97% represents the average estimated growth rate provided by UCLA and Beacon applied to Prop A discretionary allocated to included operators.
- c) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- d) Proposition A 95% of 40% Bus Transit current year estimate will be used to fund eligible and Tier 2 operators. The carry-over is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- e) STA Bus (PUC 99314 Revenue Base Share) estimate from the State Controller's Office is further reduced by \$5M to allow fluctuation with actual revenue.

Los Angeles County Metropolitan Transportation Authority  
2016 Transit Fund Allocations

STATE AND LOCAL FUNDS									
		Formula Allocation Procedure			Prop C 5% Security	Measure R		•Prop C 40% Discretionary Programs	Total State and Local Funds
		TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 %		20% Bus Operations	Clean Fuel & Facilities		
	<b>Included Operators:</b>								
1	Metro Bus Ops.	\$252,221,812	\$ 40,515,003	\$171,348,332	\$ 27,483,721	\$105,224,433	\$ 6,803,737	\$ 18,929,676	\$622,526,713
	<b>Municipal Operators:</b>								
2	Arcadia	311,113	48,766	206,245	7,493	126,655	15,430	92,340	808,041
3	Claremont	163,382	25,610	108,311	3,184	66,513	6,035	43,103	416,138
4	Commerce	354,290	55,534	234,869	37,361	144,232	27,570	966,704	1,820,561
5	Culver City	4,893,591	767,062	3,244,101	348,264	1,992,192	137,015	1,988,247	13,370,472
6	Foothill Transit	21,547,968	3,377,606	14,284,762	836,183	8,772,224	750,812	9,495,263	59,064,819
7	Gardena	4,871,271	763,563	3,229,304	212,420	1,983,105	122,382	2,371,608	13,553,653
8	La Mirada	113,733	17,827	75,397	2,994	46,301	6,711	26,064	289,026
9	Long Beach	21,646,826	3,353,915	14,184,566	1,642,898	8,710,694	589,162	9,521,612	59,649,673
10	Montebello	7,754,874	1,215,563	5,140,927	459,429	3,157,026	193,567	3,520,841	21,442,226
11	Norwalk	2,801,359	439,108	1,857,100	100,170	1,140,439	57,434	789,764	7,185,374
12	Redondo Beach	688,291	107,888	456,288	23,085	280,205	26,472	205,441	1,787,670
13	Santa Monica	24,486,411	2,897,713	12,255,169	1,083,536	7,525,858	455,213	6,832,541	55,536,441
14	Torrance	5,939,241	930,966	3,937,292	237,056	2,417,878	139,144	3,417,842	17,019,418
15	Sub-Total	95,572,349	14,001,122	59,214,331	4,994,074	36,363,321	2,526,947	39,271,370	251,943,513
	<b>Eligible Operators:</b>								
16	Antelope Valley	-	-	4,419,548	207,653	2,195,021	172,878	1,885,944	8,881,045
17	LADOT	-	-	19,722,694	1,345,595	4,412,405	314,256	7,433,095	33,228,046
18	Santa Clarita	-	-	4,879,561	199,449	2,423,492	182,182	2,549,286	10,233,970
19	Foothill BSCP	-	-	4,485,319	-	1,003,466	-	988,567	6,477,352
20	Sub-Total	-	-	33,507,123	1,752,698	10,034,384	669,317	12,856,892	58,820,412
	<b>Tier 2 Operators:</b>								
	LADOT Community Dash	-	-	4,814,482	-	-	-	-	4,814,482
	Glendale	-	-	672,869	-	-	-	-	672,869
	Pasadena	-	-	422,855	-	-	-	-	422,855
	Burbank	-	-	89,794	-	-	-	-	89,794
	Sub-Total	-	-	6,000,000	-	-	-	-	6,000,000
21	Lynwood Trolley	-	-	-	-	-	-	208,237	208,237
22	Total Excluding Metro	95,572,349	14,001,122	98,721,454	6,746,772	46,397,704	3,196,263	52,336,499	316,972,162
	<b>Grand Total</b>	<b>\$347,794,161</b>	<b>\$ 54,516,125</b>	<b>\$270,069,786</b>	<b>\$ 34,230,492</b>	<b>\$151,622,137</b>	<b>\$ 10,000,000</b>	<b>\$ 71,266,174</b>	<b>\$939,498,875</b>

• See next page for Prop C 40% Discretionary program details

**Los Angeles County Metropolitan Transportation Authority  
2016 Transit Fund Allocations**

<b>PROPOSITION C 40% DISCRETIONARY PROGRAM DETAILS</b>										
		<b>Foothill Transit Mitigation</b>	<b>Municipal Ops Service Impvt Program</b>	<b>Zero-fare Compensation</b>	<b>Transit Service Expansion</b>	<b>Discretionary Base Restructuring</b>	<b>BSIP Overcrowding Relief</b>	<b>Prop 1B Bridge Funding PTMISEA</b>	<b>Prop 1B Bridge Funding Security</b>	<b>Total Prop C 40% Discretionary</b>
<b>Included Operators:</b>										
1	Metro Bus Ops.	\$ 7,778,718	\$ -	\$ -	\$ -	\$ -	\$ 11,150,958	\$ -	\$ -	\$ 18,929,676
<b>Municipal Operators:</b>										
2	Arcadia	9,363	61,935	-	-	-	21,042	-	-	92,340
3	Claremont	4,917	32,526	-	-	-	-	3,186	2,474	43,103
4	Commerce	10,662	70,531	644,693	-	240,818	-	-	-	966,704
5	Culver City	147,273	974,197	-	232,123	-	162,208	402,419	70,026	1,988,247
6	Foothill Transit	-	4,289,687	-	321,278	1,927,953	897,602	1,784,518	274,226	9,495,263
7	Gardena	146,601	969,754	-	667,204	-	169,332	356,817	61,900	2,371,608
8	La Mirada	3,423	22,641	-	-	-	-	-	-	26,064
9	Long Beach	643,938	4,259,599	-	2,202,767	-	795,102	1,383,233	236,973	9,521,612
10	Montebello	233,383	1,543,811	-	-	1,099,771	209,882	366,203	67,791	3,520,841
11	Norwalk	84,307	557,684	-	-	-	54,304	78,475	14,995	789,764
12	Redondo Beach	20,714	137,022	-	-	-	3,855	33,787	10,062	205,441
13	Santa Monica	556,349	3,680,204	-	-	-	769,264	1,558,334	268,389	6,832,541
14	Torrance	178,742	1,182,361	-	781,224	699,785	232,265	288,859	54,606	3,417,842
15	Sub-Total	2,039,672	17,781,953	644,693	4,204,596	3,968,327	3,314,855	6,255,832	1,061,443	39,271,370
<b>Eligible Operators:</b>										
16	Antelope Valley	20,552	1,073,383	-	363,788	-	46,172	326,683	55,366	1,885,944
17	LADOT	304,876	2,157,701	-	2,613,550	-	144,767	1,904,961	307,240	7,433,095
18	Santa Clarita	22,691	1,185,107	-	190,272	-	49,389	935,288	166,540	2,549,286
19	Foothill BSCP	-	490,703	-	-	-	-	429,605	68,259	988,567
20	Sub-Total	348,119	4,906,893	-	3,167,610	-	240,328	3,596,537	597,405	12,856,892
<b>Tier 2 Operators:</b>										
21	LADOT Community Dash	-	-	-	-	-	-	-	-	-
22	Glendale	-	-	-	-	-	-	-	-	-
23	Pasadena	-	-	-	-	-	-	-	-	-
24	Burbank	-	-	-	-	-	-	-	-	-
25	Sub-Total	-	-	-	-	-	-	-	-	-
26	Lynwood Trolley	-	-	-	208,237	\$ -	\$ -	\$ -	\$ -	208,237
27	Total Excluding Metro	2,387,791	22,688,846	644,693	7,580,442	3,968,327	3,555,184	9,852,368	1,658,848	52,336,499
	Grand Total	\$ 10,166,508	\$ 22,688,846	\$ 644,693	\$ 7,580,442	\$ 3,968,327	\$ 14,706,142	\$ 9,852,368	\$ 1,658,848	\$ 71,266,174

Los Angeles County Metropolitan Transportation Authority  
 2016 Transit Fund Allocations

FEDERAL FORMULA GRANTS								
Urbanized Formula Program (Section 5307)								
		85% Formula Allocation	15% Discretionary	1% Transit Enhancement	COP Lease Payment	Total Allocations	Fund Exchanges	Net
<b>Included Operators:</b>								
1	Metro Bus Ops.	\$ 137,292,867	\$ 17,161,330	\$ 949,832		\$ 155,404,029	\$ (4,469,424)	\$ 150,934,605
<b>Municipal Operators:</b>								
2	Arcadia	311,356	-	-		311,356	37,647	349,003
3	Claremont	121,781	-	-		121,781	14,725	136,506
4	Commerce	556,330	-	-		556,330	67,268	623,598
5	Culver City	2,764,840	320,000	-	810,000	3,894,840	334,306	4,229,145
6	Foothill Transit	15,150,674	680,000	-		15,830,674	3,970,868	19,801,543
7	Gardena	2,469,550	4,937,358	-		7,406,908	424,494	7,831,402
8	La Mirada	135,414	-	-		135,414	16,373	151,787
9	Long Beach	11,888,716	5,573,622	360,000		17,822,338	1,327,596	19,149,934
10	Montebello	3,905,990	-	-		3,905,990	472,286	4,378,276
11	Norwalk	1,158,970	-	-		1,158,970	140,135	1,299,105
12	Redondo Beach	534,188	-	-		534,188	64,590	598,779
13	Santa Monica	9,185,759	5,900,348	1,026,475		16,112,582	(4,746,245)	11,366,337
14	Torrance	2,807,792	-	-		2,807,792	518,087	3,325,879
15	Sub-Total	50,991,360	17,411,328	1,386,475	810,000	70,599,163	2,642,132	73,241,294
						-		-
<b>Eligible Operators:</b>								
16	Antelope Valley	122,867	-	-		122,867	440,497	563,364
17	LADOT	6,341,386	-	-		6,341,386	1,246,142	7,587,528
18	Santa Clarita	1,163,250	-	-		1,163,250	140,652	1,303,902
19	Foothill BSCP	-	-	-		-	-	-
20	Sub-Total	7,627,503	-	-	-	7,627,503	1,827,292	9,454,795
<b>Tier 2 Operators:</b>								
	LADOT Community Dash	-	-	-		-	-	-
	Glendale	-	-	-		-	-	-
	Pasadena	-	-	-		-	-	-
	Burbank	-	-	-		-	-	-
	Sub-Total	-	-	-		-	-	-
21	Lynwood Trolley	-	-	-			\$ -	-
22	Total Excluding Metro	58,618,863	17,411,328	1,386,475	810,000	78,226,666	4,469,424	82,696,089
	Grand Total	\$ 195,911,730	\$ 34,572,658	\$ 2,336,307	\$ 810,000	\$ 233,630,695	\$ -	\$ 233,630,695

Los Angeles County Metropolitan Transportation Authority  
2016 Transit Fund Allocations

FEDERAL FORMULA GRANTS (CONTINUED)								
	Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total Federal Formula Grants Allocation	
	\$Allocation	Fund Exchange	Net	\$Allocation	Fund Exchange	Net		
<b>Included Operators:</b>								
1	Metro Bus Ops.	\$ 16,600,537	\$ 7,087,802	\$ 23,688,339	\$ 72,682,363	\$ 3,631,622	\$ 76,313,985	\$ 250,936,929
<b>Municipal Operators:</b>								
2	Arcadia	37,647	(37,647)	-	-	-	-	349,003
3	Claremont	14,725	(14,725)	-	-	-	-	136,506
4	Commerce	67,268	(67,268)	-	-	-	-	623,598
5	Culver City	334,306	(334,306)	-	-	-	-	4,229,145
6	Foothill Transit	1,831,918	(1,831,918)	-	2,138,950	(2,138,950)	-	19,801,543
7	Gardena	298,602	(298,602)	-	125,892	(125,892)	-	7,831,402
8	La Mirada	16,373	(16,373)	-	-	-	-	151,787
9	Long Beach	1,437,504	(1,437,504)	-	140,092	(140,092)	-	19,149,934
10	Montebello	472,286	(472,286)	-	-	-	-	4,378,276
11	Norwalk	140,135	(140,135)	-	-	-	-	1,299,105
12	Redondo Beach	64,590	(64,590)	-	-	-	-	598,779
13	Santa Monica	1,110,681	(1,110,681)	-	143,075	(143,075)	-	11,366,337
14	Torrance	339,499	(339,499)	-	178,588	(178,588)	-	3,325,879
15	Sub-Total	6,165,535	(6,165,535)	-	2,726,597	(2,726,597)	-	73,241,294
<b>Eligible Operators:</b>								
16	Antelope Valley	14,856	(14,856)	-	425,641	(425,641)	-	563,364
17	LADOT	766,758	(766,758)	-	479,384	(479,384)	-	7,587,528
18	Santa Clarita	140,652	(140,652)	-	-	-	-	1,303,902
19	Foothill BSCP	-	-	-	-	-	-	-
20	Sub-Total	922,267	(922,267)	-	905,025	(905,025)	-	9,454,795
<b>Tier 2 Operators:</b>								
21	LADOT Community Dash	-	-	-	-	-	-	-
22	Glendale	-	-	-	-	-	-	-
23	Pasadena	-	-	-	-	-	-	-
24	Burbank	-	-	-	-	-	-	-
25	Sub-Total	-	-	-	-	-	-	-
26	Lynwood Trolley	-	-	-	-	-	-	-
27	Total Excluding Metro	7,087,802	(7,087,802)	-	3,631,622	(3,631,622)	-	82,696,089
	Grand Total	\$ 23,688,339	\$ -	\$ 23,688,339	\$ 76,313,985	\$ -	\$ 76,313,985	\$ 333,633,019

**Los Angeles County Metropolitan Transportation Authority  
2016 Transit Fund Allocations**

FY2016 FTA Section 5307 15% Capital Discretionary and 1% Associated Transit Improvement Fund Allocation						
BOS Approval						
Section 5307 15%						
Project Proposal	Sponsor	Amount Requested	% of amount requested	Avg Score	% Award	Award Value
Regional Training	SCR TTC	\$ 250,000				\$ 250,000
Bus Replacement - (350) 40' CNG	METRO	\$ 40,000,000	64.35%	81.7	50%	\$ 17,161,329
Bus Replacement - (14) 40' CNG	SM Big Blue Bus	\$ 6,210,893	9.99%	89.3	95%	\$ 5,900,348
Electric Charging Stations	Foothill	\$ 800,000	1.29%	88.3	85%	\$ 680,000
Bus Replacement - (15) 40' CNG	Long Beach Transit	\$ 6,654,528	10.71%	87.4	80%	\$ 5,323,622
Bus Wash Replacement Project	Culver City Bus	\$ 320,000	0.51%	85.8	100%	\$ 320,000
Bus Replacement - (12) Electric	G-Trans	\$ 8,172,317	13.15%	84.5	60%	\$ 4,937,358
<b>Total Requested</b>		<b>\$ 62,407,738</b>				<b>\$ 34,572,658</b>
Section 5307 15%						
Project Proposal	Sponsor	Amount Requested	% of amount requested	Avg Score	% Value (of request)	REVISED Award Value
Bus Stop Improvement Project	Long Beach Transit	\$ 360,000	9.16%	90.1	100.00%	\$ 360,000
Expo Light Rail bus stop Improvement	Santa Monica's BBB	\$ 1,600,000	40.73%	88.2	70.40%	\$ 1,026,475 (1)
Bus Stop Improvements	Culver City Bus	\$ 500,000	12.73%	87.8	67.30%	\$ -
Orange Line Ped Access Improvements	METRO	\$ 1,468,000	37.37%	81.3	35.00%	\$ 949,832 (2)
<b>Total Requested</b>		<b>\$ 3,928,000</b>				<b>\$ 2,336,307</b>
(1) \$100,000 of Sant Monica's allocation is deferred in favor of Metro. This allocation will be taken off the top from FY2017 1% Enhancement Fund.						
(2) Culver City's allocation in the amount of \$336,492 is deferred in favor of Metro. This allocation will be taken off the top from FY2017 1% Enhancement fund.						

**Los Angeles County Metropolitan Transportation Authority  
2016 Transit Fund Allocations**

<b>PROPOSITION A 5% OF 40% DISCRETIONARY INCENTIVE PROGRAMS</b>		
		<b>FY16 Allocation</b>
	<b><u>PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS:</u></b>	
1	Agoura Hills	\$ 86,630
2	Antelope Valley, Elderly & Disabled	320,426
3	Beverly Hills Taxi & Lift Van	27,893
4	Culver City Community Transit and LA County	62,873
5	Gardena, Hawthorne and LA County	164,422
6	Glendale Paratransit and La Canada Flintridge	250,415
7	Huntington Park, Bell, South Gate and LA County	14,018
8	Inglewood Transit and LA County	191,168
9	LA County (Whittier et al)	161,665
10	LA County (Willowbrook)	53,486
11	Los Angeles Taxi & Lift Van, City Ride	373,476
12	Los Angeles Dial-a-Ride, City Ride	1,888,629
13	Monrovia D.A.R. and LA County	152,904
14	Palos Verdes PTA D.A.R.	42,666
15	Palos Verdes PTA - PV Transit	358,479
16	Pasadena Community Transit, San Marino and LA County	395,346
17	Pomona Valley TA - E&D (Get About)	561,777
18	Pomona Valley TA General Public (VC)	92,327
19	Redondo Beach Community Transit and Hermosa Beach	58,543
20	Santa Clarita D.A.R.	815,312
21	West Hollywood (DAR)	291,689
22	West Hollywood (Taxi)	53,242
23	Whittier (DAR)	340,100
24	1st Priority Sub-total	\$ 6,757,486
	<b><u>PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION</u></b>	
	<b>(IF PROP A DISC. CANNOT FULLY FUND THESE SYSTEMS)</b>	
25	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	\$ -
26	Santa Clarita - Local Fixed Route	-
27	Antelope Valley - Local Fixed Route	-
28	Foothill - Bus Service Continuation Project	-
29	2nd Priority Sub-total	\$ -
30	<b><u>PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT</u></b>	\$ -
31	<b><u>PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES</u></b>	\$ -



Los Angeles County Metropolitan Transportation Authority  
 2016 Transit Fund Allocations

<b>PROPOSITION A 5% OF 40% DISCRETIONARY INCENTIVE PROGRAMS</b>			
<b>Priority V: VOLUNTARY NTD DATA REPORTING:</b>		<b>Estimate</b>	<b>Tier 2</b>
<b>FY14 NTD Report Year</b>			<b>Deduction (1)</b>
			<b>FY16 Net Allocation</b>
32	City of Alhambra (MB and DR)	\$ 134,937	\$ 134,937
33	City of Artesia (DR)	6,204	6,204
34	City of Azusa (DR)	42,703	42,703
35	City of Baldwin Park (MB and DR)	131,345	131,345
36	City of Bell (MB/DR)	16,924	16,924
37	City of Bell Gardens (MB and DR)	63,240	63,240
38	City of Bellflower (MB and DR)	45,591	45,591
39	City of Burbank (MB)*	107,853	17,196 90,657
40	City of Carson (MB and DT)	193,695	193,695
41	City of Cerritos (MB and DR)	67,528	67,528
42	City of Compton (MB)	55,609	55,609
43	City of Covina (DR)	28,913	28,913
44	City of Cudahy (MB and DR)	27,582	27,582
45	City of Downey (MB and DR)	94,093	94,093
46	City of Duarte (MB)	36,400	36,400
47	City of El Monte (MB and DR)	151,283	151,283
48	City of Glendora (MB and DR)	58,476	58,476
49	City of Glendale (MB)*	298,381	47,575 250,806
50	City of Huntington Park (MB)	63,471	63,471
51	City of Los Angeles -- Community DASH* (MB)	1,408,770	224,617 1,184,153
52	City of Los Angeles -- Department of Aging (DR)	195,007	195,007
53	LA County Dept. of Public Works -- Avocado Heights (MB)	15,516	15,516
54	LA County Dept. of Public Works -- East Valinda (MB)	27,516	27,516
55	LA County Dept. of Public Works -- East LA (MB and DR)	208,286	208,286
56	LA County Dept. of Public Works -- Willowbrook (MB)	37,614	37,614
57	LA County Dept. of Public Works -- King Medical (MB)	11,208	11,208
58	LA County Dept. of Public Works -- South Whittier (MB)	54,121	54,121
59	City of Lawndale (MB)	34,789	34,789
60	City of Lynwood (MB)	63,448	63,448
61	City of Malibu (DT)	21,365	21,365
62	City of Manhattan Beach (DR)	16,624	16,624
63	City of Maywood (DR)	4,513	4,513
64	City of Monterey Park (MB and DR)	106,695	106,695
65	City of Pasadena (MB)*	263,065	41,944 221,121
66	City of Pico Rivera (DR)	23,874	23,874
67	City of Rosemead (MB and DR)	76,197	76,197
68	City of Santa fe Springs (DR)	4,335	4,335
69	City of South Gate (DT and MB)	145,310	145,310
70	City of South Pasadena (DR)	10,435	10,435
71	City of West Covina (MB and DR)	96,813	96,813
72	City of West Hollywood (MB)	31,850	31,850
73	5th Priority Sub-Total	\$ 4,481,579	\$ 331,332 \$ 4,150,247

**Los Angeles County Metropolitan Transportation Authority  
2016 Transit Fund Allocations**

<b>PROPOSITION A 5% OF 40% DISCRETIONARY INCENTIVE PROGRAMS</b>			
	<b><u>PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS</u></b>		
74	Avalon Ferry Subsidy		\$ 650,000
75	Avalon Transit Services (Jitney and Dial-a-Ride)		250,000
76	Hollywood Bowl Shuttle Service		1,057,000
77	6th Priority Sub-total		\$ 1,957,000
78	Total Expenditures		\$ 12,864,733
79	Reserves for contingencies (2)		1,806,496
80	Sub-total		14,671,229
81	Estimated Revenue		14,671,229
82	Surplus (Deficit)		\$ -
	<b>NOTES:</b>		
	(1) Tier 2 Operators' shares have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.		

**Los Angeles County Metropolitan Transportation Authority  
2016 Transit Fund Allocations**

<b>PROPOSITION A, PROPOSITION C AND MEASURE R LOCAL RETURNS TRANSPORTATION DEVELOPMENT ACT ARTICLES 3 AND 8</b>										
	LOCAL JURISDICTION	Population	Population	Proposition A	Proposition C	Measure R	TDA Article 3	TDA Article 8 (S & H)		Total Allocations
		DOF Report	as % of	Local Return	Local Return	Local Return	Ped & Bike	Population	Article 8	
		2014 data	County	Estimate	Estimate	Estimate	[1]		Allocation	
1	AGOURA HILLS	20,625	0.2054%	\$ 372,439	\$ 308,928	\$ 231,699	\$ 13,155		\$ -	\$ 926,222
2	ALHAMBRA	84,697	0.8434%	1,529,429	1,268,621	951,477	53,968			3,803,495
3	ARCADIA	57,500	0.5726%	1,038,315	861,255	645,949	36,644			2,582,163
4	ARTESIA	16,776	0.1671%	302,935	251,277	188,460	10,703			753,375
5	AVALON	3,820	0.0380%	68,980	57,217	42,913	5,000	3,820	143,632	317,743
6	AZUSA	48,385	0.4818%	873,719	724,727	543,552	30,838			2,172,837
7	BALDWIN PARK	76,715	0.7640%	1,385,293	1,149,064	861,808	48,884			3,445,048
8	BELL	35,972	0.3582%	649,570	538,801	404,106	22,931			1,615,407
9	BELLFLOWER	77,741	0.7742%	1,403,820	1,164,432	873,334	49,537			3,491,123
10	BELL GARDENS	42,667	0.4249%	770,466	639,081	479,317	27,196			1,916,059
11	BEVERLY HILLS	34,677	0.3453%	626,185	519,404	389,558	22,106			1,557,253
12	BRADBURY	1,082	0.0108%	19,538	16,207	12,155	5,000			52,900
13	BURBANK	105,543	1.0510%	1,905,858	1,580,859	1,185,659	67,247			4,739,624
14	CALABASAS	23,943	0.2384%	432,354	358,627	268,973	15,269			1,075,223
15	CARSON	92,636	0.9225%	1,672,788	1,387,534	1,040,663	59,025			4,160,011
16	CERRITOS	49,741	0.4953%	898,206	745,038	558,785	31,702			2,233,730
17	CLAREMONT	35,920	0.3577%	648,631	538,022	403,522	22,898			1,613,072
18	COMMERCE	13,003	0.1295%	234,804	194,763	146,074	8,300			583,941
19	COMPTON	98,082	0.9767%	1,771,130	1,469,106	1,101,843	62,494			4,404,574
20	COVINA	48,619	0.4842%	877,945	728,232	546,181	30,987			2,183,345
21	CUDAHY	24,142	0.2404%	435,948	361,607	271,209	15,395			1,084,159
22	CULVER CITY	39,579	0.3941%	714,704	592,828	444,626	25,229			1,777,387
23	DIAMOND BAR	56,400	0.5617%	1,018,451	844,779	633,592	35,943			2,532,765
24	DOWNEY	113,363	1.1289%	2,047,069	1,697,990	1,273,508	72,228			5,090,796
25	DUARTE	21,668	0.2158%	391,273	324,551	243,416	13,820			973,060
26	EL MONTE	115,064	1.1459%	2,077,785	1,723,468	1,292,617	73,312			5,167,182
27	EL SEGUNDO	16,897	0.1683%	305,120	253,089	189,819	10,780			758,809
28	GARDENA	60,082	0.5983%	1,084,940	899,929	674,955	38,289			2,698,112
29	GLENDALE	195,799	1.9498%	3,535,670	2,932,745	2,199,585	124,739			8,792,739
30	GLENORA	51,290	0.5108%	926,177	768,239	576,186	32,688			2,303,291
31	HAWAIIAN GARDENS	14,456	0.1440%	261,041	216,527	162,397	9,226			649,191
32	HAWTHORNE	86,644	0.8628%	1,564,587	1,297,784	973,350	55,208			3,890,929
33	HERMOSA BEACH	19,750	0.1967%	356,639	295,822	221,869	12,598			886,928
34	HIDDEN HILLS	1,901	0.0189%	34,328	28,474	21,356	5,000			89,157
35	HUNTINGTON PARK	59,033	0.5879%	1,065,997	884,217	663,171	37,621			2,651,005

**Los Angeles County Metropolitan Transportation Authority  
2016 Transit Fund Allocations**

<b>PROPOSITION A, PROPOSITION C AND MEASURE R LOCAL RETURNS TRANSPORTATION DEVELOPMENT ACT ARTICLES 3 AND 8</b>										
	LOCAL JURISDICTION	Population	Population	Proposition A	Proposition C	Measure R	TDA Article 3	TDA Article 8 (S & H)		Total Allocations
		DOF Report	as % of	Local Return	Local Return	Local Return	Ped & Bike	Population	Article 8	
		2014 data	County	Estimate	Estimate	Estimate	[1]		Allocation	
36	INDUSTRY [3]	438	0.0044%	7,909	6,561	4,920	-			19,390
37	INGLEWOOD	111,795	1.1133%	2,018,755	1,674,504	1,255,893	71,229			5,020,382
38	IRWINDALE	1,466	0.0146%	26,473	21,958	16,469	5,000			69,900
39	LA CANADA-FLINTRIDGE	20,535	0.2045%	370,814	307,580	230,688	13,098			922,180
40	LA HABRA HEIGHTS	5,420	0.0540%	97,872	81,183	60,888	5,000			244,943
41	LAKEWOOD	81,224	0.8089%	1,466,715	1,216,601	912,462	51,756			3,647,533
42	LA MIRADA	49,178	0.4897%	888,039	736,605	552,461	31,343			2,208,448
43	LANCASTER	159,878	1.5921%	2,887,021	2,394,708	1,796,053	101,858	159,878	6,011,397	13,191,036
44	LA PUENTE	40,478	0.4031%	730,938	606,293	454,726	25,801			1,817,758
45	LA VERNE	32,228	0.3209%	581,962	482,722	362,046	20,546			1,447,276
46	LAWNDALE	33,228	0.3309%	600,020	497,700	373,280	21,183			1,492,183
47	LOMITA	20,630	0.2054%	372,529	309,003	231,755	13,158			926,446
48	LONG BEACH	470,292	4.6833%	8,492,368	7,044,196	5,283,211	299,587			21,119,362
49	LOS ANGELES CITY	3,904,657	38.8840%	70,508,927	58,485,300	43,864,508	2,825,874			175,684,608
50	LYNWOOD	70,980	0.7068%	1,281,732	1,063,163	797,382	45,231			3,187,507
51	MALIBU	12,865	0.1281%	232,312	192,696	144,524	8,212			577,744
52	MANHATTAN BEACH	35,619	0.3547%	643,195	533,514	400,140	22,706			1,599,555
53	MAYWOOD	27,758	0.2764%	501,244	415,769	311,830	17,699			1,246,542
54	MONROVIA	37,162	0.3701%	671,058	556,625	417,474	23,689			1,668,847
55	MONTEBELLO	63,527	0.6326%	1,147,148	951,529	713,656	40,483			2,852,816
56	MONTEREY PARK	61,777	0.6152%	1,115,547	925,317	693,996	39,368			2,774,229
57	NORWALK	106,630	1.0619%	1,925,487	1,597,141	1,197,870	67,939			4,788,438
58	PALMDALE	155,657	1.5501%	2,810,800	2,331,484	1,748,634	99,169	155,657	5,852,688	12,842,775
59	PALOS VERDES ESTATES	13,665	0.1361%	246,758	204,679	153,511	8,722			613,670
60	PARAMOUNT	55,051	0.5482%	994,092	824,573	618,437	35,084			2,472,186
61	PASADENA	140,879	1.4029%	2,543,944	2,110,134	1,582,620	89,755			6,326,453
62	PICO RIVERA	63,873	0.6361%	1,153,396	956,712	717,543	40,704			2,868,354
63	POMONA	151,713	1.5108%	2,739,580	2,272,410	1,704,328	96,657			6,812,974
64	RANCHO PALOS VERDES	42,358	0.4218%	764,886	634,453	475,845	26,999			1,902,183
65	REDONDO BEACH	67,717	0.6744%	1,222,810	1,014,289	760,726	43,152			3,040,976
66	ROLLING HILLS	1,895	0.0189%	34,219	28,384	21,288	5,000			88,891
67	ROLLING HILLS ESTATES	8,184	0.0815%	147,784	122,583	91,938	5,230			367,535
68	ROSEMEAD	54,762	0.5453%	988,873	820,244	615,191	34,900			2,459,208
69	SAN DIMAS	34,072	0.3393%	615,260	510,342	382,761	21,721			1,530,084
70	SAN FERNANDO	24,222	0.2412%	437,392	362,805	272,107	15,446			1,087,752

**Los Angeles County Metropolitan Transportation Authority  
2016 Transit Fund Allocations**

**PROPOSITION A, PROPOSITION C AND MEASURE R LOCAL RETURNS  
TRANSPORTATION DEVELOPMENT ACT ARTICLES 3 AND 8**

	LOCAL JURISDICTION	Population	Population	Proposition A	Proposition C	Measure R	TDA Article 3	TDA Article 8 (S & H)		Total Allocations
		DOF Report 2014 data	as % of County	Local Return Estimate	Local Return Estimate	Local Return Estimate	Ped & Bike [1]	Population	Article 8 Allocation	
71	SAN GABRIEL	40,313	0.4015%	727,958	603,822	452,872	25,696			1,810,348
72	SAN MARINO	13,341	0.1329%	240,907	199,826	149,871	8,515			599,120
73	SANTA CLARITA	209,130	2.0826%	3,776,396	3,132,421	2,349,345	133,231	209,130	7,863,268	17,254,660
74	SANTA FE SPRINGS	17,349	0.1728%	313,282	259,859	194,897	11,068			779,107
75	SANTA MONICA	92,185	0.9180%	1,664,644	1,380,779	1,035,597	58,738			4,139,758
76	SIERRA MADRE	11,094	0.1105%	200,332	166,170	124,629	7,084			498,214
77	SIGNAL HILL	11,411	0.1136%	206,056	170,918	128,190	7,286			512,450
78	SOUTH EL MONTE	20,426	0.2034%	368,846	305,948	229,464	13,028			917,285
79	SOUTH GATE	96,057	0.9566%	1,734,564	1,438,775	1,079,094	61,204			4,313,637
80	SOUTH PASADENA	26,011	0.2590%	469,698	389,602	292,205	16,586			1,168,090
81	TEMPLE CITY	36,134	0.3598%	652,495	541,228	405,926	23,034			1,622,682
82	TORRANCE	147,706	1.4709%	2,667,223	2,212,391	1,659,314	94,104			6,633,033
83	VERNON [4]	122	0.0012%	2,203	1,827		5,000			9,030
84	WALNUT	30,112	0.2999%	543,752	451,028	338,275	19,198			1,352,253
85	WEST COVINA	107,828	1.0738%	1,947,120	1,615,085	1,211,328	68,702			4,842,236
86	WEST HOLLYWOOD	35,072	0.3493%	633,318	525,321	393,995	22,358			1,574,991
87	WESTLAKE VILLAGE	8,386	0.0835%	151,431	125,608	94,207	5,359			376,606
88	WHITTIER	86,538	0.8618%	1,562,673	1,296,196	972,159	55,141			3,886,169
89	UNINCORP LA COUNTY	1,046,557	10.4220%	18,898,359	15,675,692	11,756,912	1,456,817	109,504	4,117,340	51,905,120
90	<b>TOTAL</b>	<b>10,041,797</b>	<b>100.0000%</b>	<b>\$ 181,331,250</b>	<b>\$ 150,409,500</b>	<b>\$ 112,807,125</b>	<b>\$ 7,551,412</b>	<b>637,989</b>	<b>\$ 23,988,324</b>	<b>\$ 476,087,611</b>

**NOTES:**

Population estimates are based on State of California Department of Finance's 2014 population estimates. The Unincorporated Population figure for TDA 8 is based on 2007 estimates by Urban Research

Proposition A, Proposition C and Measure R Local Return funds are allocated their share of estimated revenues (minus administration) without carryover since payments are made based on actual revenues received.

**TDA Article 3 Allocation:**

[1] 15% of the estimated revenue is first awarded to the City of Los Angeles and Los Angeles County (30%-70% split) as Supplemental Allocation.

[3] City of Industry has opted out of the TDA Article 3 program indefinitely.

[4] City of Vernon has opted out of the Measure R Local Return program indefinitely.

Los Angeles County Metropolitan Transportation Authority  
2015 Transit Fund Allocations

**Summary of Significant Information, Methodologies and Assumptions**  
**Revenue Estimates**

- Revenue estimate is 3.2% over FY2015 budget based upon review of several economic forecasts.
- Consumer price index (CPI) of 1.97% represents a composite index from several economic forecasting sources and is applied to Proposition A Discretionary program for included operators, Transit Service Enhancement (TSE), Bus Service Improvement Program (BSIP), and Discretionary Base Restructuring program. Municipal Operators Service Improvement Program (MOSIP) receives 3% increase from FY2015 allocation.
- Proposition A 95% of 40% growth over inflation (GOI) revenue of \$45 million is used to fund formula equivalents for eligible and Tier 2 operators.
- Proposition 1B PTMISEA Bridge funding allocation represents the 3rd of four installments of FY2011 funding allocation.
- Proposition 1B Security Bridge funding allocation represents FY2013 funding allocation.
- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339 and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments. Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS), while Section 5337 is calculated using the same formula used by the Federal Transit Administration (FTA). Estimates are based on FY2016 estimated revenues. Operators' shares of sections 5339 and 5337 will be exchanged with Metro's share of section 5307 allocation.

**Bus Transit Subsidies (\$672.4M)**

**Formula Allocation Procedure**

Allocations of transit subsidy funds (STA, TDA Article 4, and Proposition A 95% of 40% Discretionary) are based on the Formula Allocation Procedure (FAP) that was adopted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors and legislated through SB 1755 (Calderon – 1996). Los Angeles County included and eligible operators submitted their FY2014 Transit Performance Measures

## ATTACHMENT F

### Los Angeles County Metropolitan Transportation Authority 2015 Transit Fund Allocations

data for the FY2016 FAP calculations. This data was validated and used in the calculations. The FAP as applied uses 50% of operators' vehicle service miles and 50% of operators' fare units. (Fare units are defined as operators' passenger revenues divided by operators' base cash fare). In November 2008, the Board approved Funding Stability Policy where operators who increase their fares will have their fare units frozen at their level prior to the fare increase until such time that fare unit calculation based on the new higher fare becomes greater than the frozen level.

Tier 2 Operators Funding Program was approved by the Board in April 2010 to provide operating assistance to LADOT Community Dash program and Glendale, Pasadena and Burbank's fixed route transit programs. Allocation is calculated by the same methodology as in the FAP and does not negatively impact the existing included and eligible operators. This program was funded \$6 million each year for three years beginning FY2011 from the \$18 million GOI funds that was set aside by the Board in FY2008. With the Board's approval, we will continue to fund this program in FY2016 for the amount of \$6 million.

#### **Measure R 20% Bus Operations (\$151.6M)**

Measure R, which voters approved in November 2008, provides that 20% of the revenues be allocated to bus service operations, maintenance and expansion. The 20% bus operations share is allocated according to FAP calculation methodology. In addition, Measure R ordinance also provides a lump sum allocation of \$150M over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County municipal operators at \$10 million every two years.

#### **Proposition C 5% Security (\$34.2M)**

Ninety percent of Proposition C 5% Security fund is allocated to Los Angeles County transit operators and Metro Operations for security services. State law requires that each operator's share of funds be based on its share of unlinked boardings to total Los Angeles County unlinked boardings. The unlinked boardings used for allocating these funds are based from the operators' TPM reports of LACMTA approved services. The remaining ten percent is allocated to Metro to mitigate other security needs.

#### **Proposition C 40% Discretionary Programs (\$71.3M)**

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program as continued is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. Funding is increased by 3% from the previous year's funding level. All municipal operators participate in this program, and funds are allocated according to FAP calculation methodology.

## ATTACHMENT F

### Los Angeles County Metropolitan Transportation Authority 2015 Transit Fund Allocations

- **Zero-Fare Compensation.** The City of Commerce is allocated with an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an included operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data are frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the Bus Operator Sub-Committee (BOS) in November 1995.
- **Transit Service Expansion Program (TSE).** The TSE Program continues for five municipal operators for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.
- **Base Re-Structuring Program (Base-Re).** The Base Re-Structuring Program continues for four municipal operators who added service before 1990. These four municipal operators were given additional funding from Proposition C 40% Discretionary.
- **Bus Service Improvement Program (BSIP).** The BSIP also continues to address service improvements on overcrowded non-Metro bus lines used primarily by the transit dependent. Metro Operations and all other Los Angeles County transit operators, except Claremont, La Mirada and Commerce, participate in this program.
- **Proposition 1B Bridge Funding Program.** The Bridge Funding Program is established to compensate certain operators for the differences in State Proposition 1B allocation, which uses the State Transit Assistance (STA) allocation methodology, and the Los Angeles County Formula Allocation Procedure (FAP). Operators who would have received less or no funding under the State method are allocated with local funds if the FAP method is used. This program is to continue through the life of the bond as approved by the Board in September 2009. For FY2015, Bridge Funding allocation for the Transit Modernization (PTMISEA) account represents the second of four installments the operators earned from FY2011 Proposition 1B allocation; Bridge Funding for the Security account represents the full funding earned from the FY2012 allocation.

### Federal Funds

#### Section 5307 Urbanized Formula Program (\$233.6M)

Based on federal revenue estimates for FY2016, \$233.6 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of



## ATTACHMENT F

### Los Angeles County Metropolitan Transportation Authority 2015 Transit Fund Allocations

vehicles, unlinked boardings, passenger revenue and base fare. 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with Bus Operations Subcommittee's review and concurrence.

At its April 15, 2014 meeting, the Bus Operators Subcommittee allocated \$250,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCR TTC) from the 15% discretionary fund. SCR TTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The fund will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

#### **Section 5339 Bus and Bus Facilities (\$23.7M)**

The two-year transportation reauthorization bill that was signed into law on July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21), provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. (U.S.C. Section 5339 /MAP-21 Section 20029 – Bus and Bus Facilities). Based on federal revenue estimates for FY2016, \$23.7 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the Bus Operations Subcommittee. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

#### **Section 5337 State of Good Repair (\$76.3M)**

MAP-21 also introduced a new formula-based State of Good Repair program (49 U. S. C. Section 5337 /MAP-21 Section 20027) dedicated to repairing and upgrading the nation's rail transit systems along with the high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit. This funding program consists of two separate formula programs:

- **High Intensity Fixed Guideway** – provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY2016, **\$70.4** million is allocated to Metro and municipal operations.
- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY2016, **\$5.9** million is allocated to Metro operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators' DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated

## ATTACHMENT F

### Los Angeles County Metropolitan Transportation Authority 2015 Transit Fund Allocations

using the operators' VRM data. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

#### **Proposition A Incentive Programs (\$14.7M)**

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through Board-adopted Incentive Program guidelines. Programs include the Sub-Regional Paratransit Program, the Voluntary NTD Reporting Program and the Sub-Regional Grant Projects. Under the Voluntary NTD Reporting Program, local transit operators report operating data through our Consolidated NTD Report for entitlement to the Federal FTA Section 5307 funds. Operators participating in the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service to its residents who commute between Avalon and the mainland will continue to receive \$650,000 in subsidy; Avalon's Transit Services annual subsidy remains at \$250,000 while Hollywood Bowl Shuttles subsidy will remain at to \$1,057,000.

#### **Local Returns, TDA Articles 3 & 8 (\$476M)**

- **Proposition A 25% Local Return (\$181.3M), Proposition C 20% (\$150.4M) Local Return and Measure R 15% Local Return (\$112.8M) funds estimates** are apportioned to all Los Angeles County cities and the County of Los Angeles based on population shares according to state statutes and Proposition A, Proposition C and Measure R ordinances. The City of Vernon opted out of the Measure R Local Return program indefinitely.
- **TDA Article 3 funds (\$7.6M)**. 15% of TDA Article 3 funds are allocated towards maintenance of regionally significant Class I bike paths as determined by LACMTA policy and in current TDA Article 3 Guidelines. This portion is divided in a ratio of 30% to 70% to City of Los Angeles and County of Los Angeles, respectively. The remaining 85% is allocated to all Los Angeles County cities and the County of Los Angeles based on population shares. TDA Article 3 has a minimum allocation amount of \$5,000. The City of Industry has opted out of the TDA Article 3 program indefinitely. The Street and Freeway Subcommittee and the Technical Advisory Committee have approved this redistribution methodology in prior years, and it remains unchanged.
- **TDA Article 8 funds (\$24M)** are allocated to areas within Los Angeles County, but outside the Metro service area. These are Avalon, Lancaster, Palmdale, Santa Clarita and portions of unincorporated areas of Los Angeles County. The amount of TDA funds

## **ATTACHMENT F**

### **Los Angeles County Metropolitan Transportation Authority 2015 Transit Fund Allocations**

for Article 8 allocation is calculated based on the proportionate population of these areas to the total population of Los Angeles County.

## ATTACHMENT G

### Los Angeles County Metropolitan Transportation Authority 2016 Transit Fund Allocations

#### RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2015-2016 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act (TDA), Public Utilities Code Section 99200 et seq.; and

**WHEREAS**, under Chapter 2.5, Article 5, the State Transit Assistance Fund (STA) Section 6753, allocations to claimants shall be made and take effect by resolution and shall designate: 1) the fiscal year for which the allocation is made; 2) the amount allocated to the claimant for each of the purposes defined in Sections 6730 and 6731; and 3) any other terms and conditions of the allocation; and

**WHEREAS**, Section 6659 requires that allocation instructions be conveyed each year to the county auditor by written memorandum of its executive director and accompanied by a certified copy of the authorizing resolution; and

**WHEREAS**, the resolution shall also specify conditions of payment and may call for a single payment, for payments as moneys become available, or for payment by installments monthly, quarterly, or otherwise; and

**WHEREAS**, the amount of a regional entity's allocation for a fiscal year that is not allocated to claimants for that fiscal year shall be available to the regional entity for allocation in the following fiscal year; and

**WHEREAS**, Section 6754 requires that the regional entity may allocate funds to an operator or a transit service claimant only if, in the resolution allocating the funds, it finds all of the following:

- a.1 The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
- a.2 The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Section 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
- a.3 The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

## ATTACHMENT G

### Los Angeles County Metropolitan Transportation Authority 2016 Transit Fund Allocations

- a.4 The sum of the claimant's allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
- a.5 Priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

**WHEREAS**, the regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it finds all of the following:

- b.1 The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC Section 99244.
- b.2 A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle code, as required in PUC Section 99251. The certification shall have been completed within the last 13 month, prior to filing claims.
- b.3 The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7

**WHEREAS**, the regional entity may allocate funds to an operator to exchange funds pursuant to PUC Section 99314.4(b) only if, in the resolution allocating the funds made available pursuant to PUC Section 99231, it find that the operator is eligible to receive State Transit Assistance funds; and

**WHEREAS**, LACMTA staff in consultation with the Transit Operators and Cities has developed allocations in accordance with the Transportation Development Act as previously specified.

### **NOW THEREFORE,**

- 1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2015-16 to each claimant for each of the purposes as specified in Attachments A through E.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan.; the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964; the sum of the claimant's allocations from the State Transit Assistance fund and from the Local

## ATTACHMENT G

### Los Angeles County Metropolitan Transportation Authority 2016 Transit Fund Allocations

Transportation Fund do not exceed the amount the claimant is eligible to receive during the fiscal year; and that priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel,

to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

- 3.0 The Board of Directors hereby finds that, for the purposes specified in Section 6730, the operators eligible for funding have made reasonable efforts to implement the productivity improvements recommended pursuant to PUC Section 99244. A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, has been remitted. The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7
- 4.0 The Board of Directors hereby authorizes that the operators listed in Attachment A are eligible to receive State Transit Assistance funds.
- 5.0 The Board of Directors hereby authorizes that the operators may receive payments upon meeting the requirements of the STA eligibility test and submittal of TDA and STA claims.

### **CERTIFICATION**

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on June, 2015.

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MICHELE JACKSON  
Board Secretary

DATED:  
(SEAL)



## Board Report

File #: 2015-0449, File Type: Fare / Tariff / Service Change

Agenda Number: 9.

### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 17, 2015

**SUBJECT: REGIONAL INTERAGENCY TRANSFER (IAT) POLICY**  
**ACTION: APPROVE RECOMMENDATIONS**

#### RECOMMENDATIONS

ADOPTED ON CONSENT CALENDAR:

- A. the **proposed change to the Policy on Use of Interagency Transfers** as described in Attachment A;
- B. finding that the proposed policy change results in a Disparate Impact but there is substantial legitimate justification for the proposed change and there are no alternatives that would have a less disparate impact on minority riders; and
- C. the recommendation to distribute up to 1 million TAP cards free to bus riders purchasing transfers in advance of the effective date of the policy to address the underlying cause of the Disparate Impact finding (current TAP card possession).

#### ISSUE

As of May 2015, the last of the County's transit providers that participate in a regional fare program - EZ transit pass or Inter-Agency Transfers (IATs) - are on TAP. The region is now poised to fully realize the seamless travel across the County envisioned when the TAP program was launched in 2002, improving customer convenience and improving boarding times.

The proposed Policy on the Use of Inter-Agency Transfers (Attachment A) makes the following changes to the current policy by:

- 1) eliminating the paper inter-agency transfer by requiring all transfers to be made with a TAP card;
- 2) paying the transfer fare upon second, rather than first, boarding;
- 3) extending the inter-agency transfer window from 2 to 2 ½ hours; and,
- 4) providing for a single inter-agency transfer within the transfer window.

The new policy would not change the transfer price charged by each transit operator; transfer fares would still be a local fare policy decision. Further, the new policy would not require change to intra-agency (i.e., within system) transfer policies like those at Metro, LADOT, Culver City BusLines, or Norwalk Transit, but would be integrated to work seamlessly with local TAP transfer policies on an operator-by-operator basis.

#### DISCUSSION

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As the region has migrated to a TAP-based fare collection system over the last decade, IAT policy has presented many challenges because not all IAT-participating operators were on TAP. Operators with TAP capability had to consider the TAP capabilities or lack thereof when providing IATs to their customers. This resulted in the hybrid IAT program that we have today:

- Paper transfers are used for cash-paying customers transferring from bus to bus;
- TAP loaded transfers are used for customers who know they are transferring between TAP-enabled operators. To assist customers who may not know, most agencies load TAP transfers and continue to provide paper IATs;
- TVM-issued paper transfers are issued to customers transferring from Metro Rail to non-TAP operators;
- Limited use TAP “polka dot” transfers are issued to cash-paying customers transferring to Metro Rail or TAP customers transferring to Metro Rail from non-TAP operators.

These transfer accommodations have been difficult to manage for operators and difficult to use for customers. Now that all of the IAT-participating agencies are on TAP, the complexity of the IAT program can be simplified to the mutual benefit of both customers and operators. The policy change would provide an automatic transfer to customers when an eligible transfer boarding is made.

#### Regional Readiness

Several operators have already taken steps to harness the benefits the TAP system provides for transfer activity. Antelope Valley Transit and Santa Clarita Transit both eliminated paper transfers from their systems in recent years, requiring all customers who wish to transfer to another operator do so with their TAP cards. LADOT began the implementation of internal transfers on TAP with their conversion to the TAP program in 2013. Most recently, Metro implemented its own Board-approved internal transfer policy with the two hours of free transfers on TAP as part of the September 2014 fare change.

Beginning with the TAP conversion of Long Beach Transit in April 2014, 14 additional operators have been added to the TAP system bringing the total to 24 TAP enabled operators in the County (Attachment B). As the most recent 14 agencies have prepared for TAP transition over the last year, the region has been discussing the proposed changes to IAT policy through a number of forums including the General Managers’ group, Bus Operators Subcommittee (BOS), and Local Transit Systems Subcommittee (LTSS). Unanimous approval of the proposed policy was achieved by the General Managers on May 13<sup>th</sup>, and the BOS on May 19<sup>th</sup>. Additionally, the policy proposal will be presented to the Citizens Advisory Committee on June 24<sup>th</sup>.

Should the policy be approved by the Board, a Working Group comprised of operator representatives together with TAP staff will oversee the technical and marketing efforts necessary for implementation.

#### Policy Changes

There are four significant changes proposed to the IAT policy.

1. Transfers within Los Angeles County would be allowed with a TAP card only. This would eliminate the paper transfers, Rail TVM paper transfers, and TAP “polka dot” transfers currently in use. This would require all base fares whether single ride fares or pass fares to be paid with a TAP card at which time eligibility for a transfer at the next boarding would be encoded on the TAP card. Transfers would not be available for cash-paying customers. However, there will be limited routes that may need to maintain paper transfers for transfers to operators outside Los Angeles County. These routes will be handled on a case-by-case basis.
2. Transfer fare would be deducted when making the second boarding. The customer no longer has to determine need for the transfer as it will happen automatically if the boarding is transfer eligible. Today, the customer requests a transfer on the first vehicle, is provided with a paper



transfer, and the paper transfer is provided to the driver of the second vehicle. Under the proposal, the customer would simply tap for both boardings - a base fare would be deducted on the first vehicle and a transfer fare would be deducted on the second vehicle. Revenues are expected to remain unchanged as a result of the policy change but will now be collected on different legs of the trip.

3. The transfer window would be extended to 2.5 hours from the current 2 hour window. The extension of the transfer window was warranted due to increasing traffic congestion and the distance of some routes, particularly those from the Antelope Valley.
4. The policy would provide for a single IAT per base fare boarding. Today, it is each operator's discretion to issue another IAT when a customer boards with an IAT. Most operators, however, do not sell an IAT when presented with an IAT for boarding. The proposed policy would standardize this practice across the region.

#### Customer Benefits

The benefits to the customer of the proposed policy change include:

- *Speeding up boardings* - Under the new policy, a customer would not need to communicate with the driver to purchase an IAT. The transfer would happen automatically upon making the transfer boarding, ensuring the customer receives the transfer to which they are entitled, and speeding up boardings for all customers.
- *Eliminating necessity to carry exact change* - Restricting IATs to TAP cards only would eliminate the customer's need to carry exact change to purchase a transfer. Instead, riders would add cash to their TAP card. TAP cards can be registered for balance protection, allowing the TAP card balance to be restored should the card be lost or stolen (subject to a \$5 fee).
- *Customer ease of use* - A customer will no longer have to consider all legs of a continuous transit trip when determining when and what transfer to buy at any point along that trip. For example, a Metro customer today will automatically receive a transfer to another Metro route but has to know when he/she is transferring outside of Metro and that an IAT must be purchased. If the IAT is purchased before the Metro transfers are completed, the customer will lose the ability to transfer within Metro. Further, a customer transferring between operators would not need to know the exact cost of the transfer for each operator; the TAP system would recognize the valid transfer boarding and automatically deduct the best fare from the stored value balance.

#### Operator Benefits

The benefits to regional transit operators include:

- *Faster boarding time* - Under the new structure, a customer will not need to request a specific transaction for the transfer. This new policy would remove the necessity for the customer to communicate with the driver, which will expedite the boarding process and decrease dwell time, therefore increasing efficiency.
- *Encouraging the use of TAP* - The restriction of IATs to TAP cards is intended to add to recent efforts to increase TAP utilization. The new fare structure implemented in September 2014 added two hours of free transfers for customers paying the base fare on a TAP card. Prior to the 2014 fare changes, Metro did not offer intra-agency transfers, which meant that customers

had to pay for each boarding. Additionally, the proposed policy change is consistent with the gating of Metro Rail which required all Rail boardings to be made with TAP cards. The proposed change to IATs would restrict all transfers to a TAP card, further increasing the TAP share of overall fare media usage which is 80% TAP for Metro. When customers use TAP, the region's operators can collect more data about when, where, and how the system is being used. This additional data makes for more well-informed decision making with regard to fare policy, transit routes, and scheduling.

- *Reduction of fraud* - Proof of payment for IATs is currently provided to customers in the form of paper transfers. This presents an opportunity for fraud, as paper transfers are relatively easy for passengers to resell or reproduce. Restricting the use of IATs to TAP cards links the original fare and the transfer to the same fare media, and the system would validate base fare payment before authorizing the transfer. In addition, restricting IATs to TAP cards would eliminate the monetary incentive to resell the transfers since the TAP card itself costs \$1 to \$2.
- *Directly collected IAT revenues* - Under the current IAT structure, the transfer must be purchased upon the first boarding, which means that the agency providing the service for the original boarding collects both the base fare and the IAT fare. The proposed IAT policy would create a new system where the IAT fare would be automatically deducted upon the transfer boarding. This is a fairer and more appropriate fare payment, since the agency providing the transfer service would directly collect the IAT revenue.

## Title VI

Metro conducted a Title VI evaluation (Attachment C) for the proposed policy change on behalf of the region. The County's population was divided into eight groups of riders defined by their proximity to a TAP sales location (within ¼ mile walking distance or not), their ability to load their TAP card on a transit vehicle, and whether they have a TAP card already in their possession. The Title VI evaluation found one group of the eight to be disparately impacted by the proposal - a group of 800,000 people who are constituents of Antelope Valley, Foothill Transit, Gardena, Montebello, and Torrance that currently do not have a TAP card, and are not within walking distance of a place to obtain one (though they could add value to it if they had one), and constitutes about 8.3% of all persons within walking distance of fixed route transit.

The proposed TAP-based IAT should be pursued given that more than 91% of the population would not be *Disparately Impacted* nor *Disproportionately Burdened* by the program. Customer convenience for those having to transfer would be improved with faster boarding times, and not having to carry added cash for transfer charges. It is in Metro's interest to pursue improved multi-operator coordination and the provision of seamless fare mechanisms for riders which the proposed program would accomplish. Given the significant investment in TAP, there is no alternative that would provide a consistent multi-operator transfer program without printed fare media than the proposed TAP-based transfer program. Approval of the policy by the Board constitutes that there is no cost-effective alternative to changing the IAT policy and it is in the regional transit operators' business

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interest to make the change despite the disparate impact finding. Metro and its regional TAP partners will reduce the negative effect of the policy change by conducting an extensive marketing and outreach campaign, including TAP card distribution. This campaign will address the underlying cause of the disparate impact finding.

#### TAP Sales Locations

Currently, customers can purchase and/or load passes or value to a TAP card from various sources:

- Metro TAP Vending Machines (TVMs) in all 80 rail stations, 17 Orange Line stations, and El Monte Station
- Operator Customer Service Centers
- 393 Third Party TAP Vendors
- Online at [taptogo.net](http://taptogo.net)
- By telephone at 1-866-TAPTOGO

Additionally, TAP is actively working on expansion of the TAP sales network with the addition of new third party vendors and new TVM locations, and a new mobile app for TAP card sales. Current sales locations are being mapped against the fixed route network to target vendor expansion efforts to those areas with the least access to TAP sales locations.

#### Marketing and Training

Staff is working with the TAP member agencies on numerous strategies and tactics to ensure successful customer communications on the new transfer policy, including the dissemination of up to 1 million TAP cards in advance of policy implementation. Messaging will include important customer education tools, as well as highlight where TAP cards can be purchased and reloaded. These messages will be consistent throughout a traditional print and digital marketing campaign, with particular emphasis on major transfer rail stations and inter agency connectivity. The marketing committee will also implement an internal campaign to prepare all TAP agency bus and rail operators for the change. This will include in-person trainings, on-site division marketing and materials for operators to distribute to customers.

#### **DETERMINATION OF SAFETY IMPACT**

There is no discernable safety impact.

#### **FINANCIAL IMPACT**

Adoption and implementation of the proposed policy change would result in annual savings of \$685,000, beginning in FY17, for the printing and processing of the three different paper-based transfer media:

- \$400,000 of savings annually through the elimination of bus-issued paper transfers;
- \$15,000 in Metro Rail TVM-issued paper transfers; and,
- \$270,000 in the production of polka-dot one-time use TAP transfers used by municipal operator patrons transferring to Metro Rail.

Additionally, a decrease in the use of cash has undefined savings on equipment maintenance and cash counting.

There will be a one-time cost of approximately \$750,000 for up to 1 million TAP cards to be made available to the public in preparation for the policy change. The one-time expense is already part of the FY16 TAP Operation budget.

The proposed policy does not change the cost of an IAT. As such, the proposed changes are not

designed to and will not have a significant impact on fare revenues collected.

**ALTERNATIVES CONSIDERED**

The current Policy on Use of Interagency Transfers can remain in effect. This would require the continued use of paper inter-agency transfers for bus to bus transactions, TVM-issued paper transfers for rail-to-bus transfers, and polka dot TAP transfers for bus-to-rail transfers. However, this would not achieve the same benefits to the riding public. In addition it would not fulfill the objective of the region's transit providers to create a more seamless, coordinated transit system.

**NEXT STEPS**

If the policy is approved, Metro staff, together with regional TAP partners, will begin the technical efforts to program the policy change into the TAP system, and will initiate a thorough marketing and outreach effort to inform the public. The effective date of the policy change will be agreed upon by the Working Group and is estimated to be in approximately 6 to 9 months due to the time needed to program the TAP system, educate and train each agency's operators, and inform and prepare the public.

Additionally, Metro staff will assist TAP partners with presentation of the Fare Equity Analysis results to their respective Boards/Councils for approval per FTA guidelines.

**ATTACHMENTS**

Attachment A - Proposed Changes to the Policy on the Use of Inter-Agency Transfers

Attachment B - TAP-Participating Operators

Attachment C - Title VI Evaluation

Prepared by: Kelly Hines, DEO, Finance, (213) 922-4569

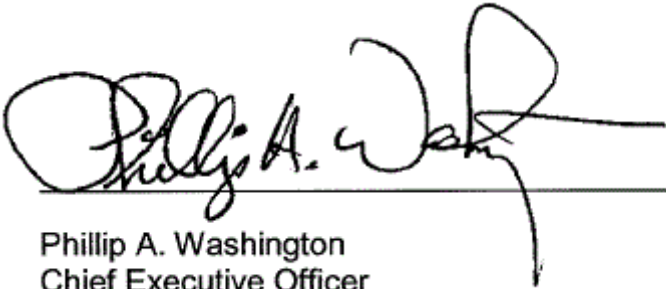
David Sutton, EO, TAP, (213) 922-5633

Dana Woodbury, Transportation Planning Manager IV, (213) 922-4207

Stewart Chesler, Transportation Planning Manager IV, (213) 922-2826

Koreyne Clarke, Budget Management Analyst IV, (213) 922-2801

Reviewed by: Nalini Ahuja, Executive Director, Finance and Budget, (213) 922-3088



Phillip A. Washington  
Chief Executive Officer

## **Proposed Changes to the Policy on the Use of Inter-Agency Transfers**

In an effort to promote seamless travel for the public, and in response to state TDA law, included and eligible municipal operators and the LACTMA establish the following revised interagency transfer policy:

~~A transfer that a rider receives from one bus system or Metro Rail line will be accepted by other bus systems or Metro Rail lines for segments of a one-way continuous trip that the rider makes within a two-hour period on any one day. For systems having designated transfer points, the interagency transfer will only be accepted at these points.~~

A rider shall receive one transfer between bus systems or Metro Rail lines operated by different agencies within two and one-half hours of payment of a base fare. If the person is transferring to express or premium service, the operator will follow that system's policy about charging an additional fare for the express/premium service.

~~The rider may use the same transfer for all transfer segments, unless the receiving operator has a policy to collect transfers from boarding passengers. In that event, the bus operator will provide the passenger with a new interagency transfer upon payment of the interagency transfer fare. If the person is transferring to express or premium service, the accepting operator will follow that system's policy about charging an additional fare for the express/premium services. Fares for interagency transfers are determined by the issuing transit system.~~

Transfers shall be made available to customers as follows:

TAP cardholders shall automatically receive one transfer, if applicable, upon boarding their second bus or train within two and one-half hours. Fares for the TAP interagency transfer are determined by the accepting transit system.

**TAP Enabled Operators**

<u>Operator</u>	<u>TAP Fare Collection Devices</u>
Antelope Valley Transit Authority	Fareboxes
Baldwin Park Transit Lines	Bus Mobile Validators
BurbankBus	Bus Mobile Validators
Carson Circuit	Bus Mobile Validators
Compton Renaissance Transit	Bus Mobile Validators
Culver CityBus	Fareboxes
Foothill Transit	Fareboxes
GTrans (Gardena)	Fareboxes
Glendale BeeLine	Bus Mobile Validators
Huntington Park COMBI	Bus Mobile Validators
LA County	Bus Mobile Validators
LADOT	Driver Control Units/Light Validators
Los Angeles World Airports	Bus Mobile Validators
Long Beach Transit	Bus Mobile Validators
Metro	Fareboxes, Stand Alone Validators, Gates
Montebello Bus Lines	Fareboxes
Monterey Park Spirit Bus	Bus Mobile Validators
Norwalk Transit	Fareboxes
Pasadena Arts	Bus Mobile Validators
Palos Verdes Peninsula Transit Authority	Bus Mobile Validators
Beach Cities Transit (Redondo Beach)	Bus Mobile Validators
Santa Clarita Transit	Fareboxes & Driver Control Units/Light Validators
Big Blue Bus (Santa Monica)	Bus Mobile Validators
Torrance Transit	Fareboxes

**Title VI Evaluation  
Replacement of Existing Interagency Transfers  
With TAP-Based Method**

This is a Title VI evaluation of the replacement of current methods of providing Interagency Transfers (IATs) with a TAP-based method. The affected operators are those Los Angeles County fixed route service providers that receive some form of formula operating subsidy from the Los Angeles County Metropolitan Transportation Authority (Metro)(Table 1).

**Table 1  
Los Angeles County  
Formula Funded Fixed Route Operators**

Antelope Valley  
Beach Cities Transit  
Culver City  
Foothill Transit

Gardena  
Long Beach  
Los Angeles DOT  
Metro  
Montebello

Norwalk  
Santa Clarita  
Santa Monica  
Torrance

For this evaluation the Universe of potentially impacted persons is all persons within one-quarter mile of any bus stop served by one or more of the above operators, and/or within one-half mile of any rail station. Ethnic data for this population is obtained from the 2010 US Census, and Household Income data for this population is obtained from the 2006-2010 American Consumer Survey (ACS). Because the Census data is provided at the block group level, and the ACS data is at the tract level the size of the impacted population is slightly greater for the ACS data (block groups that are more than one-quarter mile from a bus stop would be excluded from the Census data, but could be included in the ACS data if the tract containing such block groups was within that one-quarter mile of a bus stop).

For reference purposes this evaluation will refer to the Ethnic population as the Title VI data, and the Household Income population will be referred to as the Environmental Justice data. The Title VI population consists of 9,648,798 persons of whom 6,826,725 are minorities (70.8%). The Environmental Justice population consists of 9,742,481 persons of whom 1,531,488 are living in households below the federally defined Poverty income levels (15.7%).

**Evaluation Methodology**

The Universe of potentially impacted persons has been defined as essentially all persons who can walk to fixed route transit. Under current methods any passenger

desiring an IAT may purchase it at the time that they board a bus, or at a rail station at the time that they purchase their rail ticket. In order to be unaffected by the introduction of TAP-based IAT's a passenger must still be within walking distance of the means to purchase the IAT before taking their transit ride. Otherwise, a person would be adversely affected by the new method.

The mechanics of the proposed IAT process require that the passenger have a TAP card with a cash purse holding sufficient value to purchase an IAT. Such a rider would pay their initial fare by whatever means they normally use (either a cash deduction from the TAP card purse, or the use of whatever pass is stored on the TAP card). When the transfer boarding occurs, the cost of the transfer would be debited from the TAP card purse.

The relevant factors for this evaluation are 1) does the rider have a TAP card, or not, and 2) can the rider add value to that TAP card to ensure the ability to pay for the trip. The ability to add value to a TAP card adds an additional level of complexity to this evaluation – some of the fixed route operators have the ability to add value to a TAP card on board a bus and some do not have this capability. In the latter instance, whether a rider remains unaffected by the proposed method will depend on whether or not they are within walking distance of an alternative means of adding value to the TAP card. The alternatives consist of rail and Orange Line stations which have TVM's capable of issuing and upgrading TAP cards, or customer service outlets which can sell and/or upgrade TAP cards (there are several hundred of these). The possible combinations of these factors and nature of rider impacts are shown in Table 2.

This evaluation assumes that having to purchase a TAP card is inconsequential because the \$1-\$2 cost of the card can be amortized over its multiple year validity. Therefore, the No TAP Card riders whose only potential adverse impact would be the need to buy a TAP card are considered to be Not Impacted as long as they are otherwise able to walk to a location where they can add value to the card.

As can be seen from Table 2 there are three scenarios that result in an adverse impact for riders so situated:

1. The rider has No TAP Card and adding value to the TAP purse on the bus has no value because they are not within walking distance of a location where they could obtain the TAP card itself;
2. The rider has a TAP Card but cannot add value to it anywhere; and
3. The rider has No Tap Card and cannot add value to it or buy one.



**Table 2**  
**Rider Impact Categorizations**

	<u>TAP Card</u>	<u>No TAP Card</u>
Can Add Value Can Walk to Outlet	No Impact	No Impact
Can Add Value Cannot Walk to Outlet	No Impact	Adverse Impact
Cannot Add Value Can Walk to Outlet	No Impact	No Impact
Cannot Add Value Cannot Walk to Outlet	Adverse Impact	Adverse Impact

**Results of Evaluation**

The next step in this evaluation was to determine the number of persons associated with each Impact Category, and for the potential Adverse Impact categories, whether or not the resulting impacts were Disparate (disproportionately affecting minorities) or imposed a Disproportionate Burden (disproportionately impacted persons in Poverty).

Metro has defined a Disparate Impact as an adverse impact affecting a group having an absolute 5% greater minority share than the overall population (Universe) (in this instance,  $70.8\% + 5\% = 75.8\%$  or greater) or a 20% greater share ( $70.8\% \times 1.20 = 85.0\%$ ). This evaluation uses the lesser threshold of 75.8%. A Disproportionate Burden has been defined as an adverse impact affecting a group having an absolute 5% greater Poverty share ( $15.7\% + 5\% = 20.7\%$ ), or a 20% greater Poverty share than the overall population (in this instance, greater than  $15.7\% \times 1.20 = 18.8\%$  or greater). This evaluation uses the lesser share of 18.8%.

The first adversely impacted group consists of those riders who do not have a TAP card, but could add value to it if they did. This is the non-TAP card portion of the second group in Table 3. The minority share of this group (75.9%) exceeds the Disparate Impact threshold (75.8%) so this group is **Disparately Impacted**. The Poverty share (14.7%) is less than the threshold for Disproportionate Burden (18.8%) so there is no Environmental Justice consequence for this group.

Table 3

Intra Agency Transfer Tap Proposal  
 Title VI and Environmental Justice Analysis Results

Scenario	Sub Categories	Title VI			Environmental Justice		
		Total Population	Minority Population	% Minority	Total Population	Poverty Population	% Poverty
Existing Universe		9,648,798	6,826,725	70.8%	9,742,481	1,531,488	15.7%
<b>Existing Conditions</b>							
	Can add value Can walk to Tap Local	1,968,742	1,553,530	78.9%	2,553,977	533,158	20.9%
	Can add value Can't walk to Tap Local	2,874,232	2,181,275	75.9%	3,220,858	473,102	14.7%
	Can't add value Can walk to Tap Local	3,990,023	3,060,150	76.7%	4,901,898	970,510	19.8%
	Can't add value Can't walk to Tap Local	8,270,940	5,816,187	70.3%	8,492,017	1,364,653	16.1%

Notes

1. Title VI is performed at the census block group level using 2010 Census Data
2. Environmental Justice is performed at the census tract level using 2010 5 Year American Community Survey Data
3. Transit buses and stations where one can add value to the tap card - AVTA, Foothill, Gardena, Montebello, Torrance and Metro Orange Line and Rail
4. Transit buses where one can't add value to the tap card - Metro buses, Beach Cities, Culver City, Long Beach, LADOT, Norwalk, Santa Monica and SCVTA
5. Used quarter mile buffers for bus stops and half mile buffers for rail stations.

The remaining two adversely impacted groups comprise the totality of the fourth category in Table 3 (whether or not they have a TAP card, they have no way to add value to it). Both the minority share (70.3% compared with 75.8%) and the Poverty share (16.1% compared with 18.8%) are less than the thresholds for Disparate Impact and Disproportionate Burden, respectively, so there are no Title VI or Environmental Justice consequences for these groups.

## **Findings**

The group of riders having no TAP card, and not within walking distance of a place to obtain one (though they could add value to it if they had one) was found to be **Disparately Impacted** by the proposed TAP-based IAT. The most recently processed Customer Satisfaction Survey indicates that about 72% of Metro riders have a TAP card (probably a higher percentage now as this data is over a year old). This yields a group of approximately 800,000 people who are constituents of Antelope Valley, Foothill Transit, Gardena, Montebello, and Torrance (those affording the opportunity to add value to the TAP purse at the trip origin). This group constitutes about 8.3% of all persons within walking distance of fixed route transit.

The proposed TAP-based IAT should be pursued given that more than 91% of the population would not be Disparately Impacted nor Disproportionately Burdened by the program. Customer convenience for those having to transfer would be improved with faster boarding times, and not having to carry added cash for transfer charges. It is clearly in Metro's interest to pursue improved multi-operator coordination and the provision of seamless fare mechanisms for riders which the proposed program would accomplish. Given the significant investment in TAP, there is no other cost-effective mechanism for providing a consistent multi-operator transfer program without printed fare media than the proposed TAP program.

# Regional Interagency Transfer (IAT) Policy

Finance, Budget and Audit Committee  
June 17, 2015

# Recommendations

1. Adopt the proposed change to the Policy on Use of Interagency Transfers, unanimously approved by the General Managers and Bus Operators Subcommittee (BOS).
2. Adopt the finding that the proposed policy change results in a Disparate Impact but there is substantial legitimate justification for the proposed change and there are no alternatives that would have a less disparate impact on minority riders.
3. Adopt the recommendation to distribute up to 1 million TAP cards free to bus riders purchasing transfers in advance of the effective date of the policy to address the underlying cause of the Disparate Impact fining (current TAP card possession).

# Proposed Interagency Transfer (IAT) Policy Changes

1. Eliminate paper transfers for customers transferring between agencies. Transfers allowed with a TAP card only
2. Transfer fare will be automatically paid with a TAP card, if transfer eligible, when boarding a second agency
3. Transfer period extended from 2 hours to 2.5 hours
4. A single transfer will be allowed within the 2.5 hours

# Customer and Agency Benefits

*Significant step in providing a more seamless, coordinated transit system, with 24 agencies now on TAP*

## CUSTOMERS

- Faster boardings
- Eliminate need to carry exact change
- Automatic transfer if eligible
- Consolidation of four different transfer methods in use today

## AGENCIES

- Faster boardings
- Consistent with local initiatives and efforts to reduce cash and paper media in favor of technology options
- Fraud reduction
- Directly collected IAT revenues

# Fare Equity Analysis Findings (Title VI)

- The Fare Equity Analysis completed for the Region resulted in a disparate impact finding for one sub-population, constituting about 8% of the County population within walking distance of fixed-route transit. Counting only those that use transit and transfer, affected number of individuals is about 40,000 (0.4%)
- The underlying cause of the disparate impact finding – possession of a TAP card – will be addressed through a comprehensive Marketing and Outreach campaign including dissemination of up to 1 million TAP cards to customers
- Policy approval requires a finding (included in staff recommendation) that the change results in a Disparate Impact but there is substantial legitimate justification for the change and there are no alternatives that would have a less disparate impact



# Next Steps

If the policy change is approved...

- TAP Operation will proceed with programming efforts, working closely with each Operator to define business rules and test final functionality
- A print and digital marketing campaign for customers will focus on customer education, including where TAP cards can be purchased and reloaded.
- An internal campaign for bus operators will include in-person training, division outreach, and print materials
- Implementation will be in approximately 6 to 9 months due to the significant programming and testing efforts, and to allow for thorough customer and operator education

**Board Report**

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**File #:** 2015-0676, **File Type:** Policy**Agenda Number:** 10.

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**FINANCE, BUDGET AND AUDIT COMMITTEE  
JUNE 17, 2015****SUBJECT: FY16 AUDIT PLAN****ACTION: APPROVE ADOPTION OF THE FY16 PROPOSED AUDIT PLAN****RECOMMENDATION****WITHDRAWN:** ADOPT the ~~FY16 Proposed Audit Plan.~~**ISSUE**

At its January 2008 meeting, the Board adopted modifications to the FY07 Financial Stability Policy. The Financial Stability Policy requires Management Audit Services (Management Audit) to develop a risk assessment and an audit plan each year and present it to the Board. It also requires that the Finance, Budget and Audit Committee, as the audit committee for the agency, provide input and approval of the audit plan.

**DISCUSSION**

Instrumental to the development of the FY16 Audit Plan was completion of the FY15 agency-wide risk assessment. The agency-wide risk assessment is continually being refined and adjusted based upon events, issues identified during audits and agency priorities. The risk assessment continues to place a strong emphasis on the agency's internal control framework and vulnerability to fraud. We believe this year's risk assessment portrays the agency's risks in light of the changes to our risk environment and the challenges the agency faces in the next few years. The result is the FY16 Proposed Audit Plan (Attachment A).

This is the eleventh year an audit plan has been developed and presented to the Board for input and adoption.

**Policy Implications**

An audit plan defines the work that will be completed or directed by Management Audit each fiscal year. It indicates both the depth and breadth of audit activities addressing financial, operational and compliance risks for the agency. The audit plan also identifies the extent to which controls are being assessed by routine audit activities, addressed proactively through advisory services, or as a result of concerns from management.

The annual audit plan is driven by two key factors: (1) risk assessment results, and (2) audit resources. The goal in drafting the audit plan is to address the highest risk areas at the agency given the resources available to complete the audits.

In developing the plan, the hours included for each audit are an estimate. There are occasions where some reviews may take longer and therefore absorb more hours than proposed and in other cases, the audit will be completed in fewer hours than estimated. In addition, urgent requests arise that need audit support. When this occurs, the plan must be reassessed and Management Audit may supplement internal resources with outside consultants as long as there is funding and consultants available for the task. Therefore, not all planned audit work may be completed and the audit plan may be reassessed and adjusted during the year for unanticipated risks and work.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will not impact the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

Funding for the annual audit plan will be included in the FY16 budget in Management Audit's cost centers and the appropriate projects throughout the agency.

### **ALTERNATIVES CONSIDERED**

One option would be not to complete an annual audit plan. This is not recommended since the audit plan is a management tool to systematically assign resources to areas that are a concern or high risk to the agency. Communicating the audit plan to the Board is required by audit standards.

### **NEXT STEPS**

Once the Board adopts the annual audit plan, Management Audit will develop the audit schedule for FY16. Management Audit will report to the Board quarterly on its progress in completing the annual audit plan.

### **ATTACHMENTS**

Attachment A - FY16 Annual Business Plan and Proposed Audit Plan

Prepared by: Ruthe Holden, Chief Auditor, (213) 922-1031

Reviewed by: Ruthe Holden, Chief Auditor, (213) 922-1031



Phillip A. Washington  
Chief Executive Officer

**FISCAL YEAR 2016  
ANNUAL BUSINESS PLAN  
AND  
PROPOSED AUDIT PLAN**



**Metro**

Management Audit Services

Fiscal Year 2016 Annual Business Plan  
And Proposed Audit Plan

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# Executive Summary

## OVERVIEW

Annually, the Board requires Management Audit Services (Management Audit) to complete an agency-wide risk assessment and submit an audit plan to the Board for its input and approval.

An agency-wide risk assessment is the process of understanding an organization's strategic, operational, compliance and financial objectives to identify and prioritize threats/risks that could inhibit successful completion of these objectives. Risk assessments provide management with meaningful information needed to understand factors that can negatively influence operations and outcomes.

An audit plan is driven by two key factors: 1) risk assessment results, and 2) audit resources. The goal of preparing an audit plan is to address the highest risk areas at the agency given the resources available to complete the audits.

## RISK ASSESSMENT

Instrumental to the development of the FY16 Audit Plan was completion of the FY15 agency-wide risk assessment. The agency-wide risk assessment is continually being refined and adjusted based upon events, issues identified during audits and agency priorities. The categorization of risks used corresponds with the current nine key imperatives identified in the Budget document:

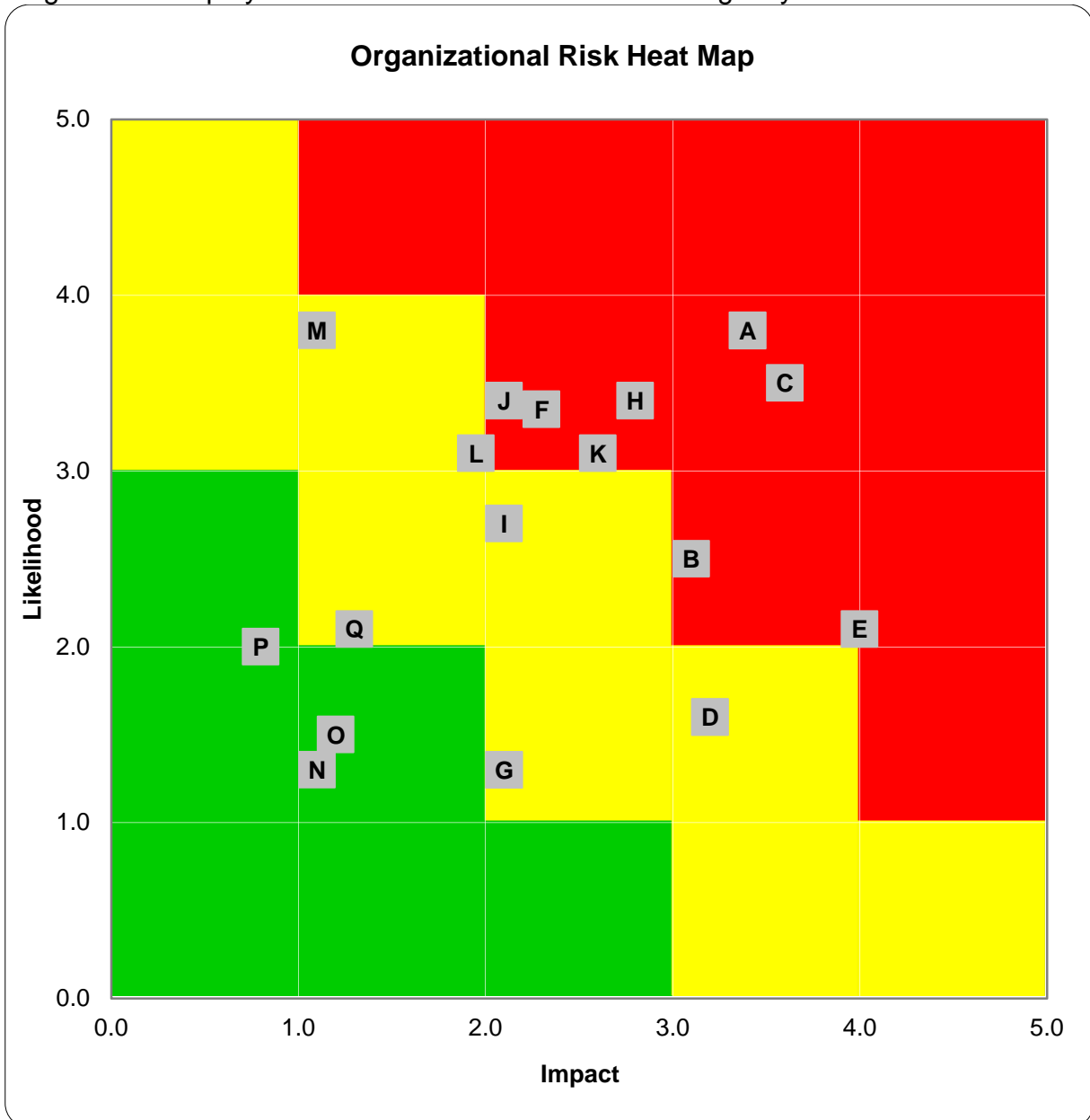
1. Improve Transit Services,
2. Deliver quality capital projects on time and within budget,
3. Exercise fiscal responsibility,
4. Provide leadership for the region's mobility agenda,
5. Develop an effective and efficient workforce,
6. Secure local, state and federal funding,
7. Maintain open communication,
8. Enhance safety conscious culture with employees, contractors and customers,
9. Sustain the environment with energy efficiency and reduced greenhouse emissions.

The risk assessment continues to place a strong emphasis on the agency's internal control framework and vulnerability to fraud. We believe this year's risk assessment portrays the agency's risks in light of the changes to our risk environment and the challenges the agency faces in the next few years.

The risk environment continues to evolve with the focus this year on capital projects, internal controls, and the agency's ability to achieve all of its goals successfully with available staffing.

The agency-wide risk assessment process began by reviewing and analyzing key documents such as the annual budget, the Basic Financial Statements, status reports on major projects, past audit reports, open and late corrective actions to prior audit findings, and the transportation plans. We then completed an extensive assessment of

the different areas within the agency. We supplemented this assessment by interviewing key personnel to obtain additional information. All of this information was used to identify risks and concerns specific to individual cost centers as well as risks impacting the entire agency. In addition, similar to last year we evaluated risks related to five outside agencies that receive significant funding from MTA: Access Services, Metrolink, Exposition Authority (Expo), Pasadena Foothill Extension Authority (Foothill), and Alameda Corridor East (ACE). Risks were then scored using two factors, magnitude of impact and likelihood of occurrence. As in prior years, a heat map is still being used to display the overall risk assessment of the agency.



A.	Engineering & Construction	I.	Program Management
B.	Planning & Development	J.	Enterprise Risk & Safety Management
C.	Metro Operations	K.	LA Metro Protective Services
D.	Finance & Budget	L.	Access Services
E.	Information Technology	M.	Metrolink
F.	Vendor/Contract Management	N.	Pasadena Foothill Authority
G.	Communications	O.	Expo Authority
H.	Labor/Employee Relations	P.	Alameda Corridor East
		Q.	Congestion Reduction



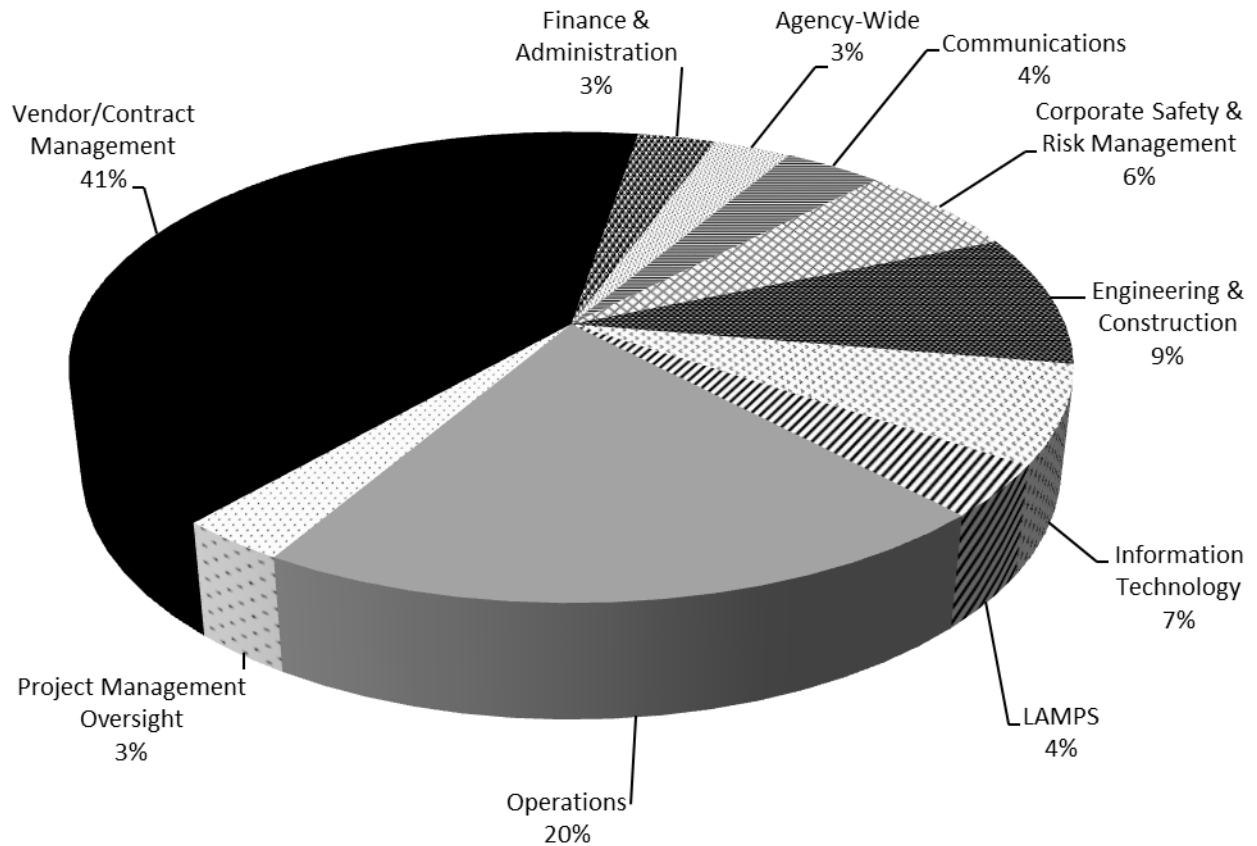
### High Risk Areas

The top internal risks include aging infrastructure, key information systems and completion of multiple corridor projects within the same timeframe. The top external risks include Metrolink and Access Services.

- 1) Ability to hire qualified technical staff, minimal increase in support staffing and increased efforts needed for multiple major capital projects are pervasive concerns that surfaced in most of the risk assessment discussions. Lean support staffing combined with multiple complex Measure R funded projects is one of the key risks the agency still faces. This risk is higher because multiple, major rail transit projects such as Crenshaw/LAX, Westside Subway Extension and Regional Connector will be competing for services from a limited pool of project support staff. There have been ongoing discussions with Senior Management to address these concerns and to shift available resources to key risk areas, but the ability of the support staff to provide oversight to these projects is still considered a significant risk.
- 2) Operations' overall risk score is impacted by aging infrastructure coupled with a significant amount of deferred maintenance that is being addressed and is still considered a risk to achieving some of the agency's key goals.
- 3) The interrelationship of key information systems and increased reliance on data generated from systems to manage daily systems continues to impact the overall technology risk scoring. In addition, lean staffing in the support areas is also seen in Information Technology Services. Several key information systems have been identified with "single points of failure", meaning some systems have only a single individual with extensive knowledge of that system. This impacts coordination of services, disaster recovery planning, backup and strong central internal controls.
- 4) Access Services' risk ranking increased because of increased costs in their current budget, and projected increases in passengers that will need to use Access Services in the future as the baby boomers continue to age.
- 5) Metrolink's risk ranking is based upon reports that cite concerns regarding availability of financial information, Metrolink's struggle to complete their required financial statement and A-133 audits on time and a prior OCTA review of Metrolink's Internal Audit function.

## AUDIT PLAN

For purposes of the audit plan, the agency has been organized into 11 departmental functions and 5 other agencies funded by MTA. The FY16 audit plan is summarized as follows:



A detailed list of audits is included in Appendix A.

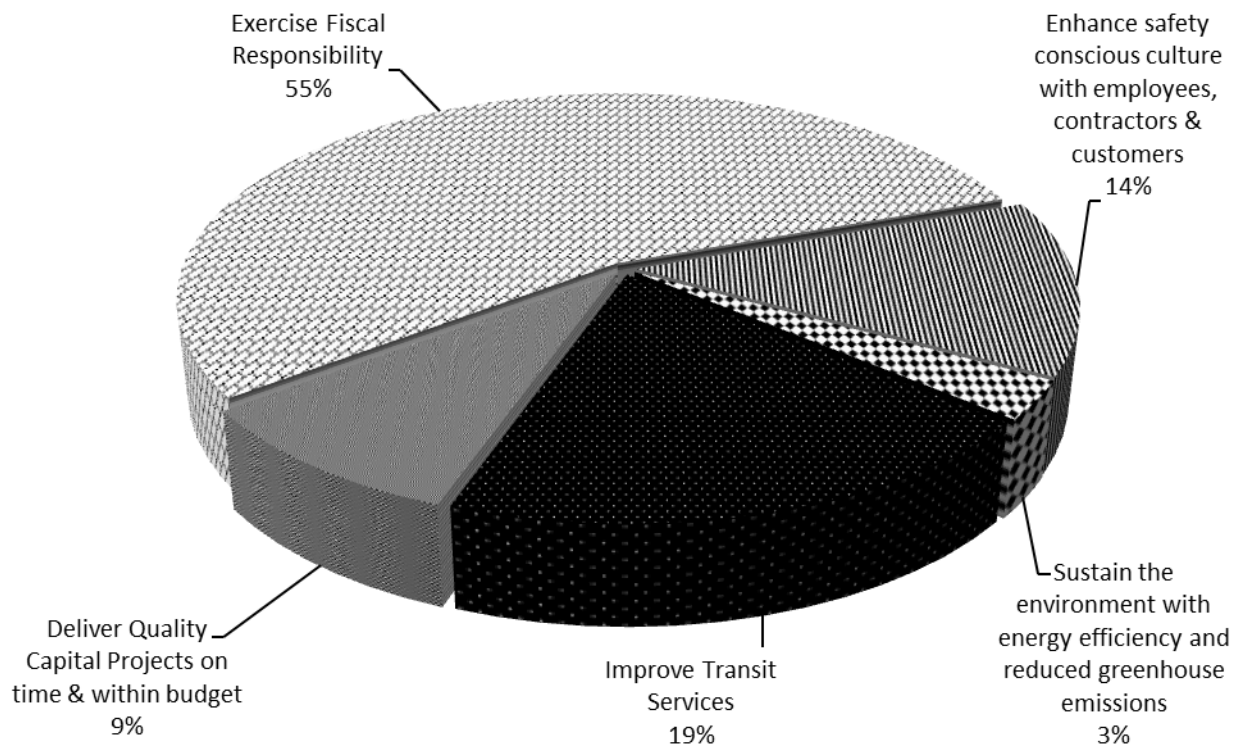
### Audit Plan Strategy

The audit plan leveraged the information obtained during the agency-wide risk assessment process and included audits in those areas identified as critical or high risk to the agency.

The projects proposed in the audit plan correlate to the 9 agency strategic goals:

1. Improve Transit Services,
2. Deliver quality capital projects on time and within budget,
3. Exercise fiscal responsibility,
4. Provide leadership for the region's mobility agenda,
5. Develop an effective and efficient workforce,
6. Secure local, state and federal funding,
7. Maintain open communication,
8. Enhance safety conscious culture with employees, contractors and customers,
9. Sustain the environment with energy efficiency and reduced greenhouse emissions.

The following chart summarizes the audits by the primary agency strategic goal.



### Audit Resources

Management Audit is constrained by available staff resources and budgeted professional services dollars. In FY16, the audit plan is based on budgeted staffing and resources.

In developing the plan, the hours included for each audit are an estimate. There are occasions where some audits may take longer and therefore absorb more hours than proposed and in other cases; the audit will be completed in fewer hours than estimated.

In addition, urgent requests arise that need audit support. When this occurs, the plan must be reassessed and Management Audit may supplement internal resources with outside consultants as long as there is funding and consultants available for the task. Therefore, all planned audit work may not be completed and the audit plan may be reassessed and adjusted during the year for unanticipated risks and work.

## **AUDIT PLAN AREAS**

### Internal Audits

The internal audits were selected based on the results of the FY15 agency-wide risk assessment. Areas identified as critical or high risk during the agency-wide risk assessment were given priority when identifying potential audits for the FY16 audit plan. Since there are more risks than available resources, resources were the key factor in selecting the number of risks and areas to audit. The audits identified for the FY16 proposed audit plan were selected based on one of the following four strategic audit objectives:

1. Support agency-wide goals and objectives
2. Evaluate governance, risk and internal control environment
3. Review efficiency and effectiveness of operations
4. Validate compliance to regulatory requirements

Beginning in FY09, Management Audit started focusing audit resources on information systems identified as critical to agency operations. Audit resources will continue to be focused on information technology controls in FY16. In selecting potential FY16 audits, Management Audit identified areas that would provide assurance that the critical system's internal controls are adequate and working effectively and that the system is providing timely and accurate information to management.

The majority of Management Audit's projects are focused on completing assurance work on "hard controls", such as segregation of duties, safeguarding agency assets, accurate original entries and transactions, and compliance with regulations, contracts, and memorandums of understanding (MOUs). However, business process improvement is also an important focus for the agency. Therefore, the FY16 audit plan contains projects that assess whether greater efficiencies can be achieved and where appropriate provide recommendations for business process improvements.

### Contract Pre-Award & Incurred Cost Audits

Incurred Cost Audits review costs associated with MOU's issued under the Call for Projects program or contract incurred costs and Contract Pre-award Audits review costs proposed for contracts and change orders issued by Procurement. The planned audits were identified based on discussions with project managers and contract administration staff, analysis of Call for Project's audit universe and Financial Information Systems' (FIS) data for contract audits. The universe of audits was balanced against the associated budget authorized to complete the work. Any additional work required beyond what is planned in the FY16 audit plan or unplanned audits requested will need to be outsourced to consultant firms and funded by the project. The grant audit work was completely outsourced in FY15 and will continue to be outsourced in FY16 because of audit staff reductions. The MOU's selected for grant audit work are either projects that expect to be finished next fiscal year or in the case of longer term projects whether

an audit has been completed in the last few years.

Currently, contract audits requested for large construction projects, Corridor Projects, and rolling stock regulatory projects are the highest priority. The next highest priority is pre-award audits for all other projects, and incurred cost and closeout audits have the lowest priority when assigning work. Because staffing in Management Audit is limited, external resources will be used if there are available funds to meet critical project deadlines.

### Special Request Audits

The FY16 plan also includes 3,000 hours or approximately 10% of available hours for special projects requested by the CEO. These hours provide some flexibility in the audit plan to respond to emerging issues where the CEO needs audit resources to review and provide recommendations to correct a problem or to provide information about a specific issue.

Also, in order to comply with Government Accountability Office's Generally Accepted Government Auditing Standards and Institute of Internal Auditor's (IIA) International Standards for the Professional Practice of Internal Auditing (Standards), this year the self-assessment will be completed with audit management and external sources. The Standards require the audit activity adopt a process to monitor and assess the overall effectiveness of the audit quality process. The work will assess compliance to the Standards and to Management Audit's Charter, mission statement, objectives, audit policy manual, supervision, and staff development. In addition, the internal quality assurance review assesses our effectiveness and promotes continuous improvement within Management Audit. This internal review will also help prepare Management Audit for the external quality assurance review mandated by the Standards that is scheduled for Fall of 2016.

## **OTHER PLANNED ACTIVITIES**

### Audit Tracking and Follow-up

For all external audit findings (OIG, State of California, FTA etc.), Management Audit is required to track and follow-up on all audit recommendations until the audit finding is closed. In addition, Management Audit tracks and follows up on internal audit findings in compliance with the Standards. To do this, Management Audit maintains an audit database which staff uses to manage, track and follow-up on all recommendations.

Beginning in March 2005, Management Audit assumed responsibility to report to the Board on all outstanding audit issues. These reports include all outstanding audit findings and a summary of the findings closed. Both the CEO and Management Audit continue to focus on this area to ensure that any significant risks to the agency are addressed in a timely manner.

## **MANAGEMENT AUDIT SERVICES FRAMEWORK**

Metro's vision is to provide excellence in service and support. Management Audit is committed to providing essential support to achieve this vision. To do this we have developed our department vision which is to deliver value by driving positive change

through partnership and trust. In order to ensure our work is consistently reliable, independent and objective, Management Audit completes work under the framework of our Board approved Audit Charter. The Audit Charter includes Management Audit's mission, the standards we must comply with, and our department's objectives and core function.

### Mission

Our mission is to provide highly reliable, independent, objective assurance and consulting services designed to add value and improve operations. The department accomplishes this by bringing a systematic, disciplined approach to evaluating and recommending improvements to the effectiveness of risk management, controls and governance processes.

### Standards

To meet our client's expectations and for us to function with reliability and credibility, Management Audit must ensure our audits are independent, objective and accurate. Therefore, Management Audit follows the ethical and professional standards promulgated by the Government Accountability Office, Generally Accepted Government Auditing Standards (GAGAS) and the Institute of Internal Auditors International Professional Practices Framework. Depending on the type of audit being done, Management Audit also follows the standards promulgated by the American Institute of Certified Public Accountants (AICPA) and by the Information Systems Audit and Control Association (ISACA).

### Objectives and Core Functions

As summarized in our Audit Charter, the primary objective of Management Audit is to assist the CEO and his management team with their important business and financial decisions by:

- Monitor and verify key regulatory and legislative compliance;
- Assess internal controls effectiveness and fiscal responsibility;
- Evaluate cost reasonableness of contracts and grants;
- Identify and recommend business process improvements;
- Evaluate and recommend efficiencies and effectiveness of programs and functions;
- Evaluate safety and security of agency systems, programs and initiatives; and
- Track and report on all outstanding external and internal audit findings.

In addition, Management Audit's objective is to foster a system and environment that supports the highest level of integrity and ethical conduct and provides assurance of an acceptable level of risk to management for all key business processes.

## **INTRODUCTION**

The Institute of Internal Auditors (IIA) defines internal auditing as:

“...an independent, objective, assurance and consulting activity designed to add value and improve an organization’s operations. It helps an organization accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve effectiveness of risk management, control, and governance processes.”

The FY16 audit plan included in Appendix A is based on IIA’s definition and attempts to provide a balanced and effective review of the entire agency constrained by Management Audit resource limitations. Our FY16 plan is based on 29,750 direct audit hours to be provided by 13 budgeted audit professionals, 4 entry-level trainees and 1 intern. The audit hours for the Chief Auditor and her management team are not included in the direct audit hours.

This is the CEO's audit plan being presented to the Board for approval. The CEO has the discretion based on agency need or Board direction to reprioritize audit resources. We are dedicated to completing our audit plan while continuing to be flexible and responsive to the agency’s needs.

## **ALLOCATION OF AUDIT RESOURCES**

The direct audit hours are allocated as follows:

- 22,900 hours (77%) for new audits,
- 3,000 hours (10%) for CEO requested projects, and
- 3,850 hours (13%) for audits which are still in process.

## **OUTSOURCED & CO-SOURCED AUDITS**

Based on industry best practices, we outsource some of the audits. On some of the work that we outsource, Management Audit now includes at least one staff auditor on the contracted work (co-sourcing) so that information is transferred internally. In addition, on some audits, staff auditors manage the work and external consultants are added to provide subject matter expertise.

This methodology trains internal auditors in specialized areas and ensures Management Audit receives the specialized expertise needed at the most economical price. The audits that we plan on either outsourcing or co-sourcing have been identified in the FY16 detailed listing of audits.

## APPENDIX A

### DETAILED LISTING OF AUDITS



**Strategic Goal #1 – Improve transit services**

	Title	Objective	Area
1.	Buy America Post Award	Post award audit for Kinkisharyo and New Flyer Bus.	Vendor/Contract Management
2.	Rail Overhaul and Maintenance Audit	Efficiency and effectiveness of the rail overhaul and Refurbishment Projects programs.	Operations
3.	Audit of Wayside System	Evaluate effectiveness of maintenance of the rail traction, track and signals.	Operations
4.	Performance Audit of SCADA	Evaluate system-wide security of SCADA.	Operations
5.	Performance Audit of M3	Evaluate reliability of data in M3 system.	Operations
6.	Performance Audit of Power Maintenance & Usage	Evaluate efficiency and effectiveness of rail operations power maintenance and usage.	Operations
7.	Performance Audit of Division Practices	Evaluate efficiency and effectiveness of Division practices and processes.	Operations

**Strategic Goal #2 – Deliver quality capital projects on-time and within budget**

	Title	Objective	Area
1.	Audit of Contract Information Management System (CIMS) Phase I & II DEOD	Evaluate efficiency and effectiveness of system implementation success.	Vendor/Contract Management
2.	Performance Audit of Project Control Practices	Evaluate accuracy and completeness of project information.	Project Management Oversight
3.	Performance Audit of Effectiveness of Quality Assurance processes	Evaluate effectiveness of quality assurance practices and processes.	Engineering & Construction

**Strategic Goal #3 – Exercise fiscal responsibility**

	Title	Objective	Area
1.	Pre-award audits	Pre-award for procurements and modifications.	Vendor/Contract Management
2.	Incurred Cost Contract Audits	Verify costs are reasonable, allowable and allocable on cost reimbursable contracts for Contractors.	Vendor/Contract Management
3.	Incurred Cost Grant Audits	Verify costs are reasonable, allowable and allocable on cost reimbursable contracts for Cities & County MOUs.	Planning & Development
4.	Incurred Cost Grant Audits	Verify costs are reasonable, allowable and allocable on cost reimbursable contracts for Caltrans MOUs.	Engineering & Construction
5.	Audit of agency-wide IT Security	Evaluate effectiveness of internal controls for cyber security.	Information Technology
6.	Audit of Accounts Receivable	Validate adequacy of current policies and procedures; compliance with policies and procedures; and appropriate segregation of duties exists.	Finance & Administration
7.	Performance Audit of Request for Proposal Process	Evaluate efficiency and effectiveness of RFP process and risk of non-compliance with FTA funding requirements.	Vendor/Contract Management
8.	Audit of P-card Purchases	Evaluate compliance to P-card purchase requirements.	Vendor/Contract Management
9.	Performance Audit of Overtime Usage	Evaluate the use of Overtime.	Agency-Wide
10.	Performance Audit of IT Asset Management	Evaluate effective management of technology asset process.	Information Technology
11.	Performance Audit of Special Fare Programs	Audit of effectiveness of internal controls of A-TAP, B-TAP, I-TAP, YOTM, LACTOA and other special fare programs.	Communications
12.	Performance Audit of IDIQ type contracts	Evaluate efficiency and administration of Indefinite delivery, indefinite quantity (IDIQ) type contracts including appropriateness of consultant hours/tasks.	Engineering & Construction
13.	Annual Business Interruption Fund Audit	Annual required audit of Business Interruption Fund program.	Vendor/Contract Management

	Title	Objective	Area
14.	Annual Access Services Audit	Required annual audit of Access Services.	Finance & Administration
15.	External Audits	Outsourced audits of Measure R, Prop A&C, Consolidated, EZ pass, Metrolink, non-profits, STIP, Express Lanes, Metro Financial Audit and PRMA	Finance & Administration

**Strategic Goal #8 – Enhance safety conscious culture with employees, contractors and customers**

	Title	Objective	Area
1.	Annual Audit of Sheriff's Contract	Verify contract compliance and performance requirements of LASD contract.	LAMPS
2.	Performance Audit of Business Continuity Program	Evaluate efficiency and effectiveness of the plan to restore essential operations and functions after an emergency.	Corporate Safety & Risk Management
3.	Performance Audit of Safety Program	Evaluate efficiency and effectiveness of the agency wide safety program including the accuracy of reported metrics.	Corporate Safety & Risk Management
4.	Performance Audit of Accident Prevention Practices	Evaluate efficiency and effectiveness of accident prevention practices.	Operations

**Strategic Goal #9 – Sustain the environment with energy and reduced greenhouse emissions**

	Title	Objective	Area
1.	Performance Audit of Management of Environmental Compliance	Evaluate the effectiveness of agency's environmental compliance program.	Engineering & Construction



## Board Report

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**File #:** 2015-0580, **File Type:** Informational Report

**Agenda Number:** 11.

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**FINANCE, BUDGET AND AUDIT COMMITTEE  
JUNE 17, 2015**

**SUBJECT: MANAGEMENT AUDIT SERVICES FY 2015 THIRD QUARTER REPORT**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE the third quarter report of **Management Audit Services** for the period ending March 31, 2015.

**ISSUE**

At its January 2005 meeting, the Board designated the Executive Management and Audit Committee (EMAC) as their audit committee. The EMAC requested a quarterly report from Management Audit Services (Management Audit) on its audit activities. In July 2011, the audit responsibilities were transferred to the Finance, Budget and Audit Committee. This report fulfills the requirement for the third quarter of FY 2015.

**DISCUSSION**

Management Audit provides audit support to the Chief Executive Officer (CEO) and his executive management. The audits we perform are categorized as either internal or external. Internal audits evaluate the processes and controls within the agency. External audits analyze contractors, cities or non-profit organizations that we conduct business with or receive Metro funds.

There are four groups in Management Audit: Performance Audit, Contract Pre-Award Audit, Incurred Cost Audit and Audit Support and Research Services. Performance Audit is primarily responsible for all audits for Operations, Finance and Administration, Planning and Development, Engineering and Construction, Information Technology, Communications and Executive Office. Contract Pre-Award and Incurred Cost Audit are responsible for external audits in Planning and Development, Engineering and Construction and Vendor/Contract Management. All of these units provide assurance to the public that internal processes are efficiently, economically, effectively, ethically, and equitably performed by conducting audits of program effectiveness and results, economy and efficiency, internal controls, and compliance. Audit Support and Research Services is responsible for administration, financial management, budget coordination, and audit follow-up and resolution tracking.

The summary of Management Audit activity for the quarter ending March 31, 2015 is as follows:

**Internal Audits:** seventeen internal audits were in process.

**External Audits:** seven contract pre-award audits with a total value of \$25.5 million and six incurred cost audits with a total value of \$7 million were completed; 16 contract audits, 40 incurred cost audits were in process.

**Audit Follow-up and Resolution:** five recommendations were closed during the third quarter. At the end of the quarter, there were 49 open audit recommendations.

Management Audit's FY 2015 third quarter report is included as Attachment A.

### **NEXT STEPS**


Management Audit will provide the FY 2015 year-end summary of audit activity to the Board at the September 2015 Finance, Budget and Audit Committee meeting.

### **ATTACHMENTS**

Attachment A - Management Audit Services Quarterly Report to the Board for the period ending March 31, 2015.

Prepared by: Ruthe Holden, Chief Auditor, (213) 922-1031

Prepared by: Ruthe Holden, Chief Auditor, (213) 922-1031



Phillip A. Washington  
Chief Executive Officer

## Appendix A

<b>Contract Pre-Award Audit FY 2015 - Audits Completed During Third Quarter</b>				
<b>Area</b>	<b>Audit Number &amp; Type</b>	<b>Contractor</b>	<b>Requirement</b>	<b>Date Completed</b>
Engineering & Construction	14-CON-A04- Attestation Agreed-upon Procedures	Los Angeles Department of Water and Power	Contractual	1/2015
Engineering & Construction	15-CON-A04B- Attestation Agreed-upon Procedures	HNTB	Contractual	2/2015
Engineering & Construction	15-CON-A04A- Attestation Agreed-upon Procedures	Biggs Cardosa Associates	Contractual	2/2015
Planning & Development	15-CON-A07- Attestation Agreed-upon Procedures	AECOM Technical Services, Inc.	Contractual	3/2015
Congestion Reduction	15-PLN-A19- Attestation Agreed-upon Procedures	Jacobs Engineering Group, Inc.	Contractual	3/2015
Congestion Reduction	15-PLN-A16- Attestation Agreed-upon Procedures	CDM Smith Inc.	Contractual	3/2015
Engineering & Construction	15-PLN-A17- Attestation Agreed-upon Procedures	Mark Thomas & Company, Inc.	Contractual	3/2015

## Appendix B

<b>Incurred Cost Audit FY 2015 - Audits Completed During Third Quarter</b>				
<b>Area</b>	<b>Audit Number &amp; Type</b>	<b>Grantee</b>	<b>Requirement</b>	<b>Date Completed</b>
Engineering & Construction	11-PLN-C15C - Closeout	Civil Works Engineers, Inc.	Contractual	2/2015
Planning & Development	12-PLN-G01- Closeout	City of Los Angeles	Contractual	2/2015
Engineering & Construction	12-PLN-A10- Closeout	City of Glendale	Contractual	2/2015
Planning & Development	14-PLN-A26- Closeout	City of Inglewood	Contractual	2/2015
Engineering & Construction	15-PLN-A02- Closeout	City of Gardena	Contractual	3/2015
Engineering & Construction	15-PLN-A12- Closeout	County of Los Angeles	Contractual	3/2015



## Appendix C

<b>Internal Audit FY 2015 - Progress Toward Completing Audit Plan</b>			
<b>Area</b>	<b>Audit Number &amp; Title</b>	<b>Description</b>	<b>Estimated Date of Completion</b>
Information Technology	14-ADM-P01 - Mobile Devices	Evaluate efficiency and effectiveness of mobile device security and controls for personal usage.	4/2015
Operations	13-OPS-P02 - Non-Revenue Vehicle Usage (Agencywide)	Evaluate efficiency and effectiveness of bus division non-revenue vehicle usage.	4/2015
Operations	14-OPS-P03 Performance Audit of Operations Training and Qualifications System	To evaluate efficiency and effectiveness of Operations training and qualification systems.	4/2015
Operations	13-OPS-P04 - Operations KPI Audit	Evaluate the accuracy and completeness of Operations KPIs.	5/2015
Finance & Administration	10-ACC-F04 - Chart of Accounts	Verify that Chart of Accounts adequately reflect the current business process and reporting needs.	5/2015
Vendor / Contract Management	13-CEO-P01 - Cost Estimating Process	Assess efficiency and effectiveness and timeliness of Procurement's cost estimating process.	5/2015
Operations	13-OPS-P06 - Contracted Bus Services	Evaluate the efficiency and effectiveness of contracted bus services contracts.	6/2015
Operations	12-OPS-P01 - Rail Overhead and Maintenance	Evaluate the efficiency and effectiveness of the Rail Overhaul and Refurbishment Program.	6/2015
Operations	12-ROP-O01 - Wayside System	Evaluate effectiveness of maintenance of the Rail signaling systems.	6/2015
Vendor / Contract Management	13-ADM-P01 - RFP Process	Assess efficiency and effectiveness and timeliness of Procurement's RFP processes.	6/2015
Planning & Development	14-EDD-P01 - Real Estate Property Management Follow-up	Evaluate accuracy and completeness of tracking real estate properties in Real Property Management System.	6/2015

## Appendix C

<b>Internal Audit FY 2015 - Progress Toward Completing Audit Plan</b>			
<b>Area</b>	<b>Audit Number &amp; Title</b>	<b>Description</b>	<b>Estimated Date of Completion</b>
Vendor / Contract Management	13-ADM-O02 - Automated Storage and Retrieval System Phase I & II	Evaluate the adequacy of internal controls over the Automated Storage and Retrieval System (ASRS) Manager Computer System.	7/2015
Engineering & Construction	14-TPD-P01 - Construction Change Order Process	Evaluate the efficiency and effectiveness of the construction change order process including effectiveness of estimating process.	9/2015
Vendor / Contract Management	12-ADM-I01 - Contract Information Management System	Assess the system implementation process to acquire, design, test and implement the Contract Information Management System that meets specific functionalities required by the MTA business processes.	11/2015
Finance & Administration	10-ACC-F01 - Accounts Receivable	Validate adequacy of current policies and procedures.	11/2015
Engineering & Construction	12-CON-P03 - Audit Follow-up	Verify if management's corrective actions from the prior audit were implemented and resulting in improvements.	6/2016
Engineering & Construction	10-CPC-K02 - Third Party Utility Relocation Agreement Efficiency	Assess the adequacy and effectiveness of the Third Party Utility Relocation.	6/2016

**MANAGEMENT AUDIT SERVICES  
QUARTERLY REPORT TO THE BOARD**

**Los Angeles County Metropolitan  
Transportation Authority**

***Third Quarter  
FY 2015***



**Metro**

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# *EXECUTIVE SUMMARY*

## Summary of Audit Activity

During the third quarter of FY 2015, 13 projects were completed. These include:

### Pre-Award Audits

- 2 Independent Auditor's Reports on Agreed-Upon Procedures for the Cost Proposal for the Rosecrans/Marquardt Grade Separation Project;
- Independent Auditor's Report on Agreed-Upon Procedures for the Cost Proposal for the I-710 Corridor Project Utility Study Central Segment;
- Independent Auditor's Report on Agreed-Upon Procedures for the Cost Proposal for the Crenshaw/LAX Transit Corridor Project;
- Independent Auditor's Report on Agreed-Upon Procedures for the Cost Proposal for the Express Lanes Operations and Maintenance Technical Oversight Support;
- Independent Auditor's Report on Agreed-Upon Procedures for the Cost Proposal for the I-5 North Express Lanes Traffic and Revenue Study; and
- Independent Auditor's Report on Agreed-Upon Procedures for the Cost Proposal for the Burbank-Bob Hope Airport Pedestrian Bridge Final Design Project.

### Incurred Cost Audits

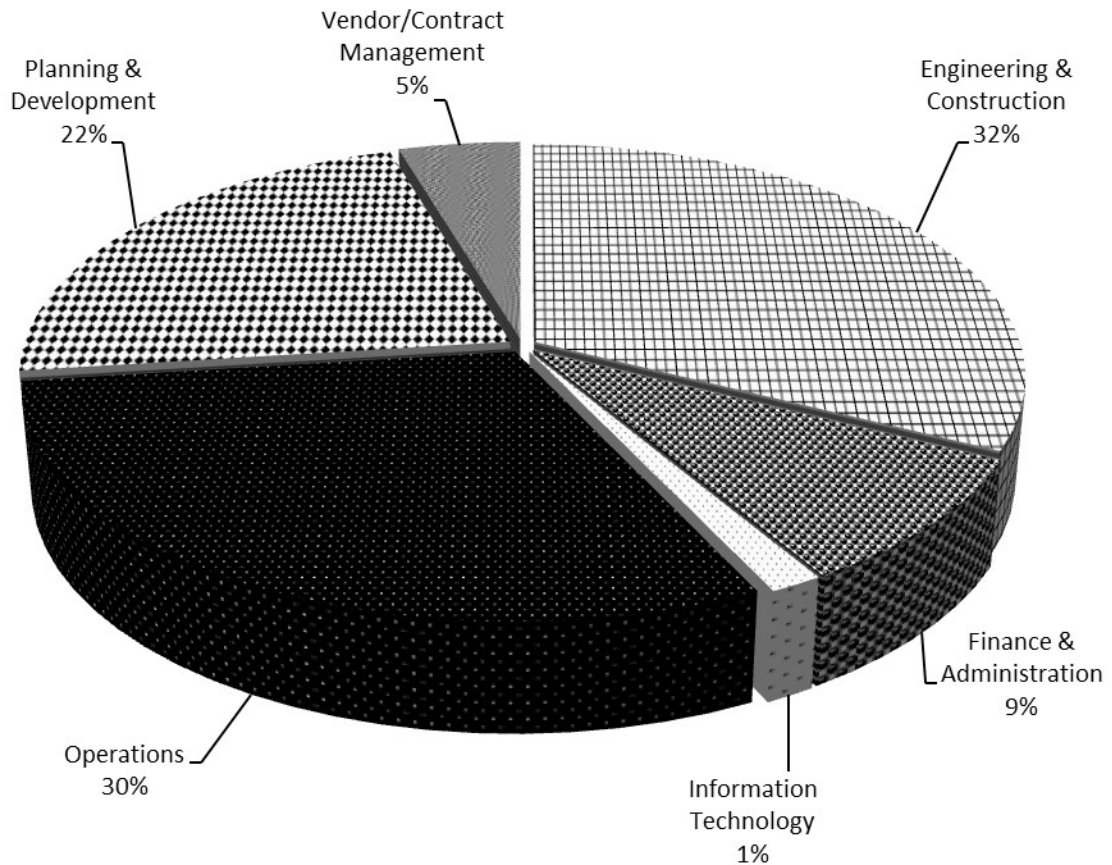
- Independent Auditor's Report on Agreed-Upon Procedures for the Incurred Cost for the I-710 Corridor Engineering/Environmental Component Project;
- Independent Auditor's Report on Agreed-Upon Procedures of the Close-out Review of City of Los Angeles' Centinela Avenue Widening Project;
- Independent Auditor's Report on Agreed-Upon Procedures of the Close-out Review of City of Glendale's Arroyo Verdugo Regionwide Incident Management Strategies Project;
- Independent Auditor's Report on Agreed-Upon Procedures of the Close-out Review of City of Inglewood's Intelligent Transportation System Deployment and Integration Project;
- Independent Auditor's Report on Agreed-Upon Procedures of the Close-out Review of Los Angeles County's Carson Street Signal Synchronization Project;
- Independent Auditor's Report on Agreed-Upon Procedures of the Close-out Review of City of Gardena's Artesia Boulevard at Western Avenue Intersection Improvements Project; and
- Independent Auditor's Report on Agreed-Upon Procedures of the Close-out Review of Los Angeles County's Santa Monica Boulevard Signal Synchronization Project.

The completed external audits are discussed on page 3. Discussions of the internal audits begin on page 4.

# EXECUTIVE SUMMARY

Seventy-three projects were in process as of March 31, 2015; these include 17 internal audits, 16 contract pre-award audits, and 40 incurred cost audits.

The following chart identifies the functional areas where Management Audit focused audit staff time and efforts during third quarter FY 2015:



## Audit follow-up:

- Five recommendations were closed during the third quarter. At the end of the quarter, there were 49 open audit recommendations.

# *EXTERNAL AUDITS*

## Contract Pre-Award Audit

Contract Pre-Award Audit provides support to the Vendor/Contract Management Department for a wide range of large-dollar procurements and projects. This support is provided throughout the procurement cycle in the form of pre-award, interim, change order, and closeout audits, as well as assistance with contract negotiations.

During third quarter FY 2015, seven audits were completed, reviewing a net value of \$25.5 million. Auditors questioned \$205 thousand or 1% of the proposed costs. The seven audits supported procurements in the following areas:

- 2 Rosecrans/Marquardt Grade Separation Project procurements;
- 2 Express Lanes Project procurements;
- I-710 Project Utility Study procurement;
- Crenshaw/LAX Transit Corridor Project procurement; and
- Burbank-Bob Hope Airport Pedestrian Bridge Project procurement.

Sixteen contract pre-award audits were in process as of March 31, 2015.

Details on Contract Pre-Award Audits completed during third quarter FY 2015 are in Appendix A.

## Incurred Cost Audit

Incurred Cost Audit conducts audits for Planning and Development's Call-for-Projects program, Engineering and Construction's highway projects, federally funded transportation programs, and various other transportation related projects, including CalTrans projects. The purpose of the audits is to ensure that funds are spent in accordance with the terms of the grants/contracts and federal cost principles.

Incurred Cost Audit completed six audits during third quarter FY 2015. We reviewed \$7 million of funds and identified \$700 thousand or 10% of unused funds that may be reprogrammed by Planning and Development for other projects. Forty incurred cost audits were in process as of March 31, 2015.

Details on Incurred Cost Audits completed during third quarter FY 2015 are in Appendix B.

# OTHER AUDITS

## Other Audits

Other audits completed during third quarter FY15 by external CPA firms include:

### PTSC-MTA Risk Management Authority Basic Financial Statements – Issued February 2015

In October 1998, the Public Transportation Services Corporation (PTSC) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) entered into a joint powers agreement to create the PTSC-MTA Risk Management Authority (PRMA) for the purpose of establishing and operating a program of cooperative self-insurance and risk management. PRMA receives all of its funding from LACMTA and PTSC. As PTSC also receives its funding from LACMTA, PRMA is a component unit of the LACMTA and is included in LACMTA's financial statements as a blended component unit.

An audit of PRMA's financial statements by an independent CPA firm is required annually. We retained BCA Watson Rice LLP (BCA) to conduct the audit for the fiscal year ended June 30, 2014. BCA found that PRMA's financial statements present fairly, in all material respects the financial position of the entity.

### Audited Financial Statements of Metro ExpressLanes – Issued January 2015

Metro ExpressLanes started as a one-year demonstration program that tested innovations to improve existing transportation systems in three sub-regions: the San Gabriel Valley, Central Los Angeles, and the South Bay. The first Metro ExpressLanes commenced revenue operations in November 2012 on the I-110 Harbor Freeway, between Adams Blvd. and the 91 freeway. The second began revenue operations in February 2013 on the I-10 El Monte Freeway between Alameda St. and the 605 Freeway. In April 2014, the Board voted unanimously to make the ExpressLanes on the I-110 and I-10 Freeways permanent. Later that year the California State Legislature approved a motion making the toll lanes permanent in Los Angeles and that the Governor sign it to become official.

An audit of the financial statements of Metro ExpressLanes, an enterprise fund of the LACMTA, was performed by Vasquez & Company, LLP (Vasquez) for the year ended June 30, 2014 and the period November 10, 2012 to June 30, 2013. Vasquez found that the financial statements present fairly, in all material respects the financial position of the entity.

### State Transportation Improvement Program (STIP) and Planning Programming and Monitoring (PPM) - Issued January 2015

In August 2012, Metro entered into a Reimbursement Agreement (Agreement) with CalTrans to provide planning, programming and monitoring of projects for the development and preparation of the Regional Transportation Improvement Program. Metro is required to comply with the Agreement and to ensure that STIP (PPM) funds are used in conformance



## *OTHER AUDITS*

with Article XIX of the California State Constitution, and for PPM purposes as defined in the Agreement.

Mayer Hoffman McCann (MHM), CPA completed a financial and compliance audit of The State Transportation Improvement Program (STIP) for the period August 22, 2012 through December 20, 2013. MHM found that the financial schedule presents fairly, in all material respects the financial position of the entity.

### Gateway Center & Union Station Properties Financial Statements and Independent Auditor's Reports – Issued January 2015

Metro acquired the Union Station and Gateway Center properties in April 2011 and entered into a Leasing and Operations Management Agreement with Morlin Asset Management, LP for the management and operations of the Gateway Center and Union Station effective July 1, 2012.

We contracted BCA to conduct an audit of the financial statements for these two entities for the year ended June 30, 2014. The auditor found that the financial statements present fairly, in all material respects, the financial position of each entity.

### Consolidated Audit – Issued various dates

These financial and compliance audits are needed to ensure that the recipients of subsidies included in the Consolidated Audit are adhering to the statutes of each applicable funding source and that operations data used to allocate funds is fair and in accordance with Federal Transportation Administration guidelines.

Vasquez & Company and Simpson & Simpson were hired to perform the audits of Financial Statements of the Proposition A Local Return Fund, Proposition C Local Return fund, Measure R Local Return Fund and the Transportation Development Act Article 3 Fund for various cities, the county, four non-profit organizations and Metrolink for the year ended June 30, 2014. As of March 31, the audits for Metrolink and the City of Pasadena were still outstanding. They will be included in the year-end report. The respective auditors will follow up on the findings identified in these audits in the following years' audits.

As a savings measure, we have not attached the audits discussed in this section however, they are on file with the Board Secretary's Office and can be requested through them.

# AUDIT SUPPORT SERVICES

## Audit Follow-Up and Resolution

During the third quarter, five recommendations were completed and closed. At the end of this quarter, there were 49 outstanding audit recommendations. The table below summarizes the third quarter activity.

### Summary of MAS and External Audit Recommendations As of March 31, 2015

Executive Area	Closed or Completed in Jan.	Closed or Completed in Feb.	Closed or Completed in Mar.	Late	Extended	Not Yet Due/Under Review	Total Open Recom.
Engineering and Construction						4	4
Executive Office							0
Finance and Administration					1		1
Information Technology			3				0
Operations					11		11
Planning and Development						31	31
Vendor/Contract Management			2			2	2
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>37</b>	<b>49</b>



**Board Report**

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**File #:** 2015-0655, **File Type:** Informational Report**Agenda Number:** 50.

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**FINANCE, BUDGET AND AUDIT COMMITTEE****JUNE 17, 2015****EXECUTIVE MANAGEMENT COMMITTEE****JUNE 18, 2015****SUBJECT: RIDERSHIP INITIATIVES****ACTION: RECEIVE AND FILE RESPONSE TO BOARD MOTION NO. 8: MTA RIDERSHIP****RECOMMENDATION**

RECEIVE AND FILE status report on **response to Board Motion No. 8: MTA Ridership** (March 19, 2015) to develop an Action Plan to increase Metro ridership.

**ISSUE**

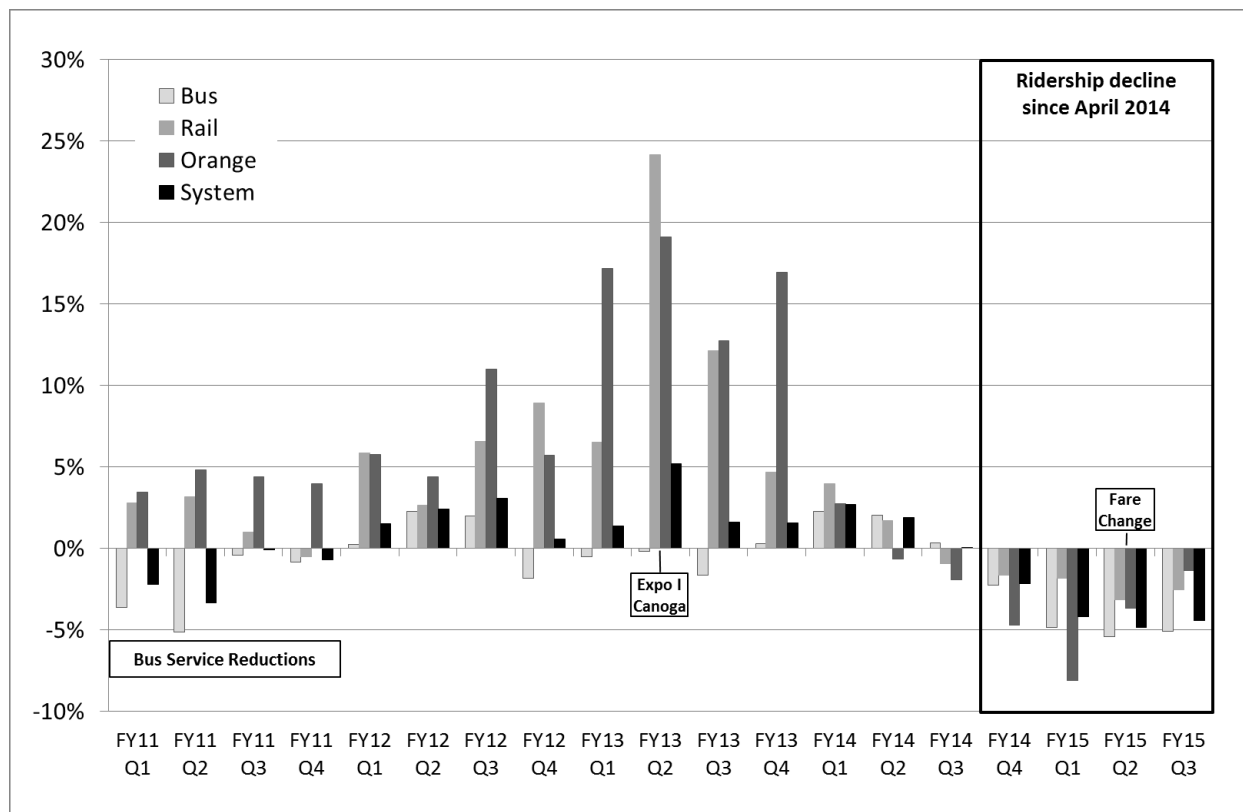
Since April 2014, ridership across the Metro system, including bus, rail, and BRT service, has declined by 4%. This decline contrasts with a 3% increase in ridership that occurred in the previous four years, from 2010 to 2014. The March 19, 2015 Board Motion No. 8: MTA Ridership (Attachment A) instructed the Metro CEO to develop an action plan to reverse the recent downward trend in boardings and to report back to the Board within 90 days of the Motion. This report provides the requested response and action plan.

**DISCUSSION****Ridership Trends**

As shown in Figure 1, Metro ridership has been declining on a year-over-year basis since April of 2014, in the fourth quarter of FY14. This decline precedes the September 2014 fare restructuring by six months and is part of a larger national trend of declining transit ridership, as shown in Figures 2 and 3.

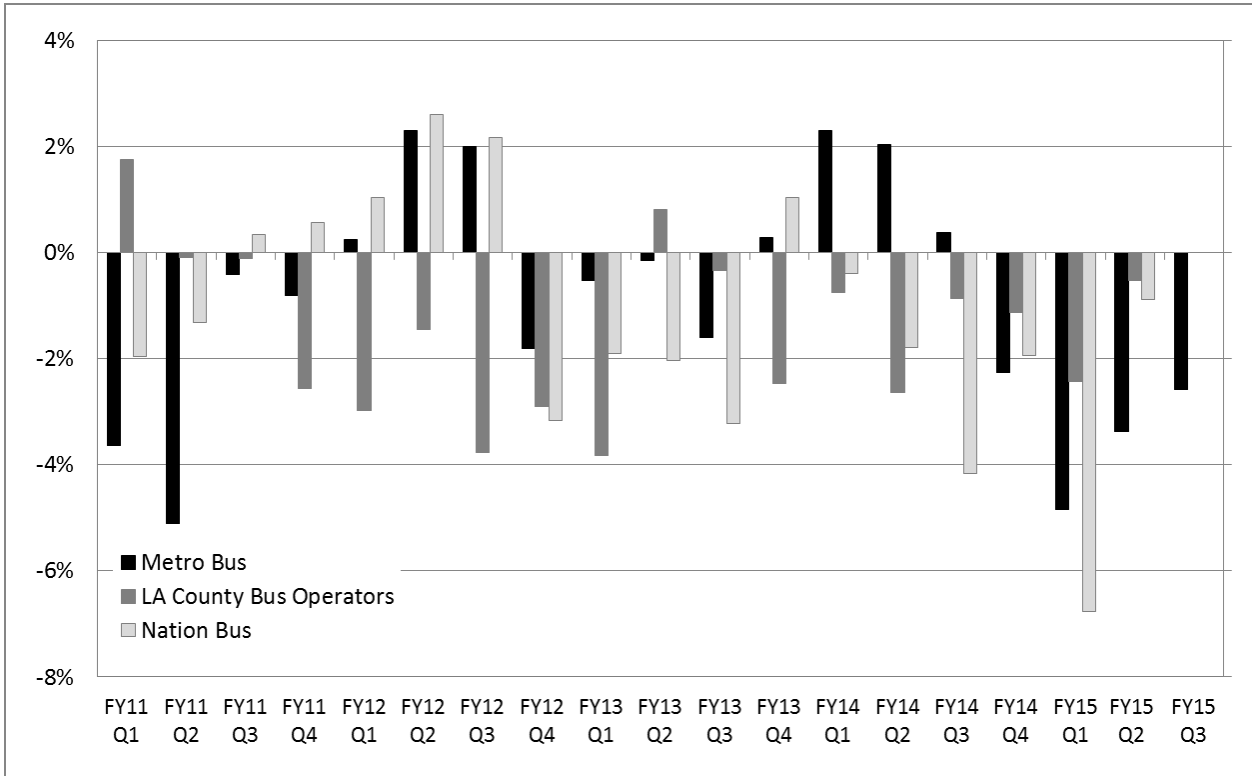
Figure 1 shows that, through the third quarter of FY15, over the past year Metro boardings have decreased on average by 4% on a year-over-year basis, impacting all modes, including bus, rail, and bus rapid transit (BRT). As shown in Figure 1, bus boardings have decreased by 5%, rail by 2%, Orange Line BRT by 4%, resulting in a total system boardings decline of 4%.

**Figure 1**  
 Year-Over-Year Percent Change in Boardings  
 FY11 - Current

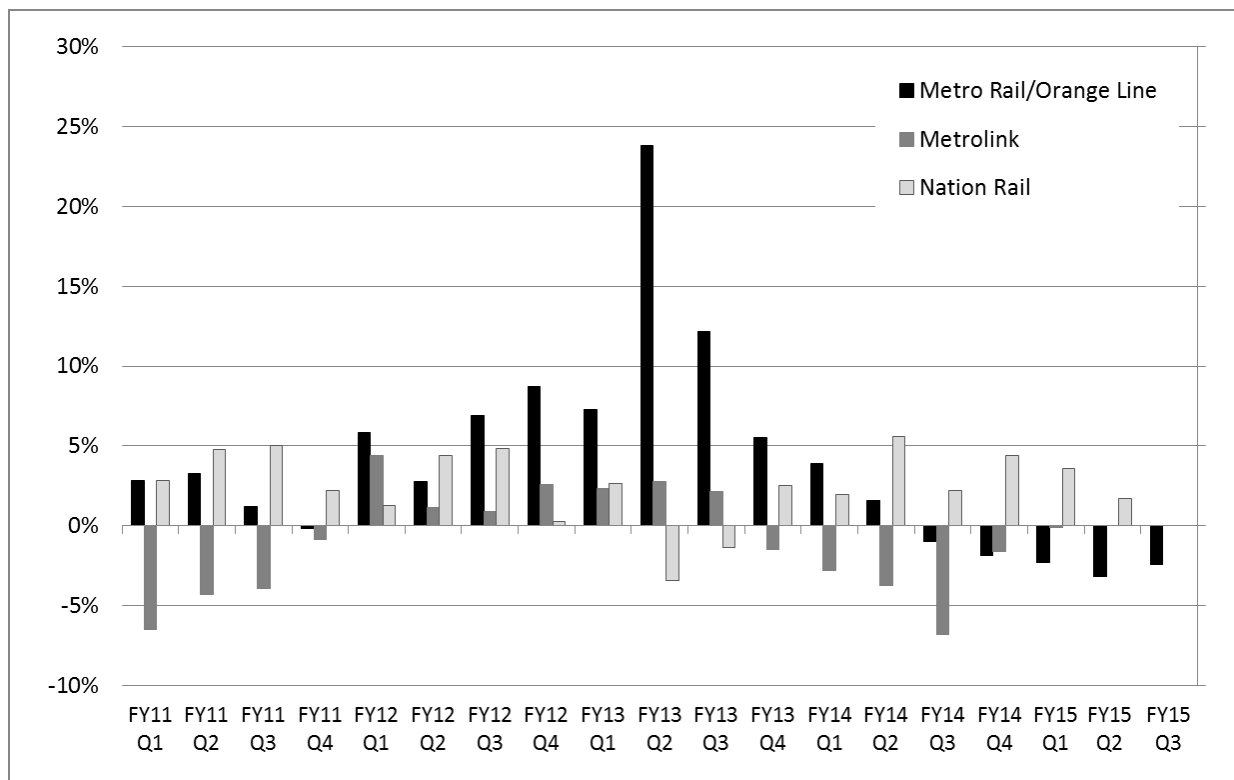


Figures 2 and 3 compare Metro ridership trends by bus (Figure 2) and rail and BRT (Figure 3) with regional and national trends. As shown in Figure 2, national bus ridership began declining in the first quarter of FY14, while Metro bus ridership began declining in the fourth quarter of FY14. Figure 3 shows that, despite a significant increase in rail and BRT ridership with the opening of the Expo Line and Orange Line Canoga Extension in the second quarter of FY13, rail and BRT ridership has been declining since the third quarter of FY14. This trend is particularly worrisome as national rail ridership continues to increase.

**Figure 2**  
 Year-Over-Year Percent Change in Local, Regional, National Bus Boardings  
 FY11 - Current



**Figure 3**  
 Year-Over-Year Percent Change in Metro Rail/BRT, Metrolink, and National Rail Boardings  
 FY11 - Current



Metro staff has analyzed several factors that could influence ridership in different transit modes, including employment by industry sector, school enrollment, gas prices, and car sales. This analysis shows that bus ridership has very little relationship to these identified factors, indicating that bus ridership is not determined solely based upon any one factor. Based on Metro’s Spring 2014 customer satisfaction survey, 83% of bus riders did not have a car available for their trip, indicating that Metro’s bus system is providing basic mobility for residents who do not have access to a car. By contrast, rail/BRT ridership has a strong relationship with employment and new car sales, indicating that an improving local economy leads to increased Metro rail and BRT ridership.

**Board Motion No. 8: MTA Ridership (March 19, 2015)**

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In response to this observed decline in Metro ridership, the Metro Board of Directors passed Motion No. 8, which directs the Metro CEO to develop an action plan to address the downward trend in ridership, including:

- Evaluate existing travel demand and identify new ridership opportunities;
- Optimize the existing transit network, including but not limited to: 1) Improving bus service between rail service and key destinations, 2) Establishing a frequent bus network, 3) Developing new types of bus service to attract discretionary riders, and 4) Coordinating better with municipal operators and Metrolink;
- Develop a campaign to market, promote, and outreach to potential new and discretionary riders about MTA transit services, including but not limited to 1) a revenue-neutral residential TAP bulk purchase program, 2) an incentive to travel during times of excess capacity, and 3) exciting marketing programs such as MTA's recent Red Line Speed dating event;
- Recommend strategies to improve on-time performance, including but not limited to 1) testing All-Door Boarding, 2) installing Stand-Alone TAP Validators, and 3) working with local jurisdictions to implement bus-only lanes in key locations and at key times;
- Evaluate the reliability of existing rail station countdown clocks and installing countdown clocks at additional rail stations and high-use bus stops;
- Develop and utilize a frequent network map;
- Other innovative strategies to increase ridership.

### **American Public Transit Association (APTA) Peer Review**

As part of the September 2014 fare restructuring, the Board requested an APTA Peer Review of Metro's Fare Policy that also identified methods to increase ridership and considered new approaches to revenue generation. The resulting report identified a number of strategies that could be implemented by Metro to increase ridership, many of which are incorporated into the Action Plan presented in this report. Further, some of the proposed measures could establish Metro as a leader in taking innovative approaches to address the national decline in transit ridership.

### **Ridership Task Force**

In response to Board Motion No. 8 and following up on the APTA Peer Review, Metro staff is taking an "all hands on deck" approach to increasing ridership by convening a new Ridership Task Force, comprised of representatives from Metro Operations, TAP, Management and Budget, Communications, Planning, Information Technology, and Security. The Ridership Task Force has identified a series of "immediate actions" that could be undertaken within existing budgeted resources and initiated by the second quarter of FY16 (Attachment B).

In addition to the immediate actions identified in Attachment B, the Task Force has also outlined a set of longer term strategies that are presented in Attachment C. These longer term strategies require further evaluation of cost, benefit, and implementation before proceeding.



Given that the current bus system is primarily serving the transportation needs of riders who do not have access to a car, there are opportunities to redefine and refocus the transit system to

- Attract new markets, including new employment and educational institution ridership, as well as recreational trips such as tourists, late night, weekend, and event- and activity-based travel;
- Improve the quality and convenience of bus service that would help to increase the number of trips taken by the existing ridership base; and
- Further expand into the commuter market by addressing first-/last-mile needs as many rail and BRT stations are not immediately adjacent to employment centers.

Based on these goals, the Ridership Task Force is developing an action plan focused on the following objectives:

- Attract new markets,
- Provide customer-focused service,
- Remove barriers to transit use,
- Get the word out, and
- Foster partnerships.

The action plan addresses these objectives by incorporating the following strategies toward attracting new ridership:

1. Market Research
2. Service Design
3. Service Management
4. Transit Priorities and Technology
5. Safety and Security
6. Customer Amenities
7. Fare Subsidies
8. Marketing, Outreach, and Promotions
9. Partnerships

Each of these nine strategies is discussed in further detail below.

### **Market Research**

One of the keys to success in attracting new riders is to know what they need and want. Changing customer demographics and lifestyles is identified by APTA as one of the “Megatrends” that transit is facing in the next five years. Understanding this trend and its impacts in LA County will aid in developing products for new riders and markets. At present, staff is working on efforts to better understand new markets, including:

- Identifying travel patterns for major employment centers within the region,

- Surveying existing riders, including those who use the “Owl” bus network, and
- Planning pre- and post-implementation surveys for Expo Phase 2 and Gold Line Foothill Phase 2A Extensions.

Staff will also research opportunities to better understand tourist travel needs through partnerships with the tourism and convention industry, hotels, and major attractions. Social media also provides an opportunity to seek information and opinions from riders to develop products and to suit services to their needs.

### **Service Design**

Where, when, and how services are provided is critical to attracting new riders, and influencing existing riders to ride more often for different trip purposes. Staff is currently composing a plan that will:

- Maximize the availability of bus service, with consideration of Metro and its Municipal partners,
- Take advantage of the expansion of the rail and BRT network
- Analyzing successful services and identify best practices to help refine Metro’s service delivery regimens
- Study the Rapid bus network and seek to optimize its performance,
- Review and make recommendations for changes to the Owl service network to meet the needs of employees, visitors, and area residents so that they can use transit to travel to and from late night venues,
- Develop bus services oriented to serve Metrolink and Metro Rail connections,
- Begin refining the core frequent bus network based on a Strategic Bus Network Plan, and
- Develop point-to-point commuter services, based on market research of employment centers.

### **Service Management**

Planning and designing optimal services is important; however, equally important is ensuring that services are delivered as planned. The APTA Peer Review identified improved transit service quality as a key means to increase ridership. Management should take a customer-focused approach to minimize the impact of service interruptions on riders, including:

- Proactive, real-time service management that minimizes the impact of delays and service disruptions and that ensures service is on time and available according to rider expectations;
- Regular review and updates to Standard Operating Procedures and training for on-street Vehicle Operations Supervisors and Transit Operations Supervisors in the Bus and Rail Operations Control Center;
- Timely and consistent customer information on service issues distributed through multiple forms; and,
- Planned service disruptions due to maintenance or construction that minimize impacts to riders.

### **Transit Priorities and Technologies**

Transit vehicles are impacted by auto congestion, competition for road space by other modes, and traffic flow condition variability. Transit operations can therefore benefit from measures such as

- Dedicated bus lanes,
- Queue jumpers,
- Signal priorities, and
- Countdown timers to provide advance notice of green lights.

Technologies to improve customer convenience and flow on and off the vehicle include

- All-door boarding,
- Off-board fare payment, and
- Mobile apps to streamline fare payment and transit information.

### **Safety and Security**

Riders must feel and be safe when riding Metro services. Efforts are underway to continue to improve Metro's transit policing programs, including

- Increased security presence,
- Greater use of analytics to identify when and where crime occurs for more-focused security dispatching, and
- Improved real time surveillance and interaction between riders and security.

In addition, policies and procedures need to be improved and developed to control illegal activities at stations and on vehicles, including vending, harassment, and fare evasion.

### **Customer Amenities**

Customer amenities complement transit services, helping to attract more riders by making information simple, clear, and immediate; improving the safety and comfort of the wait environment; and providing additional products and services that are important to riders. Customer amenities are provided at key stops and stations to help disseminate information on service, schedules and fares; improve passengers' wait experience; and include conveniences such as WiFi and concessions.

### **Fare Subsidies**

Metro currently maintains partnerships with employers and educational institutions to provide transit benefits through the Employer Annual Pass Programs, including the Annual Transit Access Pass (A-TAP), Business Transit Access Pass (B-TAP), and Institutional Transit Access Pass (I-TAP), designed for colleges and universities. However, Metro has numerous other opportunities to access new markets in transit-oriented housing, including housing in Metro joint developments.

Additionally, outside of peak commute hours, the Metro rail network has spare capacity that could be offered at a discounted rate through an Off-Peak Downtown LA Rail Pass. Such a pass could give downtown commuters the opportunity to use the rail network for lunch, meetings, or errands during

the midday, and it would also allow downtown residents the opportunity to use the rail network during nights and weekends at a reduced fare.

### **Marketing, Outreach, and Promotions**

Attracting new riders means new efforts to “get the word out” about Metro’s products and services. Efforts under consideration include

- Better use of social media to develop targeted marketing and outreach campaigns,
- Social media ads ahead of major events with information on using Metro and the resources available to complete the first-/last-mile connection,
- Giveaways to incentivize the use of Metro services and partnerships with the media to “Tell the Metro Story” and put a friendly face to the agency and its service,
- An interactive frequent bus network map showing various service levels depending on the trip and time that a rider is planning to illustrate the ease and convenience of navigating Metro.

Given the success of promotional strategies that involve creative events, like Speed Dating on the Metro Red Line, Metro could consider establishing a department responsible for launching a series of brand-positive events to engage new and existing riders. This department would work with Metro staff and vendors to curate and execute events that will continually promote Metro.

### **Partnerships**

Partnerships with public and private entities help Metro to coordinate inter-agency efforts and to leverage information to increase ridership. Since ridership decline is happening across the region, partnerships can increase data sharing, strengthen intermodal planning efforts, and improve trip planning. Current Metro staff partnership efforts include:

- Working with the City of Los Angeles to coordinate the City’s Mobility Plan and Metro’s Strategic Bus Network Plan,
- Developing a Buses and Bicycles Road Share document to improve coordination between bus operations and bike planning,
- Coordinating service plans between Metro and Municipal Operators to reduce duplication and coordinate schedules,
- Sharing ridership trend analysis and strategies to increase ridership with other agencies including participating in the Orange County Transportation Authority’s (OCTA) APTA Peer Review on Ridership Trends, and
- Working with 3<sup>rd</sup> party partners and mobile app developers to provide first-/last-mile services and aid in trip planning.

### **Task Force Action Plan**

Numerous ridership initiatives could be initiated by the second quarter of FY16, as outlined in Attachment B to this report, “Ridership Initiatives: Immediate Action Plan.” Other initiatives require

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further evaluation as to cost and benefit as well as barriers to implementation, and additional resources to implement. These efforts have been included in Attachment C, and will be presented to the Board for approval after passing further evaluation.

In addition, as requested in Supervisor Antonovich's Amendment to Board Motion No. 8, Attachment D presents Board Motions from the last 5 years that sought to increase ridership, as well as the status of these Motions.

### **FINANCIAL IMPACT**

Efforts identified in the Attachment B, "Ridership Initiatives: Immediate Action Plan," can be initiated within budgeted resources by the second quarter of FY16. Additional efforts identified in Attachment C may require additional resources and will be presented to the Board under separate cover for approval prior to initiation.

### **ALTERNATIVES CONSIDERED**

If no action is taken on ways to increase ridership, the recent downward trend in boardings could continue, which will hinder Metro's ability to continue to provide excellence in service and support and negatively impact fare revenues.

### **NEXT STEPS**

Staff will return to the Board on a quarterly basis with a status update on the Immediate Action Plan and Other Ridership Increase Strategies.

### **ATTACHMENTS**

Attachment A - Motion 8: MTA Ridership

Attachment B - Ridership Initiatives - Immediate Action Plan

Attachment C - Ridership Initiatives - Other Ridership Increase Strategies


Attachment D - Prior Board Motions on Increasing Ridership

Prepared by: Conan Cheung, Executive Officer, (213) 922-6949

Pari Ahmadi, Transportation Planning Manager IV, (213) 922-2864

Luke H. Klipp, Budget Analyst, (213) 922-7412

Reviewed By: Nalini Ahuja, Executive Director, Finance and Budget



Phillip A. Washington  
Chief Executive Officer

**MOTION BY:**

**MAYOR ERIC GARCETTI, DIRECTOR PAUL KREKORIAN  
DIRECTOR ARA NAJARIAN, AND SUPERVISOR HILDA SOLIS**

**Executive Management Committee Meeting**

March 19, 2015

**Item 8: MTA Ridership**

MTA should strive to achieve a continually expanding ridership base.

According to MTA data, transit ridership in Los Angeles County has grown by nearly 6.5 million boardings over the past 30 years.

However, recently, MTA has not enjoyed a growth in ridership.

MTA's boardings began to decline in April 2014 and MTA's boardings are down 5% in Fiscal Year 2015 so far.

This trend of declining ridership is troubling.

While there is no single factor that holds sway over MTA ridership, MTA can and should develop and implement strategies to reverse the downward trend in boardings.

Broadly, these strategies include market analysis, network improvements, promotion and outreach, on-time performance, and customer service.

WE, THEREFORE, MOVE that the Board instruct the CEO to:

- A. Develop an action plan to address the downward trend in ridership. The plan should include:
1. Evaluate existing travel demand and identify new ridership opportunities;
  2. Optimizing the existing transit network, including but not limited to: 1) Improving bus service between rail service and key destinations, 2) Establishing a frequent transit network, 3) Developing new types of bus service to attract discretionary riders, and 4) Better coordination with municipal operators and Metrolink;

CONTINUED

3. Develop a campaign to market, promote, and outreach to potential new and discretionary riders about MTA transit services, including but not limited to 1) a revenue-neutral residential TAP bulk purchase program, 2) an incentive to travel during times of excess capacity, and 3) exciting marketing programs such as MTA's recent Red Line Speed Dating event;
  4. Strategies to improve on-time performance, including but not limited to 1) testing all-door boarding, 2) installing stand-alone TAP validators, and 3) working with local jurisdictions to implementing bus-only lanes in key locations and at key times;
  5. Evaluate the reliability of existing rail station countdown clocks and installing countdown clocks at additional rail stations and high-use bus stops;
  6. Develop and utilize a frequent network map;
  7. Other innovative strategies to increase ridership.
- B. Report to the MTA Board in 90 days on the action plan.

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## ITEM #8

### AMENDING MOTION DIRECTOR ANTONOVICH

The Board of Directors has approved multiple motions over the past five years to increase ridership on our system. These motions have focused on improving different elements of the customer experience, from improving transfer connectivity to other regional operators such as Metrolink and municipal services to improving signage and wayfaring at stations to increasing security on our system.

In support of the motion offered by Chairman Garcetti, Supervisor Solis, and Directors Krekorian and Najarian to request an Action Plan from MTA staff to improve ridership, it is vital that MTA staff also provide a review of all motions made over the past five years to address this issue and present a status update on those motions so that these efforts and their outcomes can be included as part of the Action Plan requested.

It is also important that staff seek information from the public to understand reasons why people do not ride our system so that we can address those issues as well.

**I THEREFORE MOVE** the Board directs the CEO to review all motions made by Directors over the past five (5) years that focus in whole or in part on increasing ridership by improving:

- Customer safety and experience
- System connectivity and improved transfers
- Improved bus and rail service

and report to the Board in 90 days as part of the Action Plan requested in the Garcetti/Solis/Krekorian/Najarian motion a review of these motions, their status and outcomes, and how these motions can be integrated into the Action Plan requested so that prior Board policies are reviewed and considered as part of the staff report.

**I ALSO MOVE** that the Board directs the CEO to include as part of this Action Plan an item that seeks input from the non-transit riding public on their primary reasons for not using transit, and provide recommendations as part of this Action Plan on how to address this input to entice new riders onto the MTA system.

**ATTACHMENT B  
RIDERSHIP INITIATIVES - IMMEDIATE ACTION PLAN**

Action Item	Goals				
	Attract New Markets	Customer Focused Service	Remove Barriers to Transit Use	Get the Word Out	Partnerships
<b>Market Research</b>					
Conduct a survey of Non-riders to determine travel patterns and transportation attributes that are critical to their mode choice	X	X			
Analyze travel patterns of major employment centers, including origins and time of travel	X	X			
Analyze potential tourist ridership opportunities by working with the tourism and convention bureau, major attractions, and hotels	X				
Use social media to better understand the young discretionary rider market and transportation attributes important to them	X				
Prior to implementation of new rail and BRT services, identify potential markets around new stations to assist in marketing/ promotion, first/last mile planning, and bus feeder planning	X			X	
Analyze Owl network ridership and their travel needs		X			
Analyze Senior ridership and their travel needs		X			
Other market research efforts as needed to support other ridership initiatives	X	X			
<b>Service Design</b>					
Analyze successful services and identify best practices to be implemented as applicable throughout the system		X			
Begin implementation of a 15 minute network based on the Strategic Bus Network Plan currently being developed	X	X			
Develop list of experimental services to address gaps in service identified through market research efforts, including new employment shuttles and point to point commuter express services	X	X			
Evaluate Metro Rapid services and develop recommendations to optimize service		X			
Coordination between Operations and Communications units to minimize impacts on ridership due to system maintenance		X		X	
Review and make recommended changes to the Owl service network based on market research		X			
<b>Service Management</b>					
Update SOP's for VO and BOC to ensure consistency, effectiveness		X			
Partner with Rail to develop training module for bus bridge management		X			
Headway based operations on high frequency lines (pilot on Silver Line, Orange Line, Wilshire BRT)		X			
<b>Transit Priorities/Technology</b>					
Pilot All-Door Boarding/Off-Board Fare Payment on Rapid and Silver Lines		X			
Study BRT options for Vermont and North Hollywood to Pasadena service		X			
<b>Safety/Security</b>					
Increase law enforcement and Metro security presence throughout the system, including a new Community Policing Plan and a new Policing contract			X		
Increase public awareness of Customer Code of Conduct and additional public messaging on safety/security			X	X	
Use Transit Watch information to develop targeted campaigns to specific market segments		X			
<b>Customer Amenities</b>					
Implement Wifi on buses and trains for customer amenity, security data feed, and faster TAP autoloads		X			
Improve "Next Vehicle" Information		X		X	
Investigate onboard train amenities such as strap hangers, bike racks/holders, seating configuration options, static vs digital location indicators/maps		X			
Implement a strategic parking management plan that optimizes use for transit riders		X			
Improve customer content and sound quality on Transit Passenger Information Systems (TPIS) and Public Address (PA) Announcements		X		X	
<b>Fare Subsidies</b>					
Explore the option of developing an Off-Peak Downtown LA Rail Pass that offers excess off-peak capacity at a reduced rate	X		X		
Outreach to employers, large education institutions and government agencies to increase sales of Annual Transit Access Pass (ATAP), Business Transit Access Pass (BTAP), and Institutional Transit Access Pass (ITAP)	X		X		X

**RIDERSHIP INITIATIVES - IMMEDIATE ACTION PLAN**

Action Item	Goals				
	Attract New Markets	Customer Focused Service	Remove Barriers to Transit Use	Get the Word Out	Partnerships
<b>Marketing/Outreach/Promotions</b>					
Encourage late night/recreation ridership	X			X	
Develop an interactive frequent network map that shows different service levels depending on the trip and time a rider is planning		X		X	
Pop-up/open streets events to cross-promote Metro for bike/ped/rideshare coordination				X	X
Social media promotions				X	
<b>Partnerships</b>					
Identify and implement a pilot effort with a ridehailing company such as Uber or Lyft to provide first mile connection from home to a transit center, or last mile connection from a transit center to employment center			X		X
Identify and implement a pilot effort with a ridehailing company such as Uber or Lyft to provide first/last mile service to/from a major event or venue event			X		X
Implement promotional event(s) for 2016 Foothill and Expo Line openings	X			X	
Partner with a 3rd party app developer to collect traveller information from their customers			X		X
Work with 3rd party app developers to promote Metro, including cross promotions, providing travel information, service alerts, and other information				X	X
Lead the nation's efforts to identify ways to reverse the national decline in bus ridership, including participating in OCTA's APTA Peer Review on Ridership Trends					X
Establish a panel of peer agencies to review and share ridership trends and strategies to increase ridership					X
Integrate frequent bus network with local street network and transportation plans, including LA City's Mobility Plan					X
Coordinate bus/bicycle planning					X

**ATTACHMENT C**

**RIDERSHIP INITIATIVES - OTHER RIDERSHIP INCREASE STRATEGIES**

Action Item	Goals				
	Attract New Markets	Customer Focused Service	Remove Barriers to Transit Use	Get the Word Out	Partnerships
<b>Service Design</b>					
Consider developing tailored subscription bus service to meet specific major employer travel demand	X	X			
<b>Service Management</b>					
Hire and train additional Vehicle Operations Supervisors to allow for rapid response task forces to be deployed during major service interruptions		X			
Pilot project to control bus bunching on Wilshire BRT using Operator-facing software such as VIA Analytics product		X			
<b>Transit Priorities and Technology</b>					
Explore options for countdown clocks at rail stations and high-use bus stops (Orange Line can serve as a pilot)		X			
Explore options to increase transit priorities for Expo Rail		X			
Install queue jumpers at congested intersections for buses to bypass congestion hot spots		X			
Investigate technology that alerts Operators of waiting passengers at multi-line stops to reduce confusion and pass-ups		X			
Work with jurisdictions to install bus lanes on key transit corridors		X			
<b>Safety and Security</b>					
Enhance CCTV hardware/software and streaming capabilities through Metro operating fleets to provide law enforcement and Metro Security the ability to respond quickly to an incident		X			
Continue to improve and enhance Transit Watch LA app, including providing communication between law enforcement and riders, and tools for faster/direct response in the field		X		X	
Investigate options for permitting of vendors at transit centers			X		
Implementation of Mobile Data Terminal: Enhance safety and security by providing situation awareness for law enforcement and Metro Security to view CCTVs via tablet/smartphones		X			
Increase patrolling of the bus network at strategic locations		X		X	
<b>Customer Amenities</b>					
Attract concessionaires that provide convenience services at rail stations (e.g. dry cleaners, watch repair, fast food, farmers markets, child care, etc.)		X			X
Design facilities and equipment based on the customer preference first, including TVM and faregate orientation, information case placement, etc.		X			
Improve bus shelters (Metro Rapid)		X			
Improve customer content and sound quality on Transit Passenger Information Systems (TPIS) and Public Address (PA) Announcements		X		X	
Improved wait experience at freeway rail stations, including sound barriers, platform barrier doors, better schedule coordination between the Green and Blue, and Green and Silver Lines		X			
Systemwide comprehensive signage makeover		X			
<b>Fare Subsidies</b>					
Partner with Metro Joint Development and other high density residential, mixed-use and affordable housing units to include a transit pass as part of Home Owner Association (HOA) fees	X		X		X

**ATTACHMENT C**

**RIDERSHIP INITIATIVES - OTHER RIDERSHIP INCREASE STRATEGIES**

Action Item	Goals				
	Attract New Markets	Customer Focused Service	Remove Barriers to Transit Use	Get the Word Out	Partnerships
<b>Marketing, Outreach, and Promotions</b>					
Media partnerships to promote Metro				X	
New rider encouragement program to promote services to new residents and employees	X			X	
Social media promotions, including transportation makeover videos, giveaways for participating, promotions ahead of events, etc.				X	
Create an Art Night on the Red Line with temporary art installations at each station in tandem with DTLA Art Walk dates or Art Night Pasadena				X	
Develop an "Amazing Race" type of event, using transit to access locations along a scavenger hunt				X	
Host travelling rail car concert to highlight a specific rail line				X	
Launch fitness themed events (e.g. Metro Bootcamp) that encourages incorporating transit into fitness routines/active lifestyle				X	
Produce rush hour concerts at multiple locations within the system, like the Colburn School				X	
Similar to Speed Dating on the Metro Red Line, activate Metro Mingle with an organized 'Meet-Up' theme				X	
<b>Partnerships</b>					
Partner with ridehailing companies such as Uber or Lyft to allow payment for their services through TAP			X		X

**Attachment D  
Prior Board Motions on Increasing Ridership**

Director	Date	Motion	Status
<b>Customer Safety and Experience</b>			
O'Connor, La Bonge	2/25/2010	(Item 53) O'Connor Motion that the Metro Board direct staff to work with the Planning and Programming Committee in conjunction with the Ad Hoc Congestion Pricing Committee to examine the problems confronting the Artesia Transit Center with input from the South Bay Sector Council, the South Bay Cities COG and members of the transit riding public in an effort to address the resolution of providing public restroom facilities at select Metro transit centers. LaBonge requested Board discussion at Operations Comm. re removal of restrooms at El Monte Station & restoration of restroom facility at San Fernando Station. Also suggested looking into toilets w/advertising as well as the use of food vendors to increase revenue.	Completed
Yaroslavsky	1/17/2011	(Item 2) Yaroslavsky requested a full report/history on the gating program (EMC).	Completed
Knabe and DuBois	4/28/2011	(Item 23) Knabe-DuBois Motion Analyze potential impact of removing train seats, including standing time, vendor mitigation, bicycle demand, bicyclist alternatives such as station bikes, rentals, shared bikes.	Completed
Board Meeting	8/4/2011	Public Comment - Based on a comment received: Board requested a report back on ITAP negotiations.	Completed
O'Connor	11/16/2011	(Item 14) Prioritization and transfer process of state-owned park and ride lots: O'Connor requested an update, status, and timeline of the Artesia Transit Center.	Completed
Yaroslavsky	2/16/2012	(Item 26) Fare gate locking at selected Metro Rail stations - Yaroslavsky: Report back in one month with a plan that would implement gate locking within 5-6 months.	Completed
Fasana	2/16/2012	(Item 46) Fasana: Consider using cell phone technology for next bus information instead of expensive equipment on platforms.	Completed
Yaroslavsky	7/26/2012	Yaroslavsky Motion: that the CEO convene a Metro Blue Line Task Force with staff and safety/rail experts to investigate and report to the Operations Committee/Board in November 2012 on: 1) Causes for accidents along the Blue Line, including but not limited to adequacy of current safety procedures, operational concerns, structural concerns, signage, and traffic conditions; 2) Potential suicide prevention strategies; 3) Solutions to the issues that are identified as well as plans for implementing those solutions.	Completed
Ridley-Thomas	8/6/2012	(Item 5) Blue Line: Timely Reporting of Accidents and Breakdowns - Ridley-Thomas: Establish public information protocols to report accident and service disruption information when incidents occur. Detailed factual information shall be posted via appropriate websites and social media as available and news media shall be notified. Report back to the board in September.	Completed
Board Meeting	2/20/2013	(Item 13) Budget themes and performance metrics: Wilson - Recommendation for improving the 10% fare evasion.	Completed
Fasana	2/21/2013	(Item 40) Budget themes and performance metrics - Fasana: GO METRO, what are the pros & cons to establish a better target telephone wait time than 2 minutes.	Completed
Fasana	3/21/2013	(Item 37) Fasana: How many operators have had 2 or more red light violations?	Completed
Antonovich	6/27/2013	(Item 77) Antonovich Motion: that the MTA Board of Directors adopts as a standing policy the conducting of an annual independent Safety Culture review of the agency. This review shall: Be procured under the authority of and overseen by the System Safety and Operations Committee with the goal of maintaining independence of the report within the agency; include recommendations for considerations by the Board to improve Safety Culture within the agency. Include a review of roles and responsibilities of the Board to provide top-down leadership in implementing Safety Culture within the agency; Be presented to the System Safety and Operations Committee and Full Board every January for consideration by the Board.	Completed
DuPont-Walker	10/17/2013	(Item 31) LASD Emergency Response Time - DuPont-Walker: What percent of calls are answered by other agencies. Asked that the report would date back to July 2012. Total	Completed
DuPont-Walker	10/17/2013	(Item 42) Gate Latching Schedule - DuPont-Walker: Asked the cost to redesign projects currently in progress.	Completed

**Attachment D**  
**Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
Krekorian	10/24/2013	(Item 47) Universal City Station Pedestrian Bridge - Krekorian: Informational signage on the bridge indicating the historical significance of the site, insure regular graffiti abatement, graffiti proofing for stairs, elevators & bridge. Add additional vegetation and landscaping for softened visual impact. Continue to reach out to the community and include them in the design process.	Completed
Fasana	1/15/2014	(Item 6) Report for Orange Line Safety/Security - Fasana suggested adding a "green" light indicating the TAP went through. Requested the findings be added to Yaroslavsky's Motion.	Completed
Knabe	1/23/2014	(Item 55) Knabe Motion that the MTA Board instruct the CEO to report back to the Board in March 2014, at a minimum to the EMC Committee and the full Board, with a "top ten" list of ten or more innovative ways to use technology to enhance the customer experience and improve customer access to the Metro bus and rail system, including an evaluation of how these innovations would advance Metro's strategic goals and improve customer service.	Completed
Yaroslavsky and Krekorian	1/23/2014	(Item 6) Yaroslavsky/Krekorian Motion that staff develop options to gate or partially gate all Orange Line Stations and/or other actions as appropriate, that an educational/media campaign regarding TAP be explored, and that signage be placed on or adjacent to the SAVs informing patrons of the need to TAP and the associated fine. Staff should report back at the March Finance, Budget and Audit Committee meeting with a plan of action and status. WE FURTHER MOVE that staff report back to the Board at the March meeting on the status of gating the Exposition Line, Foothill Extension and Crenshaw Line which are currently under construction/design.	Completed
Yaroslavsky and O'Connor	1/23/2014	(Item 70) Motion by Directors Yaroslavsky and O'Connor that Metro prepare a parking utilization study of all our current parking facilities/lots whether owned or leased by Metro and report these findings to the Metro Board within 90 days; and that once the study is complete, Metro develop recommendations on the following: A. how should parking be available and at what cost on a daily, monthly basis; B. which facilities/lots should continue to be used for parking or what portion; and C. where we can expand and create facilities.	Completed
Yaroslavsky and Krekorian	2/27/2014	(Item 70) Yaroslavsky and Krekorian Motion on the Universal City/Studio City Station Overflow Lot that the Board direct staff to: A. implement any temporary safety improvements that Metro can make on its own to the crossing or along the path to the crossing as soon as possible; B. coordinate with City of Los Angeles and other relevant entities to implement further safety improvements to the crossing as soon as possible; C. evaluate the lighting of parking lots at the above-mentioned stations for potential improvements; and D. report back to the Board in 60 days.D) Return at the December Board with an independent review using an outside contractor that includes the following: customer satisfaction survey of Access patrons, review and analysis of projected demand for Access for the next five years, listing of all federal and state funds eligible for Access and their projected uses, funding plan, including cost and demand mitigation strategies, performance and financial review a of Access, including review of their eligibility certification criteria, Access service provided compared to the ADA requirements; longer term strategy and options to apply future service changes to current Access clients. E) Work with Access to incorporate findings and recommendations of the above review into Access operations and budget request for Fiscal Year 2015.	Completed

**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
EMC	3/20/2014	(Item 37) status report on a "top 10" list of innovative ways to use technology to improve the customer experience and improve customer access to the Metro Bus and Rail Systems - Garcetti and Knabe Motion that the MTA Board of Directors Direct the CEO to: A. Implement a platform to provide real-time inter-modal navigation for mobile devices, including but not limited to: 1. The ability for third-party applications to receive real-time transit data (e.g. bus and train arrivals); 2. Indoor and outdoor navigation (e.g. triangulated Wi-Fi underground and Global Positioning System augmentation); 3. Proximity awareness that support concierge services, the physically disabled, and other use cases; B. Evaluate and implement wireless broadband Internet connectivity services across all transportation modes and stations for mobile devices with cellular and Wi-Fi; C. Develop alternative mobile-based payment and concierge services beyond NFC to take touch-less proximity awareness and payments from mobile devicesD. Reallocate existing funding previously awarded to similar technology programs outlined above and in MTA's receive-and-file staff report due to the lack of significant regional impact and uncertainty of implementation; this includes the following projects awarded to the City of Los Angeles: 1. Gold Line Wi-Fi; 2. Downtown L.A. Alternatives Green Transit Modes Trial Program; 3. Experience L.A.'s Historic Cultural Neighborhood Connections; E. Incorporate the above into the Board adopted technology investment strategy that is currently being developed; and F. Report back by July 2014, and quarterly thereafter, on the implementation of all of the above.	Completed
DuBois	7/16/2014	(Item 28) response to the December 5, 2013 Board Motion San Fernando Valley Red Line Parking, Multi-Modal Transit Improvements and the January 14, 2014 Motion on Parking Utilization. DuBois requested a report back on the progress regarding the Multi-Modal Transit Improvements in October 2014.	Completed
Solis	1/15/2015	(Item 37) report on System Safety, Security and Operations: Solis asked for more info on outreach to various languages.	In Process
Garcetti, Antonovich and Kuehl	3/26/2015	(Item 55) Garcetti, Antonovich and Kuehl Motion that the Board instruct the CEO to: Task Force A. formalize a multi-departmental Safe Space Task Force, including but not limited to the Communications, Community Relations, Ethics, Human Resources, Information Technology, Operations, Security, and Planning departments. B:Community Input- convene a community roundtable on issues of safe space and sexual harassment to better connect MTA with its customers and inform MTA's response to these issues. C. work with the American Public Transportation Association (APTA) to review national and international best practices for safe space in transit.	In Process



**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
<b>Improved Bus and Rail Service</b>			
DuBois	6/18/2009	(Item 54) Receive and file report on FY2009 Third Quarter performance monitoring data. Director Dubois requested: 1) Plan for improving On-Time-Performance; 2) report on what is being done to improve ridership on poor performing lines and; 3) if reducing headways leads to denigration and truncation of ridership which leads to cancellation of a line.	Completed
Villaraigosa	5/20/2010	(Item 45) Villaraigosa Motion that the MTA Board direct the Chief Executive Officer to: A) Meet with the municipal operators and Metrolink to develop a weekly and daily EZ pass usable on all transit services operated within Los Angeles County; B) Develop an enhanced distribution system so that passes are more readily available to the public; C) Create a customer-oriented website and smart phone/personal digital assistant applications that enable patrons to receive rider information, schedule trips, etc. for all transit services operated within Los Angeles County; D) Meet with the municipal operators and Metrolink to identify service duplication, recommend to the MTA Board service restructuring that maintains service in the most cost effective manner, and identify other service restructuring that will make the transit system more convenient.	In process, partially completed
Antonovich	5/27/2010	(Item 79) B.) Analysis of current Metro fare media and fare collection technology to assess potential for implementing a distance/time-based fare policy C.) Assessment of Metro organizational structure, personnel and other strategic changes that would be necessary to implement a distance/time-based fare policy in an effective manner. Analysis of distance/time-based fare policies adopted by other major transit properties in the United States, and their applicability to our Metro bus and rail system D.) Literature review of academic journals since 2000 that have explored the topic of public transit distance/time-based fares  E.) At least three models for how a distance/time-based fare policy on the Metro bus and rail system would be implemented, including the spectrum of pros and cons associated with each model  F.) A timeline for implementing a distance/time-based fare policy for the Metro bus and rail system, both overall and in pieces  G.) Analysis of coordination necessary with other transit agencies and public agencies to implement a distance/time-based fare policyAntonovich Amending Motion as amended by Director Robinson that the MTA Board direct the CEO to return to the Board during the September 2010 Board cycle with a presentation and recommendations on the potential for distance/time-based fares for the Metro bus and rail system, including but not limited to the following elements:	Completed
Villaraigosa, Dubois, Najarian	11/17/2010	(Item 7)Villaraigosa's Motion - Regarding student free fares: Dubois - What is the cost, responsibility, and safety? Najarian - What are the capacity problems for paying customers.	Completed
Villaraigosa, Molina and Wilson	3/24/2011	(Item 20) Motion by Villaraigosa, Molina, and Wilson on Bus Service Changes - Molina requested a report back in April on the following: 1.) Recent service changes; 2.) Future service changes and 3.) Service levels 4.) Service quality 5.) Cost effectiveness; and 6.) Service enhancements.O'Connor requested a confirmation that all major hospitals, schools, and shopping centers are still being serviced.	Completed
Villaraigosa, Molina and Wilson	4/28/2011	(Item 25) Villaraigosa, Molina, and Wilson Motion for additional information pertaining to past, present and future service changes, part 1. Katz: report on feasibility of performing service assessments and adjustments more frequently than every 6 months?	Completed

**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
Villaraigosa	5/26/2011	(Item 16) FY2012 Budget. VILLARAIGOSA requested a quarterly report assessing impact of bus cuts over time in terms of degradation of bus system.	Completed
Board Meeting	5/26/2011	(Item 19) Temporary roll-back of the regular Day Pass from \$6 to \$5 for a period of one year and return to the Board in six months with a report.	Completed
Wilson	6/16/2011	(Item 7) Past, present, and future service changes, part 2. Wilson asked about the reinvestment of the \$30 million savings from service cuts	Completed
Knabe and Ridley Thomas	6/23/2011	(Public Comment) Knabe/Ridley-Thomas asked the CEO to take another look at Line 442 and report back.	Completed
Wilson	6/23/2011	Wilson asked about the Impacts of bus size on passenger loads and headways.	Completed
Antonovich	7/20/2011	(Item 26) Antonovich would like the analysis of price vs. demand. The CEO would like the analysis to include Metrolink.	Completed
Villaraigosa	8/4/2011	(Item 62) VILLARAIGOSA BUS MOTION: Strategy and timeline for the TAP card by October 2011 Board meeting. Requested monthly report from compliance manager and recommendations for six corridors for BRT.	Completed
Antonovich	8/4/2011	(Item 63) ANTONOVICH MOTION regarding Free Easy Transit passes to foster youth to be implemented no later than March 1, 2012.	Completed
Ridley-Thomas and Knabe	9/22/2011	(Item 54) Ridley-Thomas and Knabe Motion - Amended to include in the study Line 201 into Glen Oaks Canyon, on a cost neutral basis.	Completed
Board Meeting	10/27/2011	(Item 56) Response to the various elements of the August 2011 Villaraigosa Motion regarding Customer-Oriented, Integrated Bus Service Enhancements and Innovations - Najarian and Wilson Motion: MTA staff report back to the January Operations Committee with a report on the success of the Bay Area Program, including the equipment currently in use, and the feasibility of rolling out this program incrementally in Los Angeles County; and MTA staff provide monthly updates beginning February using the attached matrix on the signature process of the draft reimbursement MOU and any new additions of municipal operators accepting TAP.	Completed
Board Meeting	12/15/2011	(Item 62) VILLARAIGOSA BUS MOTION: B) Provide to the Board by December 2011 a plan to convert the schedule displays in our system stations to provide a countdown timer in lieu of the current arrival schedule, including timeline and cost to accomplish this goal.	Completed
Villaraigosa	1/19/2012	(Item 28) Report of the Chief Communications Officer - Villaraigosa: How do we increase ridership on the lines that are lagging?	Completed
Ridley-Thomas	1/19/2012	(Item 64) Metro Silver Line - Ridley-Thomas: Report back with an analysis of the Silver Line fare structure. In particular, should the fare be on par with other Metro Rail and dedicated bus routes (i.e. Orange Line). Report back on park and ride lot improvements. Fasana: Include issues regarding hazmat.	Completed
Huizar	2/16/2012	(Item 48) Huizar Motion: The CEO establish a working group comprised of six municipal operators of which three are TAP enabled and three that are not TAP enabled along with high level executive MTA staff. The working group shall address the 7 overarching items identified in the Municipal Operator letter dated January 30, 2012. Total	Completed
Villaraigosa	3/22/2012	(Item 36) Civil Rights Progress Update - Villaraigosa: Wants to see the cumulative impact to service cuts.	Completed
EMC	5/17/2012	(Item 30) Implement the Gate Locking Plan and convert all TVM's throughout the Metro Rail system to operate in a TAP only environment - Villaraigosa: Create a working group on how we are going to accelerate and fix this and Light Rail should be included.	Completed

**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
Antonovich	7/26/2012	(Item 79) Antonovich Motion: MTA Board adopts as a policy goal the coordination and synchronization among transit agencies serving Los Angeles County of service change schedules and transfers between transit services to improve our regional transportation system. MTA Board direct the CEO to take at minimum the following actions by September 15th to meet this goal: 1.) Convene the transit agencies that serve Los Angeles County to discuss implementing this goal, 2.) Develop a prioritized list of Metrolink stations, transit hubs and transfer points between agencies to guide decisions on coordinating schedules, 3.) Develop an implementation plan to complete this goal by December 31, 2012, and 4.) Develop an MOU or similar agreement to coordinate when transit agencies schedule their service changes. I FURTHER MOVE that the MTA Board direct the CEO to report back to the Board in September at the System Safety and Operations Committee and Executive Management Committee on the progress toward completing this goal.	Completed
Board Staff Briefing	11/8/2012	Track impact of ExpressLanes on Silver Line ridership and service quality and schedule field trip for Board Staff to examine stations, buses and rail for cleanliness, safety, operations, and maintenance.	Completed
Knabe, Antonovich, and Katz	6/27/2013	(Item 75) Knabe, Antonovich, and Katz Motion - Instruct the CEO to: A) Ensure that any future discussions regarding changes to any fixed-route service include a thorough cost benefit analysis of the impact to our ADA paratransit services. B) Closely coordinate with local transit providers, including municipal dial-a-rides and other paratransit service to assist patrons. C) Identify supplemental federal and state funds, including grants, to augment the Access budget that can be used in the near-term to Grandfather-In current Access clients that now find themselves out of the service area. Total	Completed
Fasana, O'Connor and Bonin Motion	11/20/2013	(Item 7) Fasana, O'Connor and Bonin Motion that the Metro Board directs the CEO to report back in February 2014 with the following: A) identification of two stations for each line which would benefit from implementation of First/Last Mile improvements based on recommendations outlined in Metro's First/Last Mile Study. B) identification of funding to implement the improvements including working with jurisdictions to utilize and/or supplement existing Call Funding without impact to other transit lines. C) coordination and further development of design concepts to prototype a seamless regional First/Last Mile vision for potential implementation at other transit line stations including Crenshaw, Regional Connector and the Westside Subway. O'CONNOR AND DUBOIS AMENDMENT: A) include jurisdictions with rail lines already authorized for construction or presently in operation; and B) allow "sub-regional funding" to be an eligible local source of funding for projects that are eligible under sub-regional fund guidelines and meet the First/Last Mile funding eligibility criteria.	Completed
Krekorian, Garcetti and Yaroslavsky	12/5/2013	(Item 74) Krekorian, Garcetti and Yaroslavsky Motion that the MTA Board instruct the Chief Executive Officer to report back to the board in March 2014 on a long term strategic plan for the North Hollywood and Universal City/Studio City stations that analyzes the following: A) explore options and provide recommendations both long-term and short-term to increase parking availability at the Red Line North Hollywood and Universal City/Studio City stations (at the North Hollywood station, the options to be explored should include but not be limited to the creation of additional parking lots on vacant land, construction of a multi-level parking garage, and providing public parking as part of a joint-development); B) Provide recommendations for potential bicycle and pedestrian improvements at those stations and surrounding areas; C) Evaluate existing connections to the stations from Metro transit as well as other transit lines and make recommendations to either, add, adjust or modify existing services in order to maximize ridership; D) Identify available/potential funding sources for parking facilities, bicycle and pedestrian improvements. AMENDMENT by Fasana: Requested a broader report back including the full range of options for First/Last Mile including policy strategies.	Completed

**Attachment D**  
**Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
Yaroslavsky and Najarian	1/15/2014	(Item 71) Yaroslavsky and Najarian Motion - That MTA work with both UCLA and USC to develop commemorative TAP cards that can be purchased, loaded and ready to use when a ticket(s) is bought through the university. WE FURTHER MOVE that these cards be ready to purchase in time for the Fall 2014 football season and that the option be available for other athletic events.	Completed
Yaroslavsky	3/24/2014	(Introduced Motion) Yaroslavsky Motion - that the Board direct staff to: 1. Prepare studies, tests and analysis for launching Line 588, an express bus connecting the San Fernando Valley and the Westside via the I-405 HOV lanes; and 2. Report back on the status and progress of the preparations at the May 2014 full Board meeting.	Completed
Yaroslavsky motion as amended by Knabe and O'Connor	4/24/2014	(Item 41) Yaroslavsky Motion as amended by KNABE and O'CONNOR that the Board direct staff to: A. prepare studies, tests and analysis for launching Line 588, an express bus connecting the San Fernando Valley and the Westside via the I-405 HOV lanes, as well as a proposed South Bay to Westside express; and B. report back on the status and progress of the preparations at the June 2014 full Board meeting.	Completed
Board Meeting	5/22/2014	(Item 3) Antonovich: 3. Report back to the Board in May 2015 with assessments regarding whether additional funding should be allocated to meet growing demand. B. Direct the Chief Executive Officer to temporarily freeze student fares at their current pricing levels until July 2015 with such a freeze being subject to further evaluation by the APTA-coordinated Transit Ridership Best Practices Task Force. Staff must come back to the board for authorization to unfreeze student fares. Report back at the next meeting on the costs associated with expanding the fare hike freeze to seniors and disabled passengers. C. Direct the Chief Executive Officer to take the following steps in order to decriminalize youth fare evasion on Metro's system. D. Postpone consideration of the proposed 2017 and 2020 fare increases until after the Chief Executive Officer convenes a Transit Ridership Best Practices Task Force, in coordination with the American Public Transportation Association, to provide guidance on fare structuring strategies that optimize MTA's financial performance while minimizing the burden on the system's lowest income riders. The panel should be asked to consider alternative revenue generation strategies as well as provide recommendations on opportunities to expand ridership; and report back to the Board by July 2015 with their recommendations. Formal adoption of the 2017 and 2020 increases should be contingent upon validation of the fare restructuring by the APTA-coordinated Transit Ridership Best Practices Task Force, no other potential revenue streams for bus and rail operations being identified, and a public hearing.	Completed
Bonin and Molina	6/26/2014	(Item 70) Bonin and Molina Motion to launch in August 2014, a multi-lingual advertising campaign promoting fare subsidy programs on Metro buses, on Metro rail cars, and at Metro stations prior to the increase in Metro fares; and to report at the July 2014 Board with a status report on when the full public relations campaign will launch, and with a demonstration of what the promotions will look like; and report back in September 2014, as previously directed, on other potential strategies to increase awareness of and use of the subsidy programs, and with recommendations on how to make the application process easier and more accessible to the transit-dependent. Report back in September 2014, as previously directed, on other potential strategies to increase awareness of and use of the subsidy programs, and with recommendations on how to make the application process easier and more accessible to the transit-dependent.	Completed
Garcetti, O'Connor and Bonin Motion	7/24/2014	(Item 28) Garcetti, O'Connor and Bonin Motion: that the MTA Board direct the CEO to: A. develop pre-certification criteria for qualified carshare operators; B. work with a qualified carshare operator to immediately initiate a carshare pilot program at a minimum of five select Park & Ride lots; C. in conjunction with the Comprehensive Parking Assessment, develop and initiate a long-term carshare program at appropriate Park & Ride lots, including those that currently exist, are under construction, and are planned; and D. report back at the October 2014 MTA Board meeting on all the above.	Completed

**Attachment D  
Prior Board Motions on Increasing Ridership**

Director	Date	Motion	Status
Garcetti	7/24/2014	(Item 71) Garcetti Motion that the MTA Board direct the CEO to: A. convene a one-day roundtable in October 2014 of industry leaders from all sectors to discuss lessons learned on the utilization of technology to improve the customer experience for all travel modes; this includes, but should not be limited to experts and/or representatives from the transit, technology, academic, bikesharing, carsharing, and automotive industries; B. immediately begin implementation of a pilot to allow for the loading of fare value to TAP cards via a smart phone through phone app technology and begin the development and testing phase by March 2015 with final pilot implementation by July 2015; and C. report back by September 2014 on the status of the technology initiative full-time employee position that was approved by the MTA Board in 2014-2015 fiscal year budget.	Completed
DuBois, Knabe, Fasana	11/13/2014	F. Establishing a TAP purchase program that provides passes to occupants of MTA joint developments. This purchase program could be modeled on MTA's Business TAP program, making passes available for purchase in whole or shared by entities including but not limited to occupants, property owners, and property managers. DUBOIS AMENDMENT: Instruct the CEO to pursue any appropriate opportunities to collaborate with local jurisdictions on pursuing Affordable Housing in advance of returning with this assessment. KNABE AMENDMENT: To provide cost estimates for C through F. FASANA AMENDMENT: As part of the Joint Development TAP Purchase Program, imbed the cost of TAP cards into the cost of affordable housing.	Completed
Garcetti, DuPont-Walker, Knabe and Butts	2/26/2015	(Item 21) Garcetti, DuPont-Walker, Knabe and Butts Motion that the Board direct the CEO to evaluate options for improving the connection between the Silver Line and service operating into South Bay communities via the Harbor/Gateway Transit Center, including: A. direct routing of Silver Line trips into Palos Verdes and San Pedro; B. improved frequencies on local services, including Lines 246 and 344, for better connections with the Silver Line; C. timed transfers and improved on time performance to ensure connections are met; D. evaluation should be based on the demand for the connection by time of day and day of week, and address fare pricing implications, resource and other requirements, ridership impacts, and implementation schedule; and E. report back with the findings on all the above by the June 2015 Regular Board meeting. Amended by Butts and DuPont-Walker: Instruct staff to coordinate these efforts with the South Bay Municipal Operators including Torrance, Gardena, Beach Cities Transit, and other relevant stakeholders to avoid the potential of service duplications, customer confusion and cost overruns.	Completed
Garcetti, Krekorian, Najarian and Solis Motion	3/26/2015	(Item 8) Garcetti, Krekorian, Najarian and Solis Motion that the Board instruct the CEO to: A. develop an action plan to address the downward trend in ridership. The plan should include: 1. evaluate existing travel demand and identify new ridership opportunities; 2. optimizing the existing transit network, including but not limited to: a) Improving bus service between rail service and key destinations, b) Establishing a frequent transit network, c) Developing new types of bus service to attract discretionary riders, and d) Better coordination with municipal operators and Metrolink; 3. develop a campaign to market, promote, and outreach to potential new and discretionary riders about MTA transit services, including but not limited to 1) a revenue-neutral residential TAP bulk purchase program, 2) an incentive to travel during times of excess capacity, and 3) exciting marketing programs such as MTA's recent Red Line Speed Dating event; 4. strategies to improve on-time performance, including but not limited to 1) testing all-door boarding, 2) installing stand-alone TAP validators, and 3) working with local jurisdictions to implementing bus-only lanes in key locations and at key times; 3. evaluate the reliability of existing rail station countdown clocks and installing countdown clocks at additional rail stations and high-use bus stops; 4. develop and utilize a frequent network map; 5. other innovative strategies to increase ridership; and B. report to the MTA Board in 90 days on the action plan.	In process

**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
<b>System Connectivity and Improved Transfers</b>			
Antonovich	12/15/2011	(Item 48) Antonovich Motion: A) Develop a partnership with the theme parks (e.g. Six Flags Magic Mountain, Universal Studios, Knott's Berry Farm, Disneyland) and entertainment industry (i.e. Warner Brothers) to review and make recommendations on how MTA can provide a better customer experience when using our system, and report back to the board within 90 days on this effort. B) Provide to the Board by December 2011 a plan to convert the schedule displays in our system stations to provide a countdown timer in lieu of the current arrival schedule, including timeline and cost to accomplish this goal. C) Provide to the Board by January 2012 a review of all signage at our MTA stations with recommendations on how to enhance system signage to help our customers use the system more effectively and make transfers easier. E) Provide to the Board by January 2012 an update with recommendations on how purchasing fare media to use the MTA system could be made more customer friendly. F) Provide to the Board by March 2012 a review of other major transit properties in the country with recommendations on other ideas currently in place nationally that could improve the customer experience using the MTA bus and rail system.	Completed
Villaraigosa, DuBois, O'Connor, Wilson, and Huizar Motion	2/16/2012	(Item 31) Villaraigosa, DuBois, O'Connor, Wilson, and Huizar Motion: The MTA Board of Directors adopt and direct the CEO to use the following framework to improve existing and future stations along the MTA rail system: A.) Signage and Way-finding, B.) Station Park & Ride, C.) Noise Abatement, D.) Transit Oriented Development, E.) Funding. Improving/Enhancing Bus and Rail Stations - Knabe: Report back on how we could do a better job of notifying passengers about delays and other problems.	In Process
Antonovich and Molina	12/13/2012	Antonovich and Molina Motion: Report back in January regarding the performance of the Silver Line. 1.) What changes have been made to the service? 2.) What actions have been taken thus far? 3.) Those responsible be held accountable. 4.) What is the correction plan?	Completed
La Bonge	6/27/2013	La Bonge Motion: Asked that the Board instruct the CEO to develop a plan for increased wayfinding signage around the 7th/Metro station to communicate the location of the Metro Red Line to pedestrians in the area.	Completed
Bonin, O'Connor and Ridley-Thomas	10/24/2013	(Item 64) Bonin, O'Connor and Ridley-Thomas Motion: That the Board direct the CEO to convene a working group with Big Blue Bus and Culver City to: A) identify existing bus routes that will service Expo Phase 2 rail stations; B) evaluate how these routes and schedules can be augmented to seamlessly integrate bus service with the new rail line; and C) explore other methods for improving transit connections to the rail stations, such as wayfinding signage and bus stop location. WE FURTHER MOVE that staff present the findings and recommendations of the working group to the Board for consideration at the February 2014 Board meeting.	Completed
Yaroslavsky	11/20/2013	(Item 18) Yaroslavsky and Krekorian Motion that staff evaluate options for increased fare collections along the Orange Line and report back before the Board in 90 days and that all alternatives be studied including but not limited to : gating, installation of fare boxes, validators, increased signage: and FURTHER that staff report back to the Board at the January meeting on estimated fare evasion, exists.	Completed
Board Meeting	11/20/2013	LA Times article dated February 11, 2014 on fare evasion: Fasana requested more information on how the following contribute to "misuse" and what MTA can do to mitigate it: signage/wayfinding, constraints in optimal placement at stations of tap equipment, wait cues for TAPPING, and lack of visual feedback when TAPPING correctly.	Completed

**Attachment D  
Prior Board Motions on Increasing Ridership**

<b>Director</b>	<b>Date</b>	<b>Motion</b>	<b>Status</b>
<b>Attract New Riders</b>			
Fasana	2/18/2010	(Item 26) Customer Preference Survey. Director Fasana suggested a focus group of non-users.	Completed
Fasana	11/18/2010	(Item 3) Metro Research Program: Fasana - requested future report on promising corridors/strategies for gaining ridership.	Completed
Cano/Staff Briefing	11/8/2012	TAP Update - includes item 12: Cano - Complete overview of strategic opportunities to integrate TAP into other cards including the Los Angeles Library ID card.	Completed
Wilson	11/14/2012	(Item 10)Wilson: Staff report on how ridership was affected last month when gas prices increased by 20%.	Completed
Yaroslavsky, Krekorian and O'Connor	9/18/2014	(Item 77) Yaroslavsky, Krekorian and O'Connor Motion that the Board direct staff to: A. rename Metro Express Bus Line 788 as the "Valley-Westside Express" B. develop a strategy to promote and advertise the line in coordination with the communities, businesses and institutions that will be affected by the service, using Metro's traditional methods and also taking advantage of social media outlets, on-site advertising and other creative methods of branding and public outreach; and C. report back with plans and a timetable for promoting the line at the November 2014 full Board meeting.	Completed
Najarian	11/13/2014	(Item 40) Najarian Motion: A. direct staff to explore establishing new bus service between the North Hollywood Red/Orange Line Stations, through Bob Hope Airport, and the Lake Avenue Pasadena Gold Line Station and report back at the January Board Meeting on the proposed route; and B. explore funding sources, including but not limited to Congestion Mitigation and Air Quality Improvement Program with startup service beginning in February 2015.	Completed
Bonin	2/26/2015	(Item 50) analysis of latest on-board customer satisfaction survey results including sexual harassment responses - Bonin asked that in future surveys a question be added asking people if they are aware of Metro's low income subsidy program.	Completed