

Metro

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



Agenda - Final

Wednesday, June 20, 2018

11:00 AM

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

Finance, Budget and Audit Committee

Kathryn Barger, Chair

Paul Krekorian, Vice Chair

John Fasana

Janice Hahn

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

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.

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The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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

CALL TO ORDER**ROLL CALL****APPROVE Consent Calendar Item(s): 5, 6, 7, 8**

Consent Calendar items are approved with one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR**5. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM**[2018-0239](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase excess liability insurance policies with up to \$300 million in limits and an \$8 million self-insured retention at a cost not to exceed \$4.5 million for the 12-month period effective August 1, 2018 to August 1, 2019.

Attachments: [Attachment A - Options, Premiums and Loss History](#)
 [Attachment B - Proposed Carriers & Structure](#)

6. SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-20[2018-0271](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. PS4488900, with Vasquez & Company, LLP for Package A of the Fiscal Years (FY) 2016-2020 to provide financial and compliance Measure M audits in the amount of \$402,912 increasing the contract value from \$2,357,296 to \$2,760,208.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification Log](#)
 [Attachment C - DEOD Summary](#)

**7. SUBJECT: PROPOSITION A AND PROPOSITION C LOCAL
RETURN CAPITAL RESERVES**[2018-0270](#)**RECOMMENDATION**

CONSIDER:

- A. ESTABLISHING Proposition A and Proposition C Local Return funded Capital Reserve Account(s) for the Cities of Covina, Hidden Hills, La Mirada, Lawndale, San Dimas, Santa Monica, and Signal Hill, as described in Attachment A;

- B. APPROVING four year extension of Proposition A and Proposition C Local Return Capital Reserve Account(s) for the Cities of El Monte, Lomita, and Redondo Beach, as described in Attachment A;
- C. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between the Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities in Attachment A for their Capital Reserve Accounts as approved.

Attachments: [Attachment A - Project Summary for Proposed or Amended Capital Reserve Accounts](#)

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

[2018-0211](#)

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2018-19 Transportation Development Act (TDA) Article 8 funds estimated at \$25,832,364 as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$148,677 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,310,964 and \$6,342,355 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; 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 in the amount of \$8,651,483 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 encompassing 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 \$4,378,886 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: [Attachment A - FY19 Proposed Findings & Recommendations](#)
[Attachment B - TDA8 Apportionments](#)
[Attachment C - FY2018-19 TDA Article 8 Resolution](#)
[Attachment D - History and Definitions](#)
[Attachment E - TDA Article 8 Public Hearing Process](#)
[Attachment F - Summary of the comments](#)
[Attachment G - Summary of Recommendations](#)
[Attachment H - Proposed Recommendations](#)

NON-CONSENT

9. **SUBJECT: LOW INCOME FARE IS EASY (LIFE) PROGRAM**

[2018-0087](#)

RECOMMENDATION

RECEIVE AND FILE an update on the outreach activities, including on-site events, for the LIFE Program.

Attachments: [Attachment A - Motion 12.1](#)
[Attachment B - List of the Events/Locations](#)

10. **SUBJECT: FISCAL YEAR 2019 TRANSIT FUND ALLOCATIONS**

[2018-0193](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.3 billion in FY 2019 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchange in the amount of \$6.0 million of Santa Monica's Big Blue Bus' FY 2019 Federal Section 5307 formula share allocation with Metro's TDA Article 4 allocation;
- C. 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 \$300,000 with Metro's TDA Article 4 allocation;

- D. APPROVING fund exchanges in the amount totaling \$11.4 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- E. AUTHORIZING the Chief Executive Officer to adjust FY 2019 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY 2019 budget as necessary to reflect the aforementioned adjustment;
- F. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs;
- G. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment D); and
- H. APPROVING amendment to the FY 2018 State Transit Assistance Fund Allocations and Senate Bill 1 Transit Formula Fund allocations (Attachment B).

Attachments: [Attachment A - FY19 Transit Fund Allocations Proposal](#)
[Attachment B - Amendment to the FY18 Transit Fund Allocations](#)
[Attachment C - Summary of Significant Info, Methodologies & Assumptions](#)
[Attachment D - TDA and STA Resolution](#)

11. SUBJECT: FY 2018-19 METROLINK ANNUAL WORK PROGRAM BUDGET

[2018-0332](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Los Angeles County Metropolitan Transportation Authority's (LACMTA) share of the Southern California Regional Rail Authority's (SCRRA) FY 2018-19 Budget Transmittal dated April 30, 2018, Annual Work Program totaling \$125,508,211 for programs as detailed in Attachment A;
- B. REPROGRAMMING the use of \$10,360,333 in Deferred Revenue to fund LACMTA's share of costs detailed in Attachment A;
- C. REPROGRAMMING the use of \$5,000,000 in TVM funds to fund a portion

of LACMTA's share of costs detailed in Attachment A;

- D. APPROVING the Conceptual Design Study for Tunnel 25 in the amount of \$750,000.
- E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for the Rehabilitation and Renovation Program as follows:
1. FY 2013-14 from June 30, 2018 to June 30, 2019 - \$28,750
 2. FY 2014-15 from June 30, 2018 to June 20, 2019 - \$1,177,032
- F. APPROVING the FY19 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; and
- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding.

Attachments: [Attachment A - LACMTA Share of Metrolink Programming for FY 19](#)
[Attachment B - Transmission of FY19 Budget to Member Agencies](#)
[Attachment C - FY 19 List of Programming for Rehabilitation and Capital Projects](#)
[Attachment D - List of Representative Sampling of Tracks and Structures](#)

12. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2019 BUDGET

[2018-0207](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$90,599,512 million for FY19. This amount includes:
- Operating and Capital funds in the amount of \$88.3 million, and
 - Funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2.2 million
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

Attachments: [ATTACHMENT A-FY19 Access Program-1 Presentation](#)

13. SUBJECT: FY19 AUDIT PLAN[2018-0336](#)**RECOMMENDATION**

ADOPT the FY19 Proposed Audit Plan.

Attachments: [Attachment A - FY19 Annual Audit Plan](#)

SUBJECT: GENERAL PUBLIC COMMENT[2018-0369](#)**GENERAL PUBLIC COMMENT**

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.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION**Adjournment**

**Board Report**

File #: 2018-0239, **File Type:** Program**Agenda Number:** 5.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 20, 2018****SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM****ACTION: PURCHASE EXCESS LIABILITY INSURANCE****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase excess liability insurance policies with up to \$300 million in limits and an \$8 million self-insured retention at a cost not to exceed \$4.5 million for the 12-month period effective August 1, 2018 to August 1, 2019.

ISSUE

The excess liability insurance policies expire August 1, 2018. Insurance underwriters will not commit to final pricing until roughly six weeks before our current program expires on August 1. Consequently, we are requesting a not-to-exceed amount for this renewal pending final pricing and carrier selection. Metro is required by some shared use agreements with the freight railroads to carry excess liability insurance. Without this insurance, Metro would be subject to unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

DISCUSSION

Our insurance broker, USI Insurance Services ("USI"), is responsible for marketing the excess liability insurance program to qualified insurance carriers. Quotes are in the process of being received by our broker from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims.

To put the insurance marketplace in perspective, US property/casualty insurers saw underwriting losses more than double to \$5.1 billion for the first half of 2017 compared with the year before. Losses led by higher catastrophe and auto claims drove net income down by 29% in the first half; even before third quarter hurricane losses were included.

Casualty premiums remain relatively flat, except as to auto liability where losses have increased in number and severity. Liability insurance coverage for our bus system has been negatively affected because of the substantial increase in nationwide and California highway fatalities. Auto lines are up by 5 to 9%, even on risks with no losses. Insurers are looking more selectively at risks and more carefully underwriting programs. Two years of auto liability rate increases have not offset loss trends and adverse development. Auto liability loss costs are significantly outpacing inflation, rising 36%

from 2015 through 2017. Retail and reinsurance markets are also finding abnormal, negative developments in their liability loss portfolios. Damage from the 2017 California wildfires generated over 45,000 claims and \$12 billion in losses, many which will be subrogated to the utilities as a proximate cause of the fires. This affects casualty premium as many of the same reinsurers provide coverage to public entity risks such as Metro.

Staff and USI developed a 2018/2019 excess liability insurance renewal strategy with the following objectives. First, our insurance underwriter marketing presentations emphasized the low risk of light rail and bus rapid transit services added over the past years in order to mitigate insurer's concerns with increased operating exposures. Second, we desired to maintain a continuing diversified mix of international and domestic insurers to maintain competition and reduce our dependence on any single insurance carrier. Third, we desired to maintain total limits of \$300 million while maintaining a \$7.5 million self-insured retention but were open to increase our self-insured retention if needed to retain reasonable premium pricing.

USI is presenting the submission to competing insurers in order to create competition in the layers of our insurance program. Our broker contacted the markets in April, May and June. Insurance executives both nationally and internationally expressed continuing increased underwriting discipline in particular for transportation risks. As in prior years, insurers asked for detailed loss information on Metro risks. Insurers perform detailed actuarial valuations on our book of business to establish their premiums. We are awaiting final insurance quotes by carriers from our broker.

Metro continues to benefit from favorable acceptance of our risk in the marketplace. More differentiation of risk benefits Metro as we have a newer rail system, implemented Automatic Train Protection (ATP) technology earlier than many other transit agencies and have a robust claims management process. Last year, we obtained \$300 million in coverage with \$7.5 million retention for \$4.1 million. We are anticipating a nearly flat renewal if we increase our self-insured retention (SIR) to \$8 million as suggested by carriers.

Attachment A provides an overview of the current program, renewal options and estimated associated premiums, and the agency's loss history. The Recommended Program, Option A, includes total limits of \$300 million with \$8 million retention and provides terrorism coverage at all levels. Attachment B shows the tentative carriers selected and program structure.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding for eleven months of \$4.2 million for this action is included in the FY19 budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). The remaining month of premiums will be included in the FY20 budget, cost center

0531, Risk Management - Non Departmental Costs, under projects under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). In FY19, an estimated \$4.5 million will be expensed for excess liability insurance.

Impact to Budget

Approval of this action is included in the FY19 budget. The current fiscal year funding for this action will come from the Enterprise, General and Internal Service funds paralleling funding for the actual benefiting projects charged. No other sources of funds were considered because these are the activities that benefit from the insurance coverage. This activity will result in a negligible change to operating costs from the prior fiscal year.

ALTERNATIVES CONSIDERED

Various deductibles and limits of coverage options were considered as outlined in Attachment A. Our estimated penetration of the excess layer and premium history is also shown in this attachment. Option A maintains \$300 million limits but increases the SIR to \$8 million. This option is recommended because insurance carriers are insisting on higher retentions to offset fast rising insurance premiums in the marketplace. Option B maintains \$300 million limits and the current SIR of \$7.5 million. Option B is not recommended.

NEXT STEPS

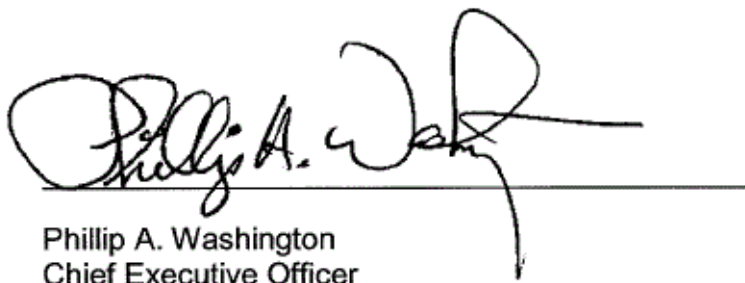
Upon Board approval of this action, we will advise USI to proceed with placement of the excess liability insurance program outlined herein effective August 1, 2018.

ATTACHMENTS

- Attachment A - Options, Premiums and Loss History
- Attachment B - Proposed Carriers and Program Structure

Prepared by: Tim Rosevear, Manager, Risk Financing Manager, (213) 922-6354

Reviewed by: Greg Kildare, Chief Risk, Safety and Asset Management Officer, (213) 922-4971



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Options, Premiums and Loss History

Current Insurance Premium and Proposed Options

	CURRENT PROGRAM	OPTIONS (Estimated)	
		A	B
Self-Insured Retention	\$7.5 mil	\$8.0 mil	\$7.5 mil
Limit of Coverage	\$300 mil	\$300 mil	\$300 mil
Terrorism Coverage	Yes	Yes	Yes
Premium	\$4.1 mil	\$4.1 mil	\$4.3 mil

**Premium History for Excess Liability Policies
Ending in the Following Policy Periods**

	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018
Self-Insured Retention	\$4.5 mil	\$4.5 mil	\$5.0 mil	\$5.0 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil
Insurance Premium	\$3.8 mil	\$3.8 mil	\$3.9 mil	\$3.9 mil	\$3.6 mil	\$3.7 mil	\$3.6 mil	\$3.7 mil	\$4.1 mil
Claims in Excess of Retention	1	0	0	2	1	0	2 (est.)	0 (est.)	1 (est.)
Estimated Amount in Excess of Retention	\$1.0 mil	0	0	\$5.4 mil	\$1.3 mil	0	TBD	TBD	TBD

ATTACHMENT B

PROPOSED CARRIERS AND PROGRAM STRUCTURE



**USI Insurance Services
Proposed Liability Insurance Summary 2018 - 2019
Los Angeles County Metropolitan Transportation Authority**

Excess Limit		Layer(s)	Carrier	Participation	Premium *
\$300M	Excess Liability	\$50M xs \$250M	Apollo	\$25,000,000	\$81,270
			Novae	\$12,500,000	\$40,635
			StarStone	\$12,500,000	\$39,375
\$250M	Excess Liability	\$50M xs \$200M	Argo	\$35,000,000	\$147,000
			Swiss Re	\$15,000,000	\$65,016
\$200M	Excess Liability	\$100M xs \$100M	Aspen	\$40,000,000	\$238,392
			IronStarr	\$25,000,000	\$144,375
			Endurance (Sompo)	\$12,500,000	\$72,188
			Canopus (Hamilton Re)	\$12,500,000	\$72,188
			Argo	\$10,000,000	\$57,750
\$100M	Excess Liability	\$50M xs \$50M	Great American	\$15,000,000	\$150,000
			Allied World (AWAC)	\$15,000,000	\$150,000
			XL Insurance America	\$15,000,000	\$150,000
			PENDING *	\$5,000,000	\$51,600
\$50M	Excess Liability	\$10M xs \$40M	XL Insurance America	\$10,000,000	\$157,500
\$40M	Excess Liability	\$10M xs \$30M	Great American	\$10,000,000	\$195,000
\$30M	Excess Liability	\$10M xs \$20M	Endurance American	\$10,000,000	\$247,680
\$20M	Excess Liability	\$10M xs \$10M	London (PEELS)	\$10,000,000	\$619,200
\$10M	Primary Liability	\$10M Primary	Peleus(Alteris)	\$10,000,000	\$1,439,640
Total Limits		\$300,000,000			

Estimated Program Premiums * \$4,118,808

Contingency for carrier, premium, tax and fee adjustments \$381,192

Estimated Program Not-To-Exceed Total \$4,500,000

" Subject to finalization of on-going negotiations with carriers

Terrorism pricing is included above.

**Board Report**

File #: 2018-0271, **File Type:** Contract**Agenda Number:** 6.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 20, 2018****SUBJECT: CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-20****ACTION: APPROVE MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. PS4488900, with Vasquez & Company, LLP for Package A of the Fiscal Years (FY) 2016-2020 to provide financial and compliance Measure M audits in the amount of \$402,912 increasing the contract value from \$2,357,296 to \$2,760,208.

ISSUE

As the Regional Transportation Planner for Los Angeles County, Metro is responsible for planning, programming and allocating transportation funding to Los Angeles County jurisdictions, transit operators and other transportation programs. Metro has fiduciary responsibility to help ensure jurisdictions, operators, and program administrators receiving funds for transportation related projects are in compliance with the applicable statutes, rules, regulations, policies, guidelines and Memorandum of Understanding (MOU) agreements.

Measure M, approved by voters in November 2016, is a half cent transportation sales tax for Los Angeles County. The Measure M Ordinance specifies that 17 percent (17%) of revenues shall be allocated to jurisdictions. Metro allocates and distributes Local Return funds monthly to jurisdictions on a per capita basis and in conformance with the Measure M Ordinance and Metro's adopted policies and guidelines. The Measure M Ordinance specifies that Local Return funds are to be used for transportation purposes only and that annual audits be conducted within six months after the end of the fiscal year being audited. As Metro began distributing funds to the 88 cities and the County of Los Angeles in September 2017 the first audit will be for Fiscal Year (FY) 2018.

DISCUSSION

In accordance with the Ordinance, the Measure M Independent Taxpayers Oversight Committee (Committee) approved the scope of work for these audits. In addition, the Committee voted for the inclusion of the Measure M audit scope to the contract with the existing audit firms contracted to perform the Consolidated Audits.

The current Consolidated Audit contracts include financial and compliance audits of the following programs:

1. Local Funding Program to the 88 cities and Unincorporated Los Angeles County.
 - a. Proposition A Local Return
 - b. Proposition C Local Return
 - c. Measure R Local Return
 - d. Transit Development Act (TDA) 3
 - e. Transit Development Act (TDA) 8
 - f. Proposition A Discretionary Incentive Program
2. Transit System Funds to Commerce, Redondo Beach, Torrance, LADOT, Glendale, Pasadena, and Burbank
 - a. Transit Development Act (TDA) 4
 - b. State Transit Assistance (STA)
 - c. Proposition A 95% of 40% Discretionary
 - d. Proposition C 5% Security
 - e. Proposition C 40% Discretionary
 - f. Measure R
3. Fare Subsidies Programs
 - a. Immediate Needs Transportation Program (INTP)
 - b. Rider Relief Transportation Program (RRTP)
 - c. Support for Homeless Re-Entry (SHORE) Program
4. SCRRA Metrolink Program
5. EZ Transit Pass Program
6. Access Services
7. LADOT Operating Data (Proposition A Incentive Programs)

Including the FY2018-20 Measure M Local Return and Transit Systems Funds audits of the 88 cities and County of Los Angeles, Low-Income Fare is Easy (LIFE) Programs, SCRRA Metrolink Program and Access Services to the existing contracts will achieve greater audit and cost efficiencies and will lessen the impact to the fund recipients since they will deal with the same auditor for various funds; thereby giving information that can be used by the auditor to satisfy multiple program requirements.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funds of \$228,676 for the Measure M FY18 audits will be included in the FY19 budget in Cost Center 2510, Management Audit under projects 100058, Measure M Administration funds, account 50316 Services Professional and Technical. Since this is a multi-year contract, the Project Manager will be responsible for ensuring that funds are budgeted in subsequent years.

Impacts to Budget

The consolidated audits are funded through P&P Planning Consolidated Audit, Measure R and M Administration funds. There is no impact to bus and rail operating or capital.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize this Contract Modification. This is not recommended since the Measure M Ordinance requires that audits be conducted on funds allocated to jurisdictions. The Consolidated Audit process addresses these requirements and plays a major part in the continued implementation, management and administration of the covered funding programs.

Another option would be to send out a Request for Proposals to all auditing firms. This is not recommended since this would most likely not yield any cost savings for Metro nor gain audit efficiencies since the existing auditors already have extensive knowledge of program requirements.

NEXT STEPS

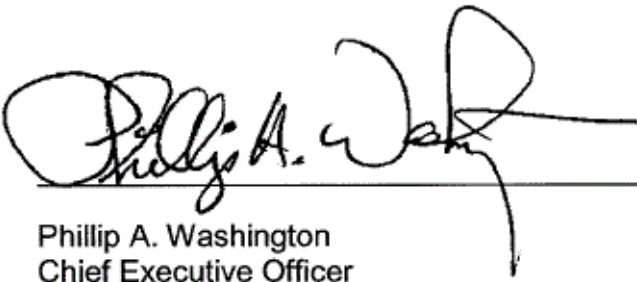
Upon Board approval, staff will execute Modification No. 3 to Contract No. PS4488900 with Vasquez & Company, LLP in order to complete the Measure M financial and compliance audits as required by the Measure M ordinance.

ATTACHMENTS

- A. Procurement Summary
- B. Contract Modification/Change Order Log
- C. DEOD Summary

Prepared by: Diana Estrada, Chief Auditor, (213) 922-2161

Reviewed by: Stephanie Wiggins, Deputy CEO, (213) 922-1023
Debra Avila, Chief Vendor / Contract Management Officer,
(213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

CONSOLIDATED AUDIT (PACKAGE A)/PS4488900

1.	Contract Number: PS4488900		
2.	Contractor: Vasquez & Company, LLP		
3.	Mod. Work Description: Perform financial and compliance audits of Measure M programs		
4.	Work Description: Consolidated Audit for FYs 2016-20 (Package A)		
5.	The following data is current as of: 5/18/18		
6.	Contract/Completion Status:		Financial Status:
	Award Date:	03/24/16	Awarded Contract Amount: \$2,341,648
	Notice to Proceed (NTP):	N/A	
	Original Completion Date:	07/13/21	Value of Mods. Issued to Date (including this action): \$418,560
	Current Est. Complete Date:	07/13/21	Total Amount (including this action): \$2,760,208
7.	Contract Administrator: Greg Baker		Telephone Number: (213) 922-7577
8.	Project Manager: Lauren Choi		Telephone Number: (213) 922-3926

A. Contract Action Summary

This Board Action is to approve Modification No. 3 to Contract No. PS4488900 with Vasquez and Company, LLP (Vasquez), to perform financial and compliance audits of Measure M programs in order to provide assurance that recipients of subsidies included in the consolidated audit are adhering to the statutes of each applicable funding source and the Measure M guidelines.

This Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

On March 24, 2016, the Board approved a five-year Contract No. PS4488900 to Vasquez to provide consolidated and compliance audit services for fiscal years 2016-20.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, and technical analysis. In

addition, the recommended price is based on the rates that were established as part of the current contract awarded in March 2016; these rates remain unchanged. The contract was the result of a competitive RFP.

Proposal Amount	Metro ICE	Negotiated Amount
\$402,912	\$267,447	\$402,912

The ICE did not take into account some additional coordination between the cities and Vasquez and Company, LLP to perform and complete the audits.

CONTRACT MODIFICATION/CHANGE ORDER

ATTACHMENT B

CONSOLIDATED AUDIT (PACKAGE A)/PS4488900

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	This modification descoped the County of Los Angeles Consolidated audit program for Fiscal Year ending 2017 from Exhibit 1 Statement of Work	Approved	10/30/17	(\$20,137)
2	Increased cost incurred by the Contractor due to unforeseen issues that arose in completing the FY2016 Metrolink, Access Services and the City of Compton consolidated audit tasks	Approved	12/20/17	\$35,785
3	Perform financial and compliance audits of Measure M programs to provide assurance that recipients of subsidies included in the Consolidated Audit are adhering to the statutes of each applicable funding source and the Measure M guidelines	Pending	Pending	\$402,912
	Contract Modification Total:			\$418,560
	Original Contract Amount:	07/13/16		\$2,341,648
	Total:			\$2,760,208

DEOD SUMMARY

CONSOLIDATED AUDIT FOR FISCAL YEARS 2016-2020/PS4488900

A. Small Business Participation

Vazquez & Company, LLP made a 27% Small Business Enterprise (SBE) and 3% Disabled Veterans Business Enterprise (DVBE) commitment. The project is 35% complete. Vazquez & Company, LLP is currently exceeding their SBE and DVBE commitment with a 28.18% SBE and 3.20% DVBE participation.

Small Business Commitment	27% SBE 3% DVBE	Small Business Participation	28.18% SBE 3.20% DVBE
----------------------------------	----------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	BCA Watson Rice, LLP	27%	28.18%
	Total	27%	28.18%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Daniel R. Arguello	3%	3.20%
	Total	3%	3.20%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this Contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this Contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract.



Board Report

File #: 2018-0270, File Type: Formula Allocation / Local Return

Agenda Number: 7.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2018

**SUBJECT: PROPOSITION A AND PROPOSITION C LOCAL
RETURN CAPITAL RESERVES**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING Proposition A and Proposition C Local Return funded Capital Reserve Account(s) for the Cities of Covina, Hidden Hills, La Mirada, Lawndale, San Dimas, Santa Monica, and Signal Hill, as described in Attachment A;
- B. APPROVING four year extension of Proposition A and Proposition C Local Return Capital Reserve Account(s) for the Cities of El Monte, Lomita, and Redondo Beach, as described in Attachment A;
- C. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between the Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities in Attachment A for their Capital Reserve Accounts as approved.

ISSUE

A local jurisdiction that needs additional time to accumulate sufficient funding to implement a project may be at risk of lapsing of funds. To avoid lapsing, a local jurisdiction may request that funding be dedicated in a Capital Reserve Account. Upon Board approval, as required for Local Return Funds, a local jurisdiction may be allowed additional years to accumulate and expend its Local Return funds from the date that the funds are originally made available.

DISCUSSION

Proposition A and Proposition C Local Return Guidelines require that Local Return funds be expended before a four-year lapsing deadline (the year of allocation plus three years). However, Capital Reserve Accounts are permitted under the Local Return Guidelines, with approval from the Board of Directors. Capital Reserve accounts may be established so that Los Angeles County local jurisdictions may extend the life of their Local Return revenue to accommodate longer term financial

and planning commitments for specific capital projects.

Some of the Proposition A and Proposition C Local Return funds could lapse due to time constraints. According to the Local Return Guidelines, the lapsed funds then would be returned to LACMTA so that the Board may redistribute the funds for reallocation to Jurisdictions for discretionary programs of county-wide significance, or redistribute to each Los Angeles County local jurisdiction by formula on a per capita basis.

DETERMINATION OF SAFETY IMPACT

Approval of the cities requests will allow for improvements to the streets and roads, intersections, signal synchronization, transit center, and city wide bus stops as listed on Attachment A.

FINANCIAL IMPACT

The adoption of staff recommendation would have no impact on the LACMTA Budget or LACMTA's Financial Statements. The Capital Reserve Account funds originate from the portion of Proposition A and Proposition C funds that are allocated to each Local Angeles County local jurisdiction by formula.

ALTERNATIVES CONSIDERED

The Board could choose not to approve staff recommendations. Staff does not recommend this alternative as the Cities may not be able to accumulate sufficient funds necessary for their large capital projects as described in Attachment A. The cities often have no other funds and these local projects could otherwise be unable to proceed to construction in a timely manner.

NEXT STEPS

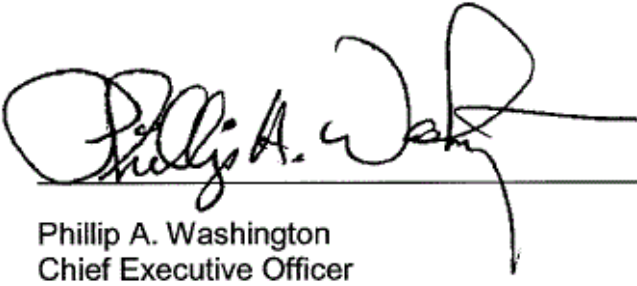
Upon Board approval, staff will negotiate and execute all necessary agreements between LACMTA and the listed cities for their Capital Reserve Accounts as approved. We will monitor the accounts to ensure that the cities comply with the Local Return Guidelines and the terms of the agreements.

ATTACHMENTS

Attachment A - Project Summary for Proposed or Amended Capital Reserve Accounts

Prepared by: Susan Richan, Senior Manager, Transportation Planning, (213) 922-3017
Drew Phillips, Director, Budget, (213) 922-2109

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

PROJECT SUMMARY FOR PROPOSED NEW AND AMENDED
CAPITAL RESERVE ACCOUNTS

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Covina 380-01 (New)	<u>Project:</u> Grand Avenue Rehabilitation <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds to provide improvements along Grand Avenue	\$1,131,000	Proposition C 20% Local Return	6/30/23 Estimated lapse of \$800,000 on 6/30/18
City of Hidden Hills 380-01 (New)	<u>Project:</u> Long Valley Improvement Project <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds to provide improvements along Long Valley Road	\$200,000	Proposition C 20% Local Return	6/30/23 An estimated lapsing of \$80,000 on 6/30/18
City of La Mirada #01-380 (New)	<u>Project :</u> La Mirada Blvd/Alondra Blvd Intersection Improvement <u>Justification:</u> The capital reserve will assist in the non-lapsing of funds for improvements at the La Mirada Blvd and Alondra Blvd intersection	\$200,000	Proposition C 20% Local Return	6/30/23 An estimated lapse of \$200,000 on 6/30/18
City of Lawndale #05-380 (New)	<u>Project :</u> Citywide Pavement Cracking Sealing and Repairs <u>Justification:</u> The capital reserve will assist in the non-lapsing of funds for street improvements citywide	\$550,000	Proposition C 20% Local Return	6/30/23 An estimated lapse of \$550,000 on 6/30/18
City of San Dimas #02-380 (New)	<u>Project:</u> San Dimas Ave – Puddingstone to Via Verde road reconstruction project <u>Justification:</u> This project's total costs is \$2.1 million with the city looking to use \$1.15 million of Prop C to complete the project.	\$1,150,000	Proposition C 20% Local Return	6/30/23 An estimated lapse of \$560,000 on 6/30/18

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City Santa Monica #10-380 (New)	<p><u>Project:</u> Montana Avenue Signal Synchronization</p> <p><u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds for this heavily used transit corridor.</p>	\$1,540,000	Proposition C 20% Local Return	<p>6/30/23</p> <p>An estimated lapse of \$870,000 on 6/30/18</p>
City Signal Hill #01-380 (New)	<p><u>Project:</u> City Wide Bus Stop Pads</p> <p><u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds for improvements to the bus stops</p>	\$380,000	Proposition A 25% Local Return	<p>6/30/23</p> <p>An estimated lapse of \$250,000 on 6/30/18</p>
City El Monte #01-380 (Amended) Original MOU termination date 6/30/13. This is the 2nd amendment	<p><u>Project:</u> Ramona Blvd at Valley Blvd Intersection Improvement</p> <p><u>Justification:</u> The capital reserve will assist in the completion of funding this intersection improvement. This will add the costs from the no longer active project "El Monte Santa Anita Bridge Overcrossing" of \$400,000 to the existing budget of \$771,600 for a total of \$1,171,000.</p>	\$1,171,600	Proposition C 20% Local Return	<p>6/30/23</p> <p>At this time no funds are estimated to lapse. This request is for Board approval to add \$400,000 to existing project and give time extension</p>
City of Lomita #01-380 (Amended) Original MOU termination date 6/30/12. This is the 3 rd amendment	<p><u>Project:</u> Crenshaw Blvd – Lomita Blvd Rebuild/Overlay project</p> <p><u>Justification:</u> The capital reserve will assist in the completion of this project</p>	\$600,000	Proposition C 20% Local Return	<p>6/30/23</p> <p>This project is almost complete. Request for more time to complete the project</p> <p>An estimated lapse of \$250,000 on 6/30/18</p>

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
<p>City of Redondo Beach #01-380 (Amended)</p> <p>Original MOU termination date 6/30/14. This is the 2nd amendment</p>	<p><u>Project:</u> Transit Center Construction</p> <p><u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds for matching of total project estimates at \$5.14 million</p>	<p>\$2,050,000</p>	<p>Proposition C 20% Local Return</p>	<p>6/30/23</p> <p>This project is almost complete. Request for more time to complete the project</p> <p>An estimated lapse of \$2,000,000 on 6/30/18</p>

**Board Report**

File #: 2018-0211, **File Type:** Resolution**Agenda Number:** 8.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 20, 2018****SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA)
ARTICLE 8 FUND PROGRAM****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2018-19 Transportation Development Act (TDA) Article 8 funds estimated at \$25,832,364 as follows:
1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$148,677 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,310,964 and \$6,342,355 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; 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 in the amount of \$8,651,483 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 encompassing 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 \$4,378,886 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 that 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 Metro to 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 2018-19 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 has 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 2017-18 (for the FY 2018-19 allocation estimates) and Attachment H is the proposed recommendations of the FY18-19 SSTAC.

On April 25, 2018, 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 the 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 \$25,832,364 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The TDA Article 8 funds for FY 2018-19 are estimated at \$25,832,364 (Attachment B). The funding for this action is included in the FY18 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates 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

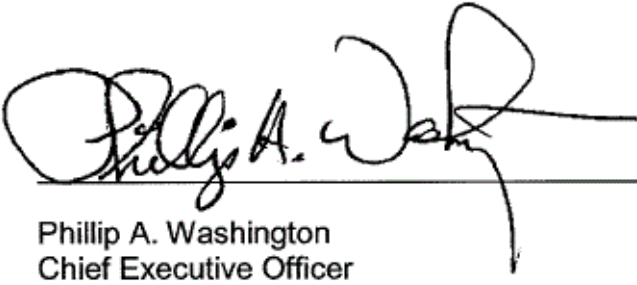
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

- A. FY19 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY2018-19
- C. FY2018-19 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY18 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 FY2018-19 SSTAC

Prepared by: Drew Phillips, Director, Budget (213)-922-2109
Armineh Saint, Senior Manager, Transportation Planning (213) 922-2369

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

FY 2018-19 TDA ARTICLE 8

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Findings - 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 - 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 – Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; 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 - Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.

Los Angeles County Metropolitan Transportation Authority
FY 2019 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,718	0.58%	\$ 148,677
Lancaster	157,820	24.43%	6,310,964
Palmdale	158,605	24.55%	6,342,355
Santa Clarita	216,350	33.49%	8,651,483
LA County [2]	<u>109,504</u>	<u>16.95%</u>	<u>4,378,886</u>
Unincorporated			
Total	645,997	100.00%	\$ 25,832,364
		Estimated Revenues:	\$ 25,832,364

[1] Population estimates are based on State of California Department of Finance census 2017 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 2018-19**

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 Santa Clarita on February 28, 2018 Palmdale on February 28, 2018, Lancaster on February 28, 2018, Avalon on March 6, 2018, 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 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; and

ATTACHMENT C

(Page 2 of 3)

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, there are no unmet transit needs that are reasonable to meet. 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.

WHEREAS, staff in consultation with the Hearing Board recommends the finding that 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.

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 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.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. 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.
- 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 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.

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 28, 2018.

MICHELE JACKSON
LACMTA Board Secretary

DATED: June 28, 2018

History of Transportation Development Act (TDA) 8

The Mills-Alquist-Deddeh act, better known as the 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, AB1136 (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 needs were originally developed by the SSTAC and Hearing Board and adopted by Metro Board Resolution in May, 1997 as follows:

- Unmet Transit Need- any transportation need, identified through the public hearing process, that 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 Metro Board did approve the definitions of unmet transit need and reasonable to meet transit need at its meetings June 25, 1998 and June 24, 1999.

These definitions will continue to be used each year until further action by the Metro 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 2018-19 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger; Steven Hofbauer, Councilmember, City of Palmdale; Marvin Crist, Vice Mayor, City of Lancaster, represented the North County; Marsha McLean, Mayor Pro Tem, City of Santa Clarita represented Santa Clarita Valley.

Also, membership was formed on the FY 2018 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 G.

Hearing and Meeting Dates

The Hearing Board held public hearings in Avalon on March 6, Santa Clarita on February 28, Palmdale on February 28, and Lancaster on February 28, 2018. 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 F.

The SSTAC met on April 3, 2018. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its April 25, 2018 meeting.

**2019 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS
SUMMARY TABULATION SHEET - ALL HEARINGS**

		Santa Clarita and Avalon	Antelope Valley
1	General increase in service, including longer hours, higher frequency, and/or more days of operation		
1.2	Morning/Evening commuter bus with limited stops to/from Lancaster/Palmdale to East San Fernando Valley		1
1.3	Develop stronger TOD districts adjacent to regional rail stations with a comprehensive bus network connecting station downtowns with outlying communities	1	1
1.4	Add East Valley Commuter to/from Van Nuys government center/courthouse to N.Hollywood Metro redline station>Warner Bros Station> Burbank Metrolink Station		
1.5	Continue summer beach bus	1	
2	Scheduling, reliability, transfer coordination		
1.4	Route 3 and 7 to run every 30 mins	1	
3	Demand responsive service, Dial-a-Ride availability		
4	Bus Maintenance issues*		
5	Security issues (Park-N-Ride lots, bus stops & buses). Include safety measures of surveillance.		
6	Fare issues / Bus scripts		
7	Park-N-Ride, Bus Stop, bus shelter issues, signage and amenities		
8	Metrolink issues		
8.1	Disability train section needs more space	1	1
8.2	Electrical outlets to charge electric wheelchairs	1	1
8.3	Line 786, extend terminal to Hollywood and Highland Metro Station		1
9	Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center		
9.1	Not enough room for wheelchairs on bus		1
9.2	More chairs on bus		1
9.3	McBrea transit Center needs more bike racks	1	
10	Other, statement - Support		
10.1	Transit needs are met	1	
10.2	797 Line was on time	1	
11	Avalon - support*		
	Sub-total:	8	7
	Total -	15	

Total of 15 comments taken from verbal and written comments by 5 individuals

AVTA response as provided by Mr. Len Engel



Board of Directors

Chairman

Marvin Crist
City of Lancaster

Vice Chair

Dianne M. Knippel
County of Los Angeles

Director

Steven D Hofbauer
City of Palmdale

Director

Austin Bishop
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Angela E. Underwood-Jacobs
City of Lancaster

Director

Michelle Flanagan
County of Los Angeles

Executive Director/CEO

Len Engel

February 28, 2018
TDA Article 8 Hearing Board Chair
c/o Armineh Saint, Program Manager
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, California 90012
RE: Fiscal Year 2018/19 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2017 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. The Hearing also produced no recommended actions for AVTA at that time. As a result of a continued focus during the last 12 months on enhancements in technology, capital improvements, and service reliability, the AVTA has had several accomplishments in these areas.

Capital Improvements:

Over the past year, the AVTA made significant progress towards reaching our goal of electrifying our entire fleet of 79 buses. The first of 13 60' articulated electric buses went into service on September 1, 2017, making history as AVTA is the first transit agency in the world to implement this new technology. The buses, which have the ability to accommodate an additional 30 passengers, have been assigned to Route 1, the backbone of the AVTA system, in anticipation of a future Bus Rapid Transit corridor. The buses have already proven to provide an improved customer experience by decreasing overcrowding along that busy corridor. The AVTA is also working on improving the frequency of Route 1 to maximize the efficiency of the larger vehicle.

Enroute charging infrastructure is another component of the 100 % battery-electric fleet transformation,—utilizing wireless inductive chargers to help extend the range of the new zero-emission buses. These chargers allow the electric buses to charge wirelessly simply by driving the vehicles over charging pads embedded into the ground. The first of these wireless inductive charging stations was

completed at Sgt. Steve Owen Memorial Park (OMP), one of two major transfer centers in the AVTA service area. The station became operational on January 5, 2017. A second charging station, located at the Palmdale Transportation Center, was completed in the fall of 2017. In anticipation of the delivery of additional electric buses this year, plans for three more wireless inductive charging stations at each of these locations is now underway. When not in service, the electric buses charge their batteries at AVTA via hard-wire depot charging stations. Installation of the 85 charging stations at the AVTA facility was completed at the end of 2017, and includes a 1.5 megawatt backup generator, which can power the entire charging infrastructure in case of an emergency.

Several bus stop improvement projects made progress this year, the most notable being the relocation of the bus stop that services Kaiser Permanente Medical Offices closer to the facility. Passengers are now able to ride the bus almost to the front door of the building, making it easier and more accessible for those with limited mobility or other issues to manage their health care. The drop-off location for Dial-A-Ride at the Antelope Valley Fairgrounds was also moved closer to the main entrance and provides easier access to and from our service. Construction will soon begin on a transfer center and charging location at Palmdale Blvd. and 40th Street east, next to the South Valley Clinic. AVTA is able to move forward with this project with funds allocated from the recently passed SB1 legislation. Upgrades to several other frequently used stops are nearly completed, including stops near local educational facilities and the Antelope Valley mall. The bus stop maintenance crew at AVTA has been working on creating an inventory of all bus stops in its service area. Such an inventory will allow the agency to better track the amenities currently installed and prioritize upgrades to the stops that require improvement.

AVTA management has been in discussions with representatives from both Edwards Air Force Base and the Mojave Air & Space Port with the goal of enhancing commute options for Base and Space Port employees residing in the Antelope Valley. The agency is working towards the implementation of a vanpool program, which would greatly benefit the thousands of employees currently commuting to those locations from Lancaster and Palmdale.

Service Reliability:

In spring 2017, staff began monitoring local service performance on a daily basis and increased monitoring of the agency's contract with Transdev. Through discussion with Transdev and consulting firm Moore & Associates, it was determined that the local service operating schedule warranted a complete overhaul to not only improve on-time performance (OTP) but to also address the operating requirements of the growing electric bus fleet. Upon the Board of Directors' approval, staff implemented service changes in early August 2017. The new local service operating schedule has improved OTP, addresses concerns regarding appropriate driver/operator layover times, addresses changing needs associated with the electric bus fleet, and has provided improved intra-service connectivity.

Ongoing work is being done with service to Antelope Valley College to improve students' access to both the Lancaster and Palmdale campuses. Ridership information has been compiled and is under analysis to study the daily and monthly activity at the stops near the Lancaster campus to determine future improvements. A new route that will connect the two campuses is in the planning stages.

Concurrent with the changes to the local service schedule in August, staff also implemented a service expansion of the North County TRANSporter. This midday bus service connects A.V. residents to the Santa Clarita Valley during off-peak hours, with ten trips each weekday. The revised route now includes stops at Henry Mayo Newhall Memorial Hospital and College of the Canyons, allowing AVTA to meet the needs of our current and potential/future customers more effectively.

Technology:

The AVTA recently completed the integration of their routes into "Google Transit", a branch of Google Maps that provides real-time route and trip planning for public transit. In the same way that one uses Google Maps to get directions and live navigation by car or foot, individuals can now select the transit option and be connected to all information for AVTA routes, stops, schedules, and fares. The AVTA began the extensive process of Google Map integration back in early March, utilizing their current mapping software to aid in transferring their information. The process required a full review and certification by Google, which was completed in August 2017.

The Board of Directors also recently approved the execution of an agreement with Fluidium Concepts/Openmatics to provide Wi-Fi services on the new buses, further enhancing the passenger experience while on board.

Community Outreach Efforts:

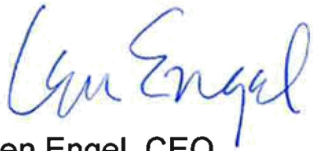
AVTA is dedicated to the community and to providing excellent customer service. Community outreach is a high priority goal and we continually seek to improve our efforts.

- Our Travel Training program allows us to reach out to those who may not feel comfortable using the bus, and we have conducted sessions with many groups this year including veterans, seniors, those with disabilities and students.
- AVTA reduced the age requirement for a reduced senior citizen fare to 62 years old, joining several other agencies and opening the doors to more constituents to take advantage of its fare-free Senior Annual Pass Program.
- Staff held in-service days with local health care providers and case workers to provide information on our Dial-a-Ride paratransit service, helping them save time and money on patient transportation needs.
- AVTA continues its participation in community events such as the annual Senior Expo and the Veterans Stand Down, increasing awareness of AVTA's services and processing applications at the events to help riders avoid the additional trip to the office.
- Customers were invited to attend a Customer Appreciation Open House, where they could purchase a monthly pass at a discount and speak directly with

management about any concerns they might have. It was extremely successful and our riders who attended expressed tremendous gratitude for the opportunity.

The AVTA values the input of our customers and stakeholders and continues to take a proactive approach to address the transit needs in the Antelope Valley. If have you questions, please contact me at (661) 729-2206.

Sincerely,

A handwritten signature in blue ink that reads "Len Engel". The signature is written in a cursive, flowing style.

Len Engel, CEO
Antelope Valley Transit Authority

Santa Clarita Transit response as provided by Mr. Adrian Aguilar



City of
SANTA CLARITA
TRANSIT

City of Santa Clarita Transit • Transit Maintenance Facility
28250 Constellation Road • Santa Clarita, CA 91355
Phone: (661) 295-6300 • Fax: (661) 295-6393
santa-clarita.com

Santa Clarita Valley Area
TDA Article 8 Hearings
February 28, 2018
Presented by Adrian Aguilar, Transit Manager

The City of Santa Clarita continues its efforts to promote public transportation as a viable alternative to the automobile. Because of this continued effort, there was single recommendation that resulted from the 2017 TDA Article 8 hearings and that was to continue to evaluate funding opportunities for transit services.

In the twelve months since the last hearing, the City of Santa Clarita has accomplished a number of key milestones.

- Design of the Vista Canyon Bus Transfer Station is 95 percent complete and we are awaiting feedback from the utility companies for final completion. Construction is 100 percent funded and the groundbreaking will begin in conjunction with Phase 2 of the Vista Canyon development.
- Completed 60 percent design of the Vista Canyon Metrolink Station. The 100 percent design and bid documents are on schedule to be completed within the next nine months.
- Taken delivery of five CNG powered commuter buses, seven CNG powered dial-a-ride buses, and one CNG trolley.
- Awarded contracts for the purchase of three commuter, six transit, and fourteen CNG powered buses.
- Completed technology upgrades including on-board security cameras, WiFi enabled routers on the commuter fleet, and improved GPS tracking hardware which allow us to provide real-time arrival information to our customers.

In an effort to close the shortfall for the construction of the Vista Canyon Metrolink Station currently in design, the City has submitted three grant applications over the past 12 months. These grants have been submitted by the City as well as in partnership with SCRRA the operator of Metrolink. Partnerships such as this demonstrate the City's ongoing commitment to public transportation and its willingness to work with local and regional partners.

I can assure you that this level of dedication will continue through the coming year. Projects planned for the next 12 months include:

- Award contract for the completion of the City's Transit Development Plan
- Undertake a bus stop improvement project designed to improve access and amenities at bus stops throughout the Santa Clarita Valley
- Award a new four year contract for the operation and maintenance of the City's Transit operation
- Take delivery of new local, commuter and dial-a-ride buses
- Work with Magic Mountain to support the transportation needs of both employees and visitors traveling to the park year-round.
- Award contract for the construction of the Vista Canyon Bus Transfer Station

The City of Santa Clarita prides itself in taking a proactive approach to addressing the transit needs of our residents. And staff is committed to providing effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you.

FY 2018-19 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 - There are no unmet transit needs that are reasonable to meet; 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 #: 2018-0211, **File Type:** Resolution

Agenda Number: 8.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 20, 2018**

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2018-19 Transportation Development Act (TDA) Article 8 funds estimated at \$25,832,364 as follows:
 - 1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$148,677 may be used for street and road projects, or transit projects, as described in Attachment A;
 - 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$6,310,964 and \$6,342,355 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 - 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; 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 in the amount of \$8,651,483 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 encompassing 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 \$4,378,886 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 that 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 Metro to 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 2018-19 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 has 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 2017-18 (for the FY 2018-19 allocation estimates) and Attachment H is the proposed recommendations of the FY18-19 SSTAC.

On April 25, 2018, 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 the 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 \$25,832,364 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The TDA Article 8 funds for FY 2018-19 are estimated at \$25,832,364 (Attachment B). The funding for this action is included in the FY18 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates 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

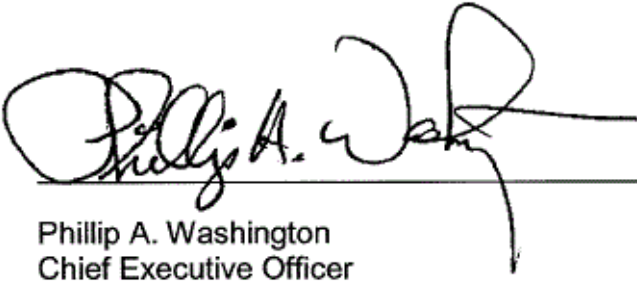
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

- A. FY19 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY2018-19
- C. FY2018-19 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY18 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 FY2018-19 SSTAC

Prepared by: Drew Phillips, Director, Budget (213)-922-2109
Armineh Saint, Senior Manager, Transportation Planning (213) 922-2369

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2018-0087, File Type: Motion / Motion Response

Agenda Number: 9.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2018

SUBJECT: LOW INCOME FARE IS EASY (LIFE) PROGRAM

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE an update on the outreach activities, including on-site events, for the LIFE Program.

ISSUE

At its regular Board meeting on January 25, 2018, the Board adopted Motion #12.1 authored by Directors Hahn, Garcetti, Dupont-Walker and Krekorian with a goal of increasing enrollment in the LIFE Program through hosting on-site events with social service agencies (Attachment A).

This item is to update the board on actions taken to-date in response to the Board's direction and highlight ongoing and future activities.

BACKGROUND

As approved by the Board in May 2017, effective January 1, 2018, the Rider Relief Transportation Program (RRTP) and the Immediate Needs Transportation Program (INTP) were consolidated to form the LIFE Program. LIFE provides fare subsidy coupons to eligible riders who purchase weekly, monthly or EZ transit passes from participating transit systems. Eligible riders include adult Regular riders, Senior/Disabled/Medicare riders, K-12 grade students, and College/Vocational students whose household income is at or below 50% of the Los Angeles Area Median Income level as defined by U.S. Department of Housing and Urban Development (HUD).

Through a network of social service agencies, the program also provides individuals capable of using public transit, for all or part of their trip, with fare media for specific trip purposes up to \$35 in a single month.

Finally, the program also incorporates a taxi support component for individuals who have an immediate and qualifying trip purpose and, due to safety, frailty or health issues, are not able to use public transit.

There are currently 52,000 patrons enrolled in the programs, the marketing and outreach efforts have

resulted in a 6.3% annual growth rate and should increase with the extensive outreach efforts.

DISCUSSION

The Motion, as approved by the Board, directs staff to increase the outreach of the LIFE program by working with a number of social service agencies including those of Los Angeles County, the City of Los Angeles, community colleges in the County, and other non-profit or quasi-governmental organizations, with the goal of providing expanded program access to eligible riders through increased on-site registration and reduce, to the degree possible, some of the burdens currently related to program registration.

The Motion further directs staff to explore opportunities that directly support the homeless and victims of domestic violence through the provision of pre-loaded TAP cards.

Efforts Conducted to Date

Since the approval of the Motion, Director Hahn's office provided Metro staff the opportunity to meet with representatives from Los Angeles Community Clinic Association and Community Colleges to identify strategies, events and methods of outreach.

In addition, Metro staff reached out and established contacts with the following departments;

- Los Angeles County Department of Workforce Development
- Los Angeles County Department Aging and Community Services
- City of Los Angeles Department of Disability
- City of Los Angeles Department of Aging

Staff also met with Los Angeles County Homeless Services Authority (LAHSA) representatives to gain an understanding of their organizational structure, activities and the transportation needs of their respective clients.

The collaboration with these agencies has resulted in the compilation of a list of the campuses, various community centers and/or activities and events conducted by each organization. The list initially included 80 locations/activities but has grown to include more than 400 locations/activities, (Attachment B). We expect the list to continue to grow as Metro staff gains an understanding of each organization's functions and their related activities, concurrently expanding and enhancing our outreach/enrollment plan.

A comparison of the above mentioned list with the current LIFE partner agencies revealed that 20% of the agencies/centers are current LIFE/INTP distributing partners. The partner agencies are highlighted in the Attachment B.

Since the approval of the Motion in January a wide range of activities have or are being implemented in partnership with each agency, including:

- Conducting outreach/enrollment at their events;

- Presentations at leadership meetings;
- Providing marketing and informational materials; and
- Soliciting their respective centers to become LIFE distributing partners

Metro staff will continue its robust campaign to promote the program. Metro has also reached out to current LIFE administrators to determine the resource requirements in order to provide increased on-site enrollments as directed by the Board. To date, our administrators have attended or have confirmed attendance to 6 onsite sign-up events resulting in 16 additional program enrollees. Additional administrator resources may be required depending on the number of locations and events targeted. Should further funding be required to support this effort, staff will return to the Board with a specific request.

Program to Support Victims of Homelessness or Domestic Violence

To support the needs of the area's homeless and the victims of domestic violence, staff is pursuing additional avenues to supply individuals with transportation subsidies. Many homeless are unable to supply the necessary documentation required to demonstrate qualification for the LIFE program. Victims of domestic violence are understandably reluctant to provide information that could lead to their identification or their location.

To support these vulnerable populations, staff is forming a Working Group consisting of members of homeless and domestic violence agencies, representatives from LAHSA, and other stakeholders to develop and review a policy for the LIFE program that will address the specific travel needs of these populations.

In addition, Metro is currently engaged in a pilot program through Support Homeless On Re-Entry (SHORE), to identify and address the unique needs of this population and deliver the most effective and efficient methods of support. The pilot program consists of the provision for pre-loaded TAP cards through selected program service providers located in downtown Los Angeles. The benefits of this program are expected to address the concerns outlined above.

Additionally, Metro's System Security and Law Enforcement team continues to enhance coordination and homeless resources throughout Los Angeles County with the implementation of the Transit Homeless Action Plan. The team has taken major steps to deploy outreach teams (C3 teams) that make contact with the homeless individuals to provide information on available services and resources including benefits available under the LIFE program. The Metro Board approved the expansion of the Homeless Outreach Program with the addition of additional C3 teams at its meeting of May 2018.

Current Program Outcomes

In addition to the subsidies provided in the form of discount coupons for transit passes, Metro, through SHORE and LIFE (formerly INTP) programs subsidizes over 1.9 million trips on an annual basis. As shown in the table below, 19% of these trips are currently provided through homeless and domestic violence shelters through the use of tokens and taxi vouchers.

FY17 Funding Provided under the INTP and SHORE Programs			
Domestic Violence and Homeless Shelter (SHORE & INTP)	Number of Trips	Fare Subsidy Amount	Percentage of Trips Provided by Domestic Violence and Homeless Shelters
Token	372,261	\$651,456	
Taxi	7,457	\$122,972	
Total	379,718	\$774,428	19%
Other Social Service Agencies	Number of Trips	Fare Subsidy Amount	Percentage of Trips Provided by other Agencies
Token	1,520,799	\$2,661,398	
Taxi	85,755	\$1,414,174	
Total	1,606,553	\$4,075,572	81%
Grand Total	1,986,271	\$4,850,000	100%
*The total does not include the coupons provided previously under RRTP			

Updated Marketing and Outreach Plan

The comprehensive marketing and outreach campaign will continue as launched in December 2017 to promote enrollment in the program. The efficacy of the plan is being evaluated and adjusted to ensure outreach efforts are focused in the underserved areas. Additional efforts are underway to ensure that low income students and seniors are made aware of the fare subsidy program.

FINANCIAL IMPACT

There is no financial or budgetary impact to receiving and filing this report.

ALTERNATIVES CONSIDERED

This item is to update the Board on the activities in response to Board direction.

NEXT STEPS

The TAP Account Based system is being developed and, once completed, will allow the complete integration of INTP into the LIFE program. The implementation of the next phase relies on the completion of the TAP Account Based system. In addition, the implementation will include the following activities:

1. Continue with comprehensive outreach and marketing plan that includes various strategies to reach out to low income riders
2. Continue development of the system infrastructure to support new administrative processes in coordination with TAP Operations

3. Continue technical integration of token based INTP activities.
4. Revise agreements and policies with municipal operator partners
5. Review and revise current policies regarding agency participation, taxi provisions etc.
6. Review and revise the operating guidelines as applicable
7. Identify pilot vendor locations for TAP enhancements and overall vendor rollout strategy in coordination with TAP Operation
8. Continue to work with participating agencies to address implementation issues
9. Issue RFP for new third party administrators

ATTACHMENTS

Attachment A - Motion 12.1

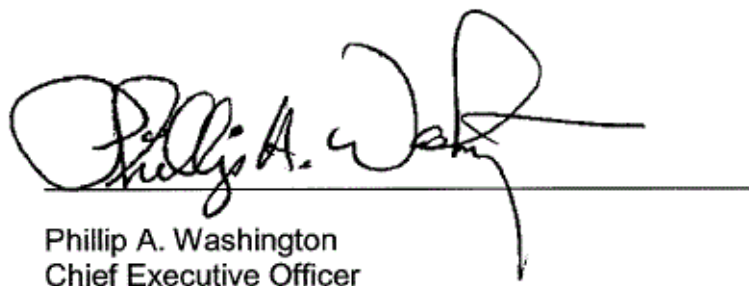
Attachment B - List of the Events/Locations

Prepared By:

Armineh Saint, Sr. Manager, Transportation Planning (213) 922-2369
Drew Phillips, Director, Local Programming (213) 922-2109

Reviewed By:

Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer



Board Report

File #:2017-0926, **File Type:**Informational Report

Agenda Number:12.1.

REGULAR BOARD MEETING JANUARY 25, 2018

REVISED Motion by:

HAHN, GARCETTI, DUPONT-WALKER AND KREKORIAN

LIFE Program

In 2016, residents of Los Angeles County voted overwhelmingly in favor of Measure M with the goal of building a world-class public transportation system. One of the primary goals of Measure M, as declared in the preamble, is to “make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled and provide better mobility options for our aging population.”

A 2015 Harvard Study titled “The Impacts of Neighborhoods on Intergenerational Mobility” identified commuting time as “the single strongest factor in the odds of escaping poverty.” In short, access to convenient, reliable, and affordable forms of transportation is key to helping individuals and families achieve upward mobility and escape from poverty. Providing subsidized TAP Cards to vulnerable populations is one critical way to achieve this goal.

In 2016, Metro created the “U-Pass” program which allowed students of California State University, Northridge, Pasadena City College, Rio Hondo College, Los Angeles Trade Technical College, American Career College, and West Coast University to sign up for discounted Metro passes directly from their college or university rather than apply for the discounted TAP Card through the mail, which encourages direct contact with our riders and to provide an opportunity to increase ridership.

In addition to increasing outreach by partnering with community-based organizations, Metro launched a new rider relief program branded as LIFE (Low-Income Fare is Easy) in January 2018. The program promotes the increased monthly savings made available for income qualifying riders and streamlines the application process. This newly re-branded program needs to be advocated to all riders.

Metro should (A) increase access to affordable public transportation for students, seniors, individuals with disabilities, and older adults, and (B) expand on the progress of “U-Pass” by partnering with relevant community organizations and government entities in order to (C) increase enrollment in the LIFE program.

SUBJECT: MOTION BY HAHN, GARCETTI, DUPONT-WALKER AND KREKORIAN

LIFE Program

WE, THEREFORE, MOVE that the Board direct the CEO to:

- A. work in partnership with the following organizations to host on-site events in order to directly enroll eligible individuals in the LIFE Program: the LA County Department of Children and Family Services, LA County Department of Workforce Development, Aging and Community Services, LA Department on Disability, LA Department of Aging - as well as the Los Angeles Homeless Services Authority, and all community colleges in LA County.

- B. explore the feasibility of providing victims of domestic violence and individuals experiencing homelessness with pre-loaded TAP Cards which carry enough cash value to meet the individual's immediate and urgent transportation needs.

Enrollment Network					
Los Angeles Homless Services Authority SPA Outreach Events					
Service Planning Area	Location	City	LIFE Admin Area	INTP Participant	Event Frequency
1 Antelope Valley	Antelope Valley	TBD	FAME	No	Seasonal
2 San Fernando Valley	Sepulveda Basin	Los Angeles	FAME	No	3/15/2018
3 San Fernando Valley	Seasonal				
4 San Gabriel Valley	San Gabriel Valley		HSA	No	Seasonal
5 Metro Los Angeles	Midtown LA	Los Angeles	FAME	No	events/Saturdays
6 Metro Los Angeles	Assoc. organizes Project	Los Angeles	FAME	No	
7 West Los Angeles	West Los Angeles	Los Angeles	FAME	No	Seasonal
8 South Los Angeles	South Los Angeles	Los Angeles	FAME/HSA	No	Seasonal
9 East Los Angeles	East Los Angeles	Los Angeles	HSA	No	Seasonal
10 South Bay Harbor	South Bay Harbor	TBD	FAME	No	Seasonal
11 Antelope Valley	Outreach Event	TBD			Monthly
12 San Gabriel Valley	Operation Healthy Hearts	River Gate			Weekly
13 Days	Alvarado Street	Los Angeles			bi-weekly
14 Metro Los Angeles	First Hollywood Presbyterian Church, 1760	Los Angeles			Weekly
15 Metro Los Angeles	The Center Hollywood, Coffee Hour, 6636 Selma	Los Angeles			Daily

Enrollment Network					
Los Angeles Homeless Services Authority SPA Outreach Events					
Service Planning Area	Location	City	LIFE Admin Area	INTP Participant	Event Frequency
1 Metro Los Angeles	Nela Coalition Outreach Events	Los Angeles			Seasonal
2 Los Angeles Public Library					
3 Central Library	Street., Los Angeles, CA		FAME	No	Monthly
4 Expo Park Regional Branch	Branch 3900 S. Western		FAME	No	Monthly
5 Will & Ariel Durant Branch	7140 W Sunset Blvd., Los		FAME	No	Seasonal

Enrollment Network					
City of L.A. Dept. of Disability Events					
Event Name	Location	City	LIFE Admin Area	INTP Participant	Event Frequency
1 Abilities Expo	TBD			No	Annually
2 Disability Art Exhibit	TBD			No	Annually
3 DEA Festival	TBD			No	Annually
4 Disability mentoring Day	TBD			No	Annually

Enrollment Network					
Los Angeles County, Community & Senior Centers					
Agency Name	Location	City	LIFE Admin Area	INTP Participant	Event Frequency
1 Altadena Community Center	730 Altadena Dr	Altadena	FAME	Yes	Fixed Location
2 Asian Service Center	14112 s. Kingsley Dr	Gardena	FAME	No	Fixed Location
3 Centro Maravilla Service Center	4716 E. cesar Chavez Ave	Los Angeles	FAME	No	Fixed Location
4 E. Los Angeles Service Center	133 n. Sunol Dr	Los Angeles	FAME	No	Fixed Location
5 E. Rancho Dominguez Service Center	15116 s. Atlantic Ave	Compton	?	No	Fixed Location
6 Florence/Firststone Service Center	7807 s. Compton ave	Los Angeles	FAME	No	Fixed Location
7 Los Nietos Service Center	11640 E. Slauson ave	Whittier	HSA	No	Fixed Location
8 Potrero Heights Center	8051 Arroyo Dr	Montebello	HSA	No	Fixed Location
9 San Gabriel Valley Service Center	1441 Santa Anita Ave.	S. El Monte	HSA	No	Fixed Location
10 Santa Clarita Valley Community Center	26111 Bouquet Canyon rd #H1	Santa Clarita	FAME	No	Fixed Location
11 San Pedro Service Center	769 W. 3rd st	San Pedro	HSA	No	Fixed Location
12 Altadena Senior Center	560 Mariposa St.	Altadena	HSA	Yes	Fixed Location
13 Antelope Valley Senior Center	777 W. Jackson St	Lancaster	FAME	Yes	Fixed Location
14 Willowbrook Senior Center	12915 Jarvis Ave	Los Angeles	FAME	No	Fixed Location

Enrollment Netowrk					
Los Angeles County Community Colleges					
Community Colleges	Location	City	LIFE Admin Area	INTP Participant	Event Frequency
1 Antelope Valley Community College	3041 w Ave K	Lancaster	FAME	No	Fixed Location
2 Cerritos Community College	11110 Alondra Blvd	Norwalk	FAME	No	Fixed Location
3 College of the Canyons	26455 Rockwell Canyon Rd.	Santa Clarita	FAME	No	Fixed Location
4 East Los Angeles Community College	1301 Avenida Cesar Chavez	Monterey Park	HSA	No	Fixed Location
5 Glendale Community College	1500 North Verdugo Road	Glendale	FAME	No	Fixed Location
6 Long Beach Community College	4901 East Carson Street	Long Beach	HSA	No	Fixed Location
7 Los Angeles Harbor Community College	1111 Figueroa Place	Wilmington	HSA	No	Fixed Location
8 Los Angeles Southwest Community College	1600 West Imperial Highway	Los Angeles	FAME	No	Fixed Location
9 Los Angeles Valley Community College	5800 Fulton Avenue	Valley Glen	FAME	No	Fixed Location
10 West LA Community College	9000 Overland Avenue	Culver City	FAME	No	Fixed Location
11 Mt. San Anotnio Community College	1100 N. Grand Avenue	Walnut	HSA	No	Fixed Location
12 Santa Monica Community College	1900 Pico Boulevard	Santa Monica	FAME	No	Fixed Location
13 Citrus Community College	1000 W Foothill Boulevard	Glendora	HSA	No	Fixed Location

Enrollment Network					
Los Angeles County Workforce Centers					
Agency	Location	City	LIFE Admin Area	INTP Participant	Event Frequency
1 Palmdale AJCC	38510 Sierra Hwy	Palmdale	FAME	No	Fixed Location
2 Antelope Valley Comprehensive AJCC	1420 W. Ave I	Lancaster	FAME	No	Fixed Location
3 Santa Clarita AJCC	20730 Soledad St	Santa Clarita	FAME	No	Fixed Location
4 Veterans AJCC	1816 S. Figueroa St	Los Angeles	FAME	No	Fixed Location
5 South L.A. AJCC	1600 W. Imperial Hwy	Los Angeles	FAME	No	Fixed Location
6 Northeast San Fernando Valley AJCC	11623 Glenoaks Blvd	Pacoima	FAME	Yes	Fixed Location
7 W. los angeles AJCC	5446 Sepulveda Blvd	Culver City	FAME	No	Fixed Location
8 Rancho Dominguez Comp AJCC	Dr	Compton	HSA	No	Fixed Location
9 Sotheast L.A> Comprehensive AJCC	2677 Zoe Ave, 2nd floor	Huntington Park	HSA	No	Fixed Location
10 Florence Firestone AJCC	7807 Compton ave	Los Angeles	HSA	No	Fixed Location
11 Rio Hondo Comprehensive AJCC	10400 Pioneer Blvd Suite 9	Santa Fe Springs	HSA	Yes	Fixed Location
12 Paramount AJCC	15538 Colorado Ave	Paramount	HSA	No	Fixed Location
13 AJCC	11635 Valley Blvd Unit G	El Monte	HSA	No	Fixed Location
14 Pomona Valley Comprehensive AJCC	264 E. Monterey Ave	Pomona	HSA	No	Fixed Location
15 Northeast San Gabirel Valley AJCC	2550 W. Main st St101	Alhambra	HSA	No	Fixed Location
16 West Covina AJCC	933 S. Glendora ave	W. Covina	HSA	No	Fixed Location
17 E. L.A./West San Gabriel Valley AJCC	5301 Whittier Blvd. 2nd fl	Los Angeles	HSA	No	Fixed Location

Enrollment Network						
City of L.A. Dept. of Aging						
	Dept. of Aging Centers	Location	City	LIFE Admin Area	INTP Participant	Event Frequency
1	Sherman Oaks E. Valley MPC	5056 Van Nuys Blvd	Sherman Oaks	FAME	No	Fixed Location
2	Felicia Mahood MPC	11338 Santa Monica Blvd.	Los Angeles	FAME	No	Fixed Location
3	People Coordianted Services West Adams	2528 West Blvd	Los Angeles	FAME	Yes	Fixed Location
4	People Coordianted Services southwestern	5133 Crenshaw Blvd.	Los Angeles	FAME	Yes	Fixed Location
5	Bradley MPC	10957 S. Cetnral Ave	Los Angeles	IILA	Yes	Fixed Location
6	St. Barnabas Hollywood MPC	5170 Santa Monica Blvd	Los Angeles	FAME	No	Fixed Location
7	Theresa Lindsay MPC	429 E. 42nd Place	Los Angeles	FAME	Yes	Fixed Location
8	Robert M. Wilkinson MPC	8956 Vanalden Ave	Northridge	FAME	Yes	Fixed Location
9	One Generation MPC	18255 Victory Blvd	Reseda	IILA	Yes	Fixed Location
10	Bernardi MPC (Mid Valley)	6514 Sylmar Ave	Van Nuys	IILA	Yes	Fixed Location
11	Freda Mohr MPC W. Wilshire	6310 San Vicente Blvd Suite 27	Los Angeles	FAME	No	Fixed Location
12	St. barnabas MPC city	675 S. Carondelet St.	Los Angeles	FAME	Yes	Fixed Location
13	Mexican American Opportunity foundation	2130 E. 1st St., Suite 2200	Los Angeles	IILA	No	Fixed Location
14	Wilmington Jaycees MPC	1371 Eubank Ave	Wilmington	HSA	No	Fixed Location
15	Single Room Occupancy (SRP corp)	1055 W 7th St Suite 3250	Los Angeles	FAME	No	Fixed Location
16	Valley	11300 Glenoaks Blvd	Pacoima	IILA	Yes	Fixed Location

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
1 AAA Comprehensive Healthcare		Lankershim	Hollywood	91605	http://aaachc.org/
2 All For Health, Health For All	General Practice Clinic 1	Broadway	Glendale	91205	http://all4health.org/
3	General Practice Clinic 2	Broadway Suite	Glendale	91205	
4	General Practice Clinic 3	Pacific Avenue	Glendale	91205	
5	Pediatrics	Glendale	Glendale	91205	
6	Mental Health	Cedar	Glendale	91205	
7	ADHC/General Practice Clinic	8134 Foothill Boulevard	Sunland	91040	
8 All-Inclusive Community Health Center	Main Site	1311 North San Fernando Boulevard	Burbank	91504	http://www.aichc.org/
9	Second Site	3920 Eagle Rock Blvd., Suite A.	Los Angeles	91605	(818) 843-9900
10 AltaMed Health Clinic	AltamMed General Pediatrics at Children's Hospital Los Angeles	4650 Sunset Boulevard MS 76	Los Angeles	90027	(323) 255-5225
11	AltaMed Health Insurance Resource Center	5436 Whittier Boulevard	Los Angeles	90022	https://www.altamed.org
12	AltaMed Medical & Dental Group Bell	6901 Atlantic Avenue	Bell	90201	
13	AltaMed Medical and Dental Group Boyle Heights	3945 Whittier Boulevard	Los Angeles	90023	
14	AltaMed Medical & Dental Group El Monte	10418 Valley Boulevard Suite B	El Monte	91731	

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
15	AltaMed Medical and Dental Group West Covina	1300 Sunset Avenue	West Covina	91790	
16	AltaMed Medical Group Boyle Heights, Zonal	1701 Zonal Avenue	Los Angeles	90033	
17	AltaMed Medical Group Commerce	5427 Whittier Boulevard	Los Angeles	90022	
18	AltaMed Medical Group East Los Angeles, 1st St	2219 East 1st Street	Los Angeles	90033	
19	AltaMed Medical Group Estrada Courts	1305 S Concord St Ste 18	Los Angeles	90023	
20	AltaMed Medical Group Montebello	2321 W Whittier Blvd	Montebello	90640	
21	AltaMed Medical Group Pico Rivera, Passons	6336 Passons Boulevard	Pico Rivera	90660	
22	AltaMed Medical Group Pico Rivera, Slauson	9436 East Slauson Avenue	Pico Rivera	90660	
23	Ramona Gardens	Lane Suite 168	Los Angeles	90033	
24	William Mead	Street Suite 322	Los Angeles	90012	
25	Westlake	Boulevard Suite	Los Angeles	90057	
26	Hollywood Presbyterian	Vermont	Los Angeles	90027	
27	AltaMed PACE Covina	Second Street	Covina	91723	
28	AltaMed PACE Downey	Paramount	Downey	90242	
29	Angeles	Pomona	Los Angeles	90022	

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
30		AltaMed PACE El Monte	Boulevard	El Monte	91731
31		AltaMed PACE Grand Plaza	E. Chavez	Los Angeles	90012
32		Park	Avenue Suite	Park	90255
33		Angeles	Century	Los Angeles	90002
34		AltaMed PACE Long Beach	Indiana Street	Los Angeles	90063
35	Antelope Valley Community Clinic	Granada hills	10605 Balboa Blvd.	Granada Hills	91344 http://www.avclinic.org/
36		Lancaster	Street West	Lancaster	93536
37		Palmdale-Central	Palmdale	Palmdale	93550
38		Palmdale-East	Street	Palmdale	93552
39	APLA Health	Treatment Center	Lancaster Blvd	Lancaster	92534 https://aplahealth.org/
40		David Geffen Center	611 S Kingsley Dr Ste 301	Los Angeles	90005
41		Gleicher/Chen Health Center	3743 South La Brea Avenue	Los Angeles	90016
42		Global Healthcare - Olympic	5901 W Olympic Blvd Ste 500	Los Angeles	90036
43		Health Education Center	3741 South La Brea Avenue	Los Angeles	90016
44		Long Beach Health Center	1043 Elm Ave Ste 302	Long Beach	90813
45		S.Mark Taper Foundation Dental Clinic	1741 East 20th Street	Los Angeles	90059
46		Wilshire Dental Clinic			

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
47	Arroyo Vista Family Health Center	4837 Huntington Drive North	Los Angeles	90032	http://www.arroyovista.org/
51		Loma Drive	Los Angeles	90017	
52	Asian Pacific Health Care Venture Inc	Belmont Health Center	Los Angeles	90026	http://www.aphcv.org/
53		Health Center	El Monte	91731	
54		Health Center	Los Angeles	90027	
55		Los Feliz Health Center	Los Angeles	90027	
56	BAART Community HealthCare	Beverly	Los Angeles	90057	
57		La Puente	La Puente	91744	
58		Lynwood	Lynwood	90262	
59		Southeast	Los Angeles	90011	
60	Center		Lancaster	93535	chc.org/
61	Benevolence Health Centers	Central Medical Clinic	Los Angeles	90019	http://www.bhchealth.org/
62		Compton	Compton	90221	
63		Clinic	Los Angeles	90016	
64		934 Atlantic Ave	Long Beach	90813	
65		611 East Imperial Highway Suite 107	Los Angeles	90059	
66		2065 W. 6th St Suite 110	Los Angeles	90057	
67		1126 East South Street	Long Beach	90805	

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
68	Central City community Health Center	Broadway Site	5715 S. Broadway	Los Angeles	90037 323-948-0444
69		El Monte Site	10050 Garvey Ave Suite 111	El Monte	91733 626-652-0790
73		Maine Site 2	4160 N. Maine Ave	Baldwin Park	91706 626-384-2400
74		Mobile Unit	5968 South Central Avenue	Los Angeles	90001 323-234-3280
75		Olympic Site	1730 W. Olympic Blvd Suite 150	Los Angeles	90015 213-553-1830
76	Central Neighborhood Health Foundation	South Los Angeles - Central	2707 South Central Ave	Los Angeles	90011 http://www.cnhfclinics.org/
77		South Los Angeles - Grand	2614 South Grand Ave	Los Angeles	90007
78	Chap Care	Corporate Offices	2055 N. Lincoln Ave	Pasadena	91103 http://www.chapcare.org/
79		Del Mar	3160 East Del Mar Blvd	Pasadena	91107 626-398-6300
80		Enrollment Shop Colorado	316 East Colorado Blvd	Pasadena	91101 626-398-6300
81		Enrollment Shop Valley	11635 Valley Boulevard	El Monte	91732 626-398-6300
82		Fair Oaks	1855 North Fair Oaks Avenue	Pasadena	91101 626-398-6300
83		Garvey	10127 Garvey Avenue	El Monte	91733 626-398-6300

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
84	Lake	1800 North Lake Avenue	Pasadena	91104	626-398-6300
85	Lincoln	2059 Lincoln Ave	Pasadena	91103	626-398-6300
89	Main Office	767 North Hill Street Suite 400	Los Angeles	90012	213-808-1700
90	Monterey Park Dental	850 South Atlantic Blvd Suite 303	Monterey Park	91754	626-293-8733
91	Monterey Park Office	112 North Chandler Ave Suite 105	Monterey Park	91754	626-293-8733
92	San Gabriel	555 W Las Tunas Blvd	San Gabriel	91776	626-457-9618
93	City Help Wellness Center	2301 Bellevue Ave	Los Angeles	90026	http://www.cityhelp.org/
94	Clinica Msr. Oscar A. Romero	2032 Marengo St	Los Angeles		http://clinicaromero.com/
95	Children's Clinic	201 South Alvarado Suite 100	Los Angeles	90057	
96	Pico-Union	123 South Alvarado St	Los Angeles	90057	
97	Complete Care Community Health Center	2928 E Cesar E Chavez Ave	Los Angeles	90033	http://cccommunityhealthclinic.com/
98	Comprehensive Community Health Centers				http://www.cchccenters.org/

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
99	Eagle Rock Office	1704 Colorado Blvd	Eagle Rock	90041	323-256-4116
103	East Valley Community Health Center				http://evchc.org/
104	Covina HC	276 West College Street	Covina	91723	626-919-5724
105	Palomares SBHC	2211 North Orange Grove Ave	Pomona	91767	909-620-8088
106	Pomona HC	1555 South Garey Ave	Pomona	91766	909-620-8088
107	Villa Corta SBHC	17840 Villa Corta St	La Puente	91744	626-919-5724
108	West Covina	420 South Glendora Ave	West Covina	91790	626-919-5724
109	Eisner Health Los Angeles High School	4650 W Olympic Blvd	Los Angeles	90019	http://www.eisnerhealth.org/
110	Lynwood	3680 E. Imperial Highway Suite 200	Lynwood	90262	213-747-5542
111	Main Site	1500-1530 S. Olive St	Los Angeles	90015	
112	Metropolitan High School	727 S. Wilson St	Los Angeles	90021	
113	Nevin Avenue Elementary	1569 E. 32nd St	Los Angeles	90011	

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
114	Panorama City	15251 Roscoe Blvd	Panorama City	91402	
115	Panorama City Peds	15253 Roscoe Blvd	Panorama City	91402	
116	San Pedro Street	1635 S. San Pedro Street	Los Angeles	90015	
117	Santee Educational Complex	1921 Maple Ave	Los Angeles	90011	
118	Sherman Oaks	15477 Ventura Blvd Suite 202	Sherman Oaks	91403	
119	St. Barnabas Senior Services	675 S. Carondelet Street	Los Angeles	90057	
120	USC-Eisner Family Medicine Center	1400 South Grand Ave Suite 101	Los Angeles	90015	
121	Van Nuys	6618 Van Nuys Blvd	Van Nuys	91405	
122	Woman Infant Children	1649 Washington Blvd	Los Angeles	90007	
123	Women's Health Center	1513 S. Grand			
124	El Proyecto del Barrio				http://www.elproyecto.us/
125	Arleta Family Health Clinic	8902 Woodman Avenue	Arleta	91331	818-830-7033
126	Azusa Health Center	150 North Azusa Blvd	Azusa	91702	626-969-7885

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
127	Baldwin Park Clinic	3942 Maine Ave	Baldwin Park	91706	626-678-9296
128	Esperanza Clinic	9140 Van Nuys Blvd Suite 202-207	Panorama City	91402	818-830-7181
129	Northridge Clinic	18250 Roscoe Blvd Suite 200	Northridge	91325	818-721-4800
130	Winnetka Center for a Healthy Community	20800 Sherman Wat	Winnetka	91306	818-883-2273
131	Family Health Care Center of Greater Los Angeles				http://www.fhccgla.org/
132	Bell Gardens Family Medical Center	6501 South Garfield Ave	Bell Gardens	90201	562-928-9600
133	Downey Family Medical Center	12113 Woodruff Ave Suite A	Downey	90242	562-928-9600
134	Hawaiian Garden Health Center	22310 Wardham Ave	Hawaiian Gardens	90716	562-928-9600
135	Maywood Family Medical Center	4943 Slauson Ave	Maywood	90270	562-928-9600
136	School Based Health Center	6119 Agra St	Bell Gardens	90201	562-928-9600
137	Garfield Health Center	701 S Atlantic Blvd Suite 100	Monterey Park	91754	626-300-9980
138	Garfield Health Center	210 N Garfield Ave Suite 203	Monterey Park	91754	626-307-7397
139	Harbor Community Clinic	593 West 6th Street	San Pedro	90731	http://www.harborcommunityclinic.com/

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
140		731 South Beacon Street	San Pedro	90731	
141	Herald Christian Health Center	1661 Hanover rd Suite 103	City of Industry	91748	http://hchcla.org/
142		8841 Garvey Ave	Rosemead	91770	626-268-8700
146		5600 Rickenbacker Rd Bldg 1-e	Bell	90201	
147		Downey Family Medical Center	8530 Firestone Blvd	Downey	90241
148		Downtown	522 South San Pedro Street	Los Angeles	
149		Lynwood	3591 East Imperial Highway	Lynwood	90262
150		Lynwood 2	3580 East Imperial Highway	Lynwood	90262
151		Norwalk	12360 Firestone Blvd	Norwalk	90650
152		PATH	340 North Madison Ave	Los Angeles	90004
153		Weingart	515 East 6th Street	Los Angeles	90021
154	Kedren Community Health Center	Corporate Offices	4211 South Avalon Boulevard	Los Angeles	90011 www.kedren.org/

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
155		3800 South Figueroa Ave	Los Angeles	90037	
156		231 West Vernon Ave	Los Angeles	90037	
157		4322 South Western Ave	Los Angeles	90062	
161		3255 Wilshire Blvd., Suite 120	Los Angeles	90010	(213) 235-2500
162	Los Angeles Christian Health Centers	Center for Harm Reduction	512 E. 4th St.	Los Angeles	90013 (213) 893-1960
163		Dolores Mission School	170 S. Gless St.	Los Angeles	90033 lachc.com/
164		Exodus Recovery (ICM)	1920 Marengo St.	Los Angeles	90044
165		Joshua House Clinic and Executive Offices	311 Winston Street	Los Angeles	90013
166		Midnight Mission	601 S. San Pedro St.	Los Angeles	90014
167		Percy Village	3455 Percy St.	Los Angeles	90023
168		Pico Aliso Community Clinic	1625 East 4th Street	Los Angeles	90033
169		SRHT New Genesis Apts (IMHT)	458 S. Main St.	Los Angeles	90033
170		Telecare ? Service Area 4, Integrated Mental Health	600 St. Paul Ave., Ste. 100	Los Angeles	90017
171		Telecare Inc. ? Core LA	1005 S. Central Ave.	Los Angeles	90021
172		Volunteers of America	628 S. San Julian St.	Los Angeles	90013

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
173		World Impact (Watts Clinic)	2003 E. Imperial Highway	Los Angeles	90059
174	Los Angeles LGBT Center	Highland Annex	1220 North Highland Avenue	Los Angeles	90038 (323) 993-7400
178		Triangle Square	1602 Ivar Avenue	Los Angeles	90028
179		Youth Center on Highland	1220 North Highland Avenue	Los Angeles	90038
180	MEND	Education & Training Center	13460 Van Nuys Boulevard	Pacoima	91331 (818) 897-2443
181		MEND Center	10641 N. San Fernando Rd.	Pacoima	91331
182	Mission City Community Network	Aneheim	1661W. Broadway, #11	Anaheim	92802 mccn.org
183		Barstow	405 N. Buena Vista Street	Barstow	92311
184		Fairfax	359N Fairfax Blvd.	Los Angeles	90036
185		Hollywood Clinic	4842 Hollywood Boulevard	Los Angeles	90027
186		Inglewood/Hardy	501 East Hardy Street, Suite 110	Inglewood	90301

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
187	Inglewood/Prairie	301 North Prairie Avenue #313	Inglewood	90301	
188	La Puente	1025 Willow Avenue	La Puente	91746	
192	North Hills	15206 Parthenia Stret	North Hills	91343	
193	Northridge	8363 Reseda Boulevard, Suite 11	Northridge	91324	
194	Olympic	2655 W. Olympic Blvd	Los Angeles	90006	
195	Pacoima Middle School Based Clinic	9919 Laurel Canyon Boulevard	Pacoima	91331	
196	Panorama	8771 Van Nuys Blvd	Panorama City	91402	
197	Parthenia	15210 Parthenia Street	North Hills	91343	
198	Pomona/Orange Grove	1818 N. Orange Grove Avenue Suite 205	Pomona	91767	
199	Victorville	15201 11th Street, #300	Victorville	92365	
200	Victorville 2	14357 7th. Street	Victorville	92365	

Enrollment Network						
Community Clinic Association of Los Angeles						
Agency Name	Clinic Name	Address	City	Zip Code	Contact	
201	Northeast Community Clinic	Administrative Office	2550 West Main Street Suite 301	Alhambra	91801	northeastcommunityclinics.com
205		Foshay Clinic	3751 South Harvard Boulevard	Los Angeles	90018	
206		Gage Health Center	2975 Zoe Avenue	Huntington Park	90255	
207		Grand	1400 South Grand Ave Suite 700	Los Angeles	90015	
208		Harbor City Health Center	1403 West Lomita Boulevard Suite 100	Harbor City	90710	
209		Hawthorne	4455 West 117th Street Suite 300	Hawthorne	90250	
210		Highland Park	5428 North Figueroa Street	Los Angeles	90042	
211		Wilmington Family Health Center	200 East Anaheim Street	Wilmington	90744	
212		Women's Health Center	5820 North Figueroa Street	Los Angeles	90042	
213		Women's Wellness Center	1414 South Grand Avenue Suite 200	Los Angeles	90015	

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
214	Northeast Valley Health Corporation	Canoga Park Health Center	7107 Remmet Avenue	Canoga Park	91303 (818) 340-3570
215		Corporate – Fifth Street	531 5th Street, Ste. A	San Fernando	91340 (818) 898-1388
219		Los Angeles Mission College-Student Health Center	13356 Eldridge Avenue	Sylmar	91342 (818) 362-6182
220		Maclay Health Center for Children	12540 Pierce Street	Pacoima	91331 (818) 897-2193
221		Pacoima Health Center	12756 Van Nuys Boulevard	Pacoima	91331 (818) 896-0531
222		Rainbow Dental	26974 Rainbow Glen Dr.	Santa Clarita	91351 (661) 673-8800
223		San Fernando Health Center	1600 San Fernando Road	San Fernando	91340 (818) 365-8086
224		San Fernando High School Teen HC	11051 O'Melveny Avenue	San Fernando	91340 (818) 365-7517
225		Santa Clarita Health Center	18533 Soledad Canyon Road	Santa Clarita	91351 (661) 673-8800
226		Sun Valley Health Center	7223 North Fair Avenue	Sun Valley	91352 (818) 432-4400
227		Transitions to Wellness	6551 Van Nuys Blvd.	Van Nuys	91405 (818) 765-8656
228		Valencia Health Center	23763 Valencia Boulevard	Valencia	91355 (661) 287-1551

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
229	Van Nuys Adult	14624 Sherman Way, Suite 600	Van Nuys	91405	(818) 988-6335
230	Van Nuys Pediatric Health Center	7138 Van Nuys Boulevard	Van Nuys	91405	(818) 778-6240
234	Park	750 South Park Avenue, Suite 101	Pomona	91766	(909) 630-7927
235	Sultana	1556 S. Sultana Avenue	Ontario	91761	(909) 984-7384
236	Village	1450 East Holt Avenue	Pomona	91767	(909) 630-7927
237	Planned Parenthood Los Angeles Administrative Headquarters	400 West 30th Street	Los Angeles	90007	http://www.plannedparenthood.org/planned-parenthood-los-angeles
238	Antelope Valley Center	533 East Palmdale Boulevard Suite A-1	Palmdale	93550	
239	Baldwin Hills/Crenshaw Center	3637 South La Brea Avenue	Los Angeles	90016	
240	Bixby Center	1057 Kingston	Los Angeles	90033	
241	Burbank Center	916 West Burbank Boulevard Suite M	Burbank	90029	

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
242	Canoga Park Center	21001 Sherman Way Suite 9	Canoga Park	91303	
243	Dorothy Hecht Center	8520 South Broadway	Los Angeles	90003	
247	Lakewood	5519 Del Amo Boulevard	Lakewood	90713	
248	Lakewood Center	5525 East Del Amo Boulevard	Lakewood	90713	
249	Long Beach Center	6690 Pacific Center Suite 370	Long Beach	90806	
250	Mark S. Taper Medical Training Center	400 West 30th Street	Los Angeles	90007	
251	Planned Parenthood	825 North San Vicente Blvd	West Hollywood	90069	
252	Pomona Center	1550 North Garey Avenue	Pomona	91767	
253	Santa Monica Center	1316 3rd Street Suite 201	Santa Monica	90401	
254	South Bay Center	14623 Hawthorne Boulevard Suite 300	Lawndale	90260	
255	Van Nuys Center	7100 Van Nuys Boulevard Suite 108	Van Nuys	91405	

Enrollment Network						
Community Clinic Association of Los Angeles						
Agency Name	Clinic Name	Address	City	Zip Code	Contact	
256		7655 Greenleaf Avenue	Whittier	90602		
257	Planned Parenthood of Pasadena and San Gabriel Valley	Administrative Office	2333 Lake Avenue 2nd Floor	Altadena	91001	plannedparenthood.org/planned-parenthood-pasadena-san-gabriel-valley
261		1045 North Lake Avenue	Pasadena	91104		
262	QueensCare Health Centers	Bresee	184 South Bimini Place	Los Angeles	90004	(323) 635-1140
263		Eagle Rock	4448 York Boulevard	Los Angeles	90041	
264		East 3rd Street	4816 East 3rd Street	Los Angeles	90022	
265		Echo Park	150 North Reno Street	Los Angeles	90026	
266		Hollywood	4618 Fountain Avenue	Los Angeles	90029	
267	Saban Community Clinic	Beverly Health Center	8405 Beverly Boulevard	Los Angeles	90048	(323) 653-1990
268		S. Mark Taper Foundation Health Cente	6043 Hollywood Boulevard	Los Angeles	90028	
269		The Wallis Annenberg Children and Family Health Center at Hollywood Wilshire Health Center	5205 Melrose Avenue	Los Angeles	90038	

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
270	San Fernando Community Health Center	Mission Hills	11134 Sepulveda Blvd., Suite 110	Mission Hills	91345 (818) 222-4978
271		San Fernando	732 Mott Street, Suite 100/110	San Fernando	91340 (818) 963-5690
275		Inglewood, Dr. Claudia Hampton Clinic	1091 South La Brea Avenue	Inglewood	90301
276		Redondo Beach	2114 Artesia Boulevard	Redondo Beach	90278
277	South Central Family Health Center	Corporate Office	1111 East Vernon Avenue	Los Angeles	90011 (323) 908-4200
278		Main Site	4425 South Central Avenue	Los Angeles	90011 (323) 908-4200
279		Cudahy Family Health Center	7910 Atlantic Avenue	Cudahy	90201 (323) 432-5700
280		Huntington Park Family Health Center	2680 Saturn Avenue	Huntington Park	90255 (323) 908-4200
281		Pharmacy	1109 East Vernon Avenue	Los Angeles	90011 (323) 908-4270
282		S. Mark Taper Foundation Health Clinic @ The Accelerated School (TAS)	4000 South Main Street	Los Angeles	90037 (323) 908-4200
283		Vernon	1028 E. Vernon Avenue	Los Angeles	90011
284		Wellness Center @ Elizabeth Learning Center	4811 Elizabeth Street	Cudahy	90201 (323) 908-4200

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
285		Wellness Center at Jefferson High School @ Jefferson Senior High School	3410 South Hooper Avenue	Los Angeles	90011 (323) 908-4200
286	Southern California Medical Center	El Monte Site	12100 Valley Boulevard Suite 109a	El Monte	91732 scmedcenter.org
290		Pico Location	2515 West Pico Boulevard	Los Angeles	90006
291	St. John's Well Child & Family Center	Compton W.M. Keck Foundation Community Health Center	2115 North Wilmington Avenue	Compton	90222 (323) 541-1600
292		Dominguez High School (School-Based Health Center)	15301 South San Jose	Compton	90221 info@wellchild.org
293		Dr. Louis C. Frayser Health Center	5701 South Hoover Street	Los Angeles	90037
294		East Compton Community Health Center at Casa Dominguez	15715 Sout Atlantic Avenue 2nd Floor	East Rancho Dominguez	90221
295		Hyde Park Elementary School (School-Based Health Center)	6505 8th Avenue	Los Angeles	90043
296		Leavey-OB Clinic	3628 East Imperial Highway	Lynwood	90262

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
297	Lincoln High School (School-Based Health Center)	2512 Alta Street	Los Angeles	90031	
298	Magnolia Place	1910 South Magnolia Avenue Suite 101	Los Angeles	90007	
302	Warner Traynham Clinic	326 West 23rd Street	Los Angeles	90007	
303	Washington Prep Wellness Center (School-Based Health Center)	1555 West 110th Street	Los Angeles	90047	
304	T.H.E. Health and Wellness Centers	Crenshaw High School	3206 W 50th St	Los Angeles	90043 (323) 730-1920
305	Dorsey High School Site	3537 Farmdale Avenue	Los Angeles	90016	
306	La Brea Site	3721 South La Brea Avenue	Los Angeles	90016	
307	Lennox Site	10223 Firmona Avenue	Lennox	90304	
308	Western Site	3834 South Western Avenue	Los Angeles	90062	
309	Tarzana Treatment Center	Antelope Valley	44447 10th Street West	Lancaster	93534 (818) 654-3887
310	Antelope Valley ? Family Medical Clinic	907 West Lancaster Boulevard	Lancaster	93534	

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
311	Antelope Valley & Lancaster	44443 North10th Street West	Lancaster	93534	
312	Long Beach	2101 Magnolia Avenue	Long Beach	90806	
313	Long Beach Outpatient Facility	5190 Atlantic Avenue	Long Beach	90805	
317	Tarzana	18646 Oxnard Street	Tarzana	91356	
318	Tarzana	18700 Oxnard Street	Tarzana	91356	
319	The Achievable Foundation	5901 Green Valley Circle Suite 405	Culver City	90230	(424) 266-7474
320	The Children’s Clinic “Serving Children & Their Families”	Family Health Center Cabrillo Gateway	2000 San Gabriel Ave.	Long Beach	90810 (844) 822-4646
321	Family Health Center in Bellflower	17660 Lakewood Boulevard	Bellflower	90706	
322	Family Health Center in Central Long Beach	2360 Pacific Avenue	Long Beach	90813	
323	Family Health Center Roosevelt	1574 Linden Ave.	Long Beach	90813	
324	Family Health Center Westside	2125 Sante Fe Avenue	Long Beach	90810	
325	The R.O.A.D.S Foundation	121 S. Long Beach Blvd.	Compton	90221	(855) 645-0033

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
326	UMMA Community Clinic	Fremont Wellness Center	7821 South Avalon Boulevard	Los Angeles	90003 (323) 406-5800
327		UMMA Clinic	711 West Florence Avenue	Los Angeles	90044
328	Unicare Community Health Center				UCHC@UNICARECHC.ORG
332		LAUSD Family Health Center; Kennedy High School	11254 Gothic Avenue	Granada Hills	91344
333		North Hills Wellness Center	9119 Haskell Avenue	North Hills	91423
334	Venice Family Clinic	Bill's Clinic at Safe Place for Youth	2469 Lincoln Boulevard	Venice	90291 (310) 392-8636
335		Children First Early Head Start Inglewood	111 North La Brea Avenue, Suite 410	Inglewood	90301
336		Common Ground	2401 Lincoln Boulevard	Santa Monica	90405
337		Irma & Lou Colen Health Center & Children's Health Center	4700 Inglewood Boulevard, Suite 102	Los Angeles	90230
338		Milken Family Foundation Medical Building/ Frederick R. Weisman Family Center	604 Rose Avenue	Venice	90291

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
339	Robert Levine Family Health Center	905 Venice Boulevard	Venice	90291	
340	Sandy Segal Youth Health Center	4401 Elenda Street	Culver City	90230	
341	Santa Monica High School	601 Pico Boulevard	Santa Monica	90405	
342	Simms/Mann Health and Wellness Center	2509 Pico Boulevard	Santa Monica	90405	
346	Watts Healthcare Corporation	Watts Health Center	10300 Compton Avenue	Los Angeles	90002 (323) 564-4331
347	Crenshaw Community Health Center	3756 Santa Rosalia Drive Suite 400	Los Angeles	90008	
348	House of Uhuru ? Substance Abuse Program	8005 South Figueroa Street	Los Angeles	90003	
349	Jordan Wellness Center	10110 South Juniper Street	Los Angeles	90002	
350	Locke Wellness Center	316 East 111th Street	Los Angeles	90061	
351	Westside Family Health Center	Main Site	1711 Ocean Park Boulevard	Santa Monica	90405 (310) 450-2191
352		Culver City	9808 Venice Blvd	Culver City	90232 lobby@wfhcenter.org
353		West Los Angeles	11101 Venice Boulevard	Los Angeles	90034

Enrollment Network					
Community Clinic Association of Los Angeles					
Agency Name	Clinic Name	Address	City	Zip Code	Contact
354	Wilmington Community Clinic	Main Site	1009 North Avalon Boulevard	Wilmington	90744 (310) 549-5760
355		Satellite Site	10901 S. Vermont Ave.	Los Angeles	90044 (323) 241-6716
356	Yehowa Medical Services		1039 W Florence Ave,	Los Angeles	90044 info@ymedical.org

Original Motion Events/Locations	84
Total Clinics	356
Total Motion & Clinic Locations	440



Board Report

File #: 2018-0193, File Type: Budget

Agenda Number: 10.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 20, 2018

SUBJECT: FISCAL YEAR 2019 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.3 billion in FY 2019 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchange in the amount of \$6.0 million of Santa Monica's Big Blue Bus' FY 2019 Federal Section 5307 formula share allocation with Metro's TDA Article 4 allocation;
- C. 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 \$300,000 with Metro's TDA Article 4 allocation;
- D. APPROVING fund exchanges in the amount totaling \$11.4 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- E. AUTHORIZING the Chief Executive Officer to adjust FY 2019 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY 2019 budget as necessary to reflect the aforementioned adjustment;
- F. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs;
- G. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment D); and
- H. APPROVING amendment to the FY 2018 State Transit Assistance Fund Allocations and Senate Bill 1 Transit Formula Fund allocations (Attachment B).

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 FY 2019 before funds can be disbursed.

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 funding programs.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (LACMTA), 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. LACMTA Board approval will allow the continued funding of transportation projects, programs and services in Los Angeles County.

For FY 2018 and FY 2019, the percentage of STA funding to Los Angeles County has increased due to AB 1113, as described in the "Discussion" section below.

DISCUSSION

Assembly Bill (AB) 1113

In FY 2015, staff raised concerns to the State Controllers' Office (SCO) regarding the share of State Transit Assistance (STA) revenues allocated to Los Angeles County; with the issue that funding to Los Angeles County did not appear to fairly represent the transit services provided by one of the largest transportation systems in California. Moreover, Metro sought clarification on ambiguities and inconsistencies in the reporting across all recipients.

Metro initiated a statewide STA Task Force to review and resolve these issues, through Assembly Bill (AB) 1113, which was passed into law in July 2017. AB 1113 made two statutory changes that ensure consistency in reporting of data and eligible recipients. These two changes increase the "revenue share" of STA funds to Los Angeles County by 5.5%.

Overall, the impact of AB 1113 added an additional \$8.3 million in FY 2018 and an estimated \$10.0 million in FY 2019, which is subject to change as SCO finalizes their estimates. Also, additional funding for LA County is expected from the allocation of Senate Bill (SB) 1 funds and Low Carbon Transit Operations Program (LCTOP), as the STA "revenue share" portion is used to calculate Los Angeles County shares.

Transit Fund Allocations

The recommended FY 2019 Transit Fund Allocations are developed 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 C**.

The Tier 2 Operators Funding Program will continue with \$6.0 million funding from Proposition A 95% of 40% Discretionary growth over inflation.

Santa Monica's Big Blue Bus (BBB) is requesting a \$6.0 million fund exchange of its Federal Section 5307 FY 2019 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.

At its April 18, 2017 meeting, the Bus Operations Subcommittee awarded \$300,000 a year for three years of Federal Section 5307 15% Discretionary fund to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. This allocation ends in FY 2020. Funds will be exchanged with Metro's share of the Transportation Development Act (TDA) fund.

Staff has reviewed the recommended allocations, related methodologies and assumptions with Metro operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS) and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS and LTSS have all formally adopted the recommended FY 2019 Transit Fund Allocations.

The FY2018 Transit Fund Allocations are being amended by \$60.4 million to include the increased STA funds resulting from AB 1113 and the allocation of new SB 1 funds. These amendments were reviewed and adopted by the BOS in May 2018.

DETERMINATION OF SAFETY IMPACT

Adoption of this item will provide funding for increased safety efforts.

FINANCIAL IMPACT

The FY 2019 Transit Fund Allocations are included in the FY 2019 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 Board may choose not to approve the FY 2019 Transit Fund Allocations. This alternative is not recommended because federal, state and local requirements, as well as prior LACMTA Board policies and guidelines require us to annually allocate funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects and services. Allocation methodologies and assumptions comply with federal, state and local requirements, as well as policies and guidelines previously approved by LACMTA Board.

NEXT STEPS

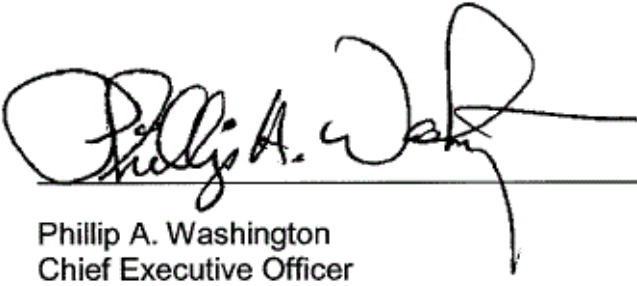
After the Board of Directors approves the recommended allocations and adopts the resolution, we will work with Los Angeles County jurisdictions, transit operators, Southern California Association of Governments (SCAG) and Metro Operations to ensure the proper disbursement of funds.

ATTACHMENTS

Attachment A - FY 2019 Transit Fund Allocations
Attachment B - Amendment to the FY 2018 Transit Fund Allocations
Attachment C - Summary of Significant Information, Methodologies and Assumptions
Attachment D - TDA and STA Resolution

Prepared by: Manijeh Ahmadi, Manager, Transportation Planning, (213) 922-3083
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Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

TRANSIT FUND ALLOCATIONS

Fiscal Year 2019

July 1, 2018 – June 30, 2019

May 25, 2018

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PROPOSED

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PROPOSED

Bus Transit Subsidies
STATE AND LOCAL FUNDS

REVENUE ESTIMATES

STATE AND LOCAL		FY19 Estimated Revenue	Carryover FY17 Budget vs Actual	Interest FY17 Actual	FY19 Total Funds Available	NOTE	FY18 Total Funds Available
Transportation Development Act:							
Planning & Administration:							
1	Planning - Metro	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000
2	Planning - SCAG	3,165,000	(29,760)		3,135,240		3,015,021
3	Administration - Metro	3,335,000	29,760		3,364,760		3,484,979
4	Sub-total	8,500,000	-	-	8,500,000		8,500,000
5	Article 3 Pedestrian & Bikeways	2.0000% 8,270,000	(79,361)		8,190,639		7,870,055
6	Article 4 Bus Transit	91.6922% 379,147,341	(3,638,381)	2,302,277	377,811,236		362,075,340
7	Article 8 Streets & Highways	6.3078% 26,082,659	(250,295)		25,832,364		24,973,370
8	Total	422,000,000	(3,968,037)	2,302,277	420,334,239	a	403,418,765
Proposition A:							
9	Administration	5.0000% 42,200,000	(317,914)		41,882,086		40,106,824
10	Local Return	25.0000% 200,450,000	n/a		200,450,000	c	190,475,000
11	Rail Development	35.0000% 280,630,000	(2,114,126)		278,515,874		266,710,377
Bus Transit:							
12	95% of 40% Capped at CPI 2.2500%	40.0000% 244,313,659	n/a		244,313,659	b	238,937,564
13	95% of 40% Over CPI	60,370,341			60,370,341	d	50,584,436
14	Sub-total	304,684,000	-		304,684,000		289,522,000
15	5% of 40% Incentive	16,036,000	(120,807)		15,915,193		15,240,593
16	Total	844,000,000	(2,552,847)		841,447,153	a	802,054,794
Proposition C:							
17	Administration	1.5000% 12,660,000	(96,465)		12,563,535		12,032,144
18	Rail/Bus Security	5.0000% 41,567,000	(316,725)		41,250,275		39,505,539
19	Commuter Rail	10.0000% 83,134,000	(633,450)		82,500,550		79,011,078
20	Local Return	20.0000% 166,268,000	n/a		166,268,000	c	157,994,000
21	Freeways and Highways	25.0000% 207,835,000	(1,583,626)		206,251,374		197,527,696
22	Discretionary	40.0000% 332,536,000	(2,533,802)		330,002,198		316,044,313
23	Total	844,000,000	(5,164,068)		838,835,932	a	802,114,770
State Transit Assistance:							
24	Bus (PUC 99314 Rev Base Share)	47,059,273	14,334,269	91,565	61,485,106	g,e	13,644,863
25	Rail (PUC 99313 Population Share)	35,396,848	6,837,140	51,866	42,285,854		19,535,515
26	Total	82,456,121	21,171,409	143,431	103,770,960		33,180,378
SB 1 State Transit Assistance:							
27	Bus (PUC 99314 Rev Base Share)	38,826,260	-	-	38,826,260	g,e	-
28	Rail (PUC 99313 Population Share)	29,204,175	-	-	29,204,175	h	-
29	Total	68,030,435	-	-	68,030,435		-
SB 1 State Of Good Repair							
30	Bus (PUC 99314 Rev Base Share)	18,085,788	-	-	18,085,788	g	-
31	Rail (PUC 99313 Population Share)	13,603,692	-	-	13,603,692	h	-
32	Total	31,689,480	-	-	31,689,480		-

REVENUE ESTIMATES (continued)

STATE AND LOCAL		FY19 Estimated Revenue	Carryover FY17 Budget vs Actual	Interest FY17 Actual	FY19 Total Funds Available	N O T E	FY18 Total Funds Available
Measure R:							
33	Administration	1.5000%	12,660,000	(117,131)	(44,031)		12,498,839
34	Transit Capital - "New Rail"	35.0000%	290,969,000	(2,692,050)	842,233		289,119,183
35	Transit Capital - Metrolink	3.0000%	24,940,200	(230,747)	1,205,722		25,915,175
36	Transit Capital - Metro Rail	2.0000%	16,626,800	(153,831)	(322,851)		16,150,117
37	Highway Capital	20.0000%	166,268,000	(1,538,314)	1,534,932		166,264,617
38	Operations "New Rail"	5.0000%	41,567,000	(384,579)	153,146		41,335,567
39	Operations Bus	20.0000%	166,268,000	(1,538,314)	(44,725)		164,684,961
40	Local Return	15.0000%	124,701,000	n/a	77	c	124,701,077
41	Total		844,000,000	(6,654,967)	3,324,503	a	840,669,537
Measure M:							
Local Return Supplemental & Administration:							
42	Administration	0.5000%	4,346,600	-			4,346,600
43	Supplemental transfer to Local Return	1.0000%	8,313,400	n/a		c,f	8,313,400
44	Sub-total		12,660,000				12,660,000
45	Local Return Base	16.0000%	133,014,400	n/a		c,f	133,014,400
46	Metro Rail Operations	5.0000%	41,567,000	-			41,567,000
47	Transit Operations (Metro & Municipal Providers)	20.0000%	166,268,000	-			166,268,000
48	ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	16,626,800	-			16,626,800
49	Transit Construction	35.0000%	290,969,000	-			290,969,000
50	Metro State of Good Repairs	2.0000%	16,626,800	-			16,626,800
51	Highway Construction	17.0000%	141,327,800	-			141,327,800
52	Metro Active Transportation Program	2.0000%	16,626,800	-			16,626,800
53	Regional Rail	1.0000%	8,313,400	-			8,313,400
54	Total		844,000,000	-	-	a	844,000,000
55	Total Funds Available		\$ 3,980,176,036	\$ 2,831,489	\$ 5,770,211		\$ 3,988,777,736
56	Total Planning & Admin Allocations: (Lines 4, 9, 17, 27 and 36)		\$ 80,366,600	\$ (531,509)	\$ (44,031)		\$ 79,791,060
							\$ 77,150,416

Notes:

- a) The revenue estimate is 3.4% over the FY18 revenue estimate based on several economic forecasts evaluated by MTA.
- b) Consumer price index (CPI) of 2.25% represents the average estimated growth rate based on various forecasting sources and historical trends 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 carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- e) STA Revenue estimate from the State Controller's office is reduced by 10% for the revenue based share and population based share due to anticipated shortfall of FY19 revenue.
- f) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% administration.
- g) The SGR program is one of the two programs that allocate Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, to transit agencies through the State Transit Assistance (STA) formula. The first program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel and does not require pre-approval of project list. The second portion - State of Good Repair - is a new program to come from the increase in Vehicle License Fee. In order to be eligible for SGR funding, eligible agencies must comply with various reporting requirements.
- h) Metro will follow Measure R allocation methodology for STA and SGR portion of SB1.

STATE AND LOCAL FUNDS

Operators	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1		Total
	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair	
Included Operators:												
1 Metro Bus Ops	\$ 272,324,823	\$ 45,343,482	\$ 180,174,234	\$ 497,842,539	\$ 29,998,503	\$ 21,864,101	\$ 113,235,496	\$ -	\$ 114,323,976	\$ 26,696,493	\$ 12,271,886	\$ 816,232,994
Municipal Operators:												
2 Arcadia	343,383	55,882	222,051	621,316	4,975	101,967	139,554	-	140,895	32,901	15,124	1,056,733
3 Claremont	136,047	22,140	87,975	246,162	2,568	50,096	55,291	-	55,822	13,035	5,992	428,966
4 Commerce	437,119	71,137	282,665	790,921	39,645	1,148,635	177,649	-	179,357	41,883	19,253	2,397,342
5 Culver City	5,453,279	887,468	3,526,392	9,867,139	375,272	2,105,532	2,216,259	-	2,237,563	522,507	240,187	17,564,457
6 Foothill Transit	25,099,082	4,084,632	16,230,456	45,414,170	1,003,576	9,809,701	10,200,480	-	10,298,533	2,404,874	1,105,476	80,236,810
7 Gardena	5,473,405	890,743	3,539,407	9,903,555	227,162	2,512,727	2,224,438	-	2,245,821	524,435	241,073	17,879,212
8 La Mirada	106,031	17,255	68,565	191,852	3,363	24,567	43,092	-	43,506	10,159	4,670	321,209
9 Long Beach	23,725,942	3,812,344	15,148,511	42,686,797	1,869,584	9,955,128	9,520,502	-	9,612,018	2,244,561	1,031,783	76,920,375
10 Montebello	8,258,216	1,343,944	5,340,219	14,942,380	461,723	3,705,232	3,356,209	-	3,388,471	791,263	363,729	27,009,006
11 Norwalk	3,188,784	518,944	2,062,044	5,769,771	113,955	853,854	1,295,949	-	1,308,406	305,534	140,448	9,787,917
12 Redondo Beach	747,604	121,665	483,442	1,352,711	28,182	234,536	303,833	-	306,753	71,632	32,928	2,330,574
13 Santa Monica	26,141,926	3,277,903	13,024,884	42,444,713	986,768	6,969,968	8,185,850	-	8,264,537	1,929,903	887,141	69,668,878
14 Torrance	6,375,596	1,037,566	4,122,813	11,535,976	285,655	3,606,845	2,591,096	-	2,616,003	610,879	280,810	21,527,265
15 Sub-Total	105,486,413	16,141,625	64,139,425	185,767,463	5,402,429	41,078,787	40,310,201	-	40,697,684	9,503,566	4,368,614	327,128,743
Eligible Operators:												
16 Antelope Valley	-	-	4,944,229	4,944,229	187,576	1,975,782	2,482,564	-	2,506,428	585,291	269,048	12,950,918
17 LADOT	-	-	22,907,103	22,907,103	1,332,259	7,537,908	5,145,166	-	5,194,624	1,213,029	557,607	43,887,697
18 Santa Clarita	-	-	4,771,135	4,771,135	204,480	2,357,193	2,395,651	-	2,418,679	564,801	259,628	12,971,567
19 Foothill BSCP	-	-	4,968,084	4,968,084	-	913,973	1,115,882	-	1,126,608	263,081	120,934	8,508,562
20 Sub-Total	-	-	37,590,551	37,590,551	1,724,316	12,784,856	11,139,264	-	11,246,340	2,626,202	1,207,217	78,318,745
Tier 2 Operators:												
21 LADOT Community Dash	-	-	4,704,692	4,704,692	-	-	-	-	-	-	-	4,704,692
22 Glendale	-	-	681,388	681,388	-	-	-	-	-	-	-	681,388
23 Pasadena	-	-	489,197	489,197	-	-	-	-	-	-	-	489,197
24 Burbank	-	-	124,723	124,723	-	-	-	-	-	-	-	124,723
25 Sub-Total	-	-	6,000,000	6,000,000	-	-	-	-	-	-	-	6,000,000
26 Lynwood Trolley	-	-	-	-	-	221,741	-	-	-	-	-	221,741
27 Total Excluding Metro County of Los Angeles	105,486,413	16,141,625	107,729,976	229,358,014	7,126,745	54,085,383	51,449,465	-	51,944,024	12,129,768	5,575,831	411,669,229
28										238,071		238,071
29 Grand Total	\$ 377,811,236	\$ 61,485,106	\$ 287,904,210	\$ 727,200,553	\$ 37,125,247	\$ 75,949,484	\$ 164,684,961	\$ -	\$ 166,268,000	\$ 38,826,260	\$ 18,085,788	\$ 1,228,140,294

BUS TRANSIT FUNDING PERCENTAGE SHARES

Operators	Vehicle Service Miles (VSM) ⁽¹⁾	Passenger Revenue (\$) ⁽¹⁾	Base Fare (\$)	Fare Units	Fare Units Prior to Fare Increase/ decrease	Fare Units Used in FAP ⁽²⁾	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment ⁽³⁾	TDA/STA Share
<u>Included Operators</u>										
1 Metro Bus Ops.(4)	73,667,000	231,150,000	\$ 1.75	132,085,714	197,161,600	197,161,600	135,414,300	73.7471%	0.0000%	73.7471%
2 Arcadia DR	98,317	6,163	0.50	12,326	72,829	72,829	85,573	0.0466%	0.0000%	0.0466%
3 Arcadia MB	150,671	5,979	0.50	11,958	-	11,958	81,315	0.0443%	0.0000%	0.0443%
4 Claremont	50,400	48,000	2.50	19,200	81,840	81,840	66,120	0.0360%	0.0000%	0.0360%
5 Commerce	424,888	-	-	-	-	-	212,444	0.1157%	0.0000%	0.1157%
6 Culver City	1,627,482	3,086,343	1.00	3,086,343	3,673,208	3,673,208	2,650,345	1.4434%	0.0000%	1.4434%
7 Foothill	10,175,783	13,275,248	1.25	10,620,198	14,221,000	14,221,000	12,198,392	6.6433%	0.0000%	6.6433%
8 Gardena	1,616,653	2,267,535	1.00	2,267,535	3,703,600	3,703,600	2,660,127	1.4487%	0.0000%	1.4487%
9 La Mirada	68,091	34,973	1.00	34,973		34,973	51,532	0.0281%	0.0000%	0.0281%
10 Long Beach	6,798,003	14,553,610	1.25	11,642,888	15,972,456	15,972,456	11,385,230	6.2004%	0.0000%	6.2004%
11 Montebello	2,171,586	4,452,173	1.10	4,047,430	5,855,556	5,855,556	4,013,571	2.1858%	0.0000%	2.1858%
12 Norwalk	1,005,490	1,285,556	1.25	1,028,445	2,094,068	2,094,068	1,549,779	0.8440%	0.0000%	0.8440%
13 Redondo Beach DR	50,546	9,808	1.00	9,808		9,808	30,177	0.0164%	0.0000%	0.0164%
14 Redondo Beach MB	369,366	296,965	1.00	296,965		296,965	333,166	0.1814%	0.0000%	0.1814%
15 Santa Monica	4,917,000	11,685,000	1.25	9,348,000	14,661,333	14,661,333	9,789,167	5.3312%	0.0000%	5.3312%
16 Torrance	1,687,200	2,124,000	1.00	2,124,000	4,510,000	4,510,000	3,098,600	1.6875%	0.0000%	1.6875%
17 Sub-Total	104,878,476	284,281,353		176,635,783		262,361,194	183,619,835	100.0000%	0.0000%	100.0000%
<u>Eligible Operators</u>										
18 Antelope Valley	2,809,054	4,582,933	1.50	3,055,289	3,543,241	3,543,241	3,176,148	1.6168%	0.0000%	1.6168%
19 Santa Clarita	2,865,211	3,264,694	1.00	3,264,694		3,264,694	3,064,953	1.5602%	0.0000%	1.5602%
20 LADOT Local	1,824,587	3,088,449	0.50	6,176,898	6,727,520	6,727,520	4,276,054	2.1767%	0.0000%	2.1767%
21 LADOT Express	1,460,325	3,664,439	1.50	2,442,959	3,152,832	3,152,832	2,306,579	1.1742%	0.0000%	1.1742%
22 Foothill - BSCP	1,226,180	1,204,839	1.25	963,871	1,650,000	1,650,000	1,438,090	0.7267%	0.0000%	0.7267%
23 Sub-Total	10,185,357	15,805,354		15,903,711		18,338,287	14,261,822	7.2547%	0.0000%	7.2547%
24 Total	115,063,833	300,086,707		192,539,495		280,699,481	197,881,657			

Notes:

(1) Operators' statistics exclude BSIP, TSE, Base Restructuring and MOSIP services that are funded from PC 40% Discretionary. Also excluded are services funded from other sources (CRD, FTA, etc.)

(2) Fare units used are frozen to the level prior to fare change in accordance with the Funding Stability policy, adopted by the Board in November 2007.

(3) TDA cap of 0.25% is applied for DAR operators - Arcadia, Claremont, La Mirada and Redondo Beach DR.

(4) MTA Statistics include contracted services with LADOT for Lines 422, 601 and 602 (Consent Decree Lines), Glendale and PVPTA.

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

Operators	TDA & STA % Shares	TDA Article 4 plus interest			STA Rev Base Share Plus Interest	Prop A Disc % Shares	Proposition A Discretionary ⁽¹⁾	Total Formula Funds
		Allocated	Fund Exchange	Net				
Included Operators								
1 Metro Bus Ops	73.7471%	\$ 278,624,823	\$ (6,300,000)	\$ 272,324,823	\$ 45,343,482	73.7471%	\$ 180,174,234	\$ 497,842,539
2 Arcadia DR	0.0466%	176,073		176,073	28,654	0.0466%	113,858	318,585
3 Arcadia MB	0.0443%	167,311		167,311	27,228	0.0443%	108,192	302,731
4 Claremont	0.0360%	136,047		136,047	22,140	0.0360%	87,975	246,162
5 Commerce	0.1157%	437,119		437,119	71,137	0.1157%	282,665	790,921
6 Culver City	1.4434%	5,453,279		5,453,279	887,468	1.4434%	3,526,392	9,867,139
7 Foothill	6.6433%	25,099,082		25,099,082	4,084,632	6.6433%	16,230,456	45,414,170
8 Gardena	1.4487%	5,473,405		5,473,405	890,743	1.4487%	3,539,407	9,903,555
9 La Mirada	0.0281%	106,031		106,031	17,255	0.0281%	68,565	191,852
10 Long Beach	6.2004%	23,425,942	300,000	23,725,942	3,812,344	6.2004%	15,148,511	42,686,797
11 Montebello	2.1858%	8,258,216		8,258,216	1,343,944	2.1858%	5,340,219	14,942,380
12 Norwalk	0.8440%	3,188,784		3,188,784	518,944	0.8440%	2,062,044	5,769,771
13 Redondo Beach DR	0.0164%	62,091		62,091	10,105	0.0164%	40,152	112,348
14 Redondo Beach MB	0.1814%	685,512		685,512	111,560	0.1814%	443,290	1,240,363
15 Santa Monica	5.3312%	20,141,926	6,000,000	26,141,926	3,277,903	5.3312%	13,024,884	42,444,713
16 Torrance	1.6875%	6,375,596		6,375,596	1,037,566	1.6875%	4,122,813	11,535,976
17 Sub-Total	100.0000%	377,811,236	-	377,811,236	61,485,106	100.0000%	244,313,659	683,610,002
Eligible Operators								
Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI (2)								
18 Antelope Valley	1.6168%	-	-	-	994,106	1.6168%	3,950,123	\$ 4,944,229
19 Santa Clarita	1.5602%	-	-	-	959,303	1.5602%	3,811,831	4,771,135
20 LADOT Local	2.1767%	8,223,945		8,223,945	1,338,367	2.1767%	5,318,058	14,880,370
21 LADOT Express	1.1742%	4,436,141		4,436,141	721,939	1.1742%	2,868,654	8,026,733
22 Foothill - BSCP	0.7267%	2,745,715		2,745,715	446,838	0.7267%	1,775,531	4,968,084
23 Sub-Total	7.2547%	15,405,800	-	15,405,800	4,460,554	7.2547%	17,724,197	37,590,551
24 Total FAP		\$ 377,811,236		\$ 377,811,236	\$ 61,485,106	107.2547%	\$ 244,313,659	\$ 721,200,553
Proposition A Discretionary (95% of 40%) Growth Over CPI:								
Revenue							\$ 60,370,341	
Uses of Fund:								
Eligible Operators - Formula Equivalent Funds							37,590,551	
Tier 2 Operators							6,000,000	
Total Uses of Funds							43,590,551	
Proposition A Discretionary (95% of 40%) GOI Surplus (Shortfall)							16,779,790	
Backfill from (Transfer to) PC40% Discretionary							(16,779,790)	
							\$ -	

Notes:

(1) Prop A Discretionary funds, (95% of 40%) allocated to Included Operators have been capped at 2.25% CPI for FAP allocation.

(2) These funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40%Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI.

Senate Bill 1 - Road Repair and Accountability Act of 2017

Operators	Measure R %Share ⁽¹⁾	SB1 - STA Allocation	SB1 - SGR Allocation ⁽²⁾	Total
<u>Included Operators:</u>				
1 Metro Bus Ops	68.7589%	\$ 26,696,493	\$ 12,271,886	\$ 38,968,379
2 Arcadia	0.0847%	32,901	15,124	48,025
3 Claremont	0.0336%	13,035	5,992	19,027
4 Commerce	0.1079%	41,883	19,253	61,135
5 Culver City	1.3458%	522,507	240,187	762,694
6 Foothill	6.1939%	2,404,874	1,105,476	3,510,350
7 Gardena	1.3507%	524,435	241,073	765,509
8 La Mirada	0.0262%	10,159	4,670	14,829
9 Long Beach	5.7810%	2,244,561	1,031,783	3,276,345
10 Montebello	2.0380%	791,263	363,729	1,154,991
11 Norwalk	0.7869%	305,534	140,448	445,982
12 Redondo Beach DR	0.0153%	5,949	2,735	8,684
13 Redondo Beach MB	0.1692%	65,683	30,193	95,876
14 Santa Monica	4.9706%	1,929,903	887,141	2,817,043
15 Torrance	1.5734%	610,879	280,810	891,689
<u>Eligible Operators:</u>				
16 Antelope Valley	1.5075%	585,291	269,048	854,339
17 Santa Clarita	1.4547%	564,801	259,628	824,429
18 LADOT Local	2.0295%	787,979	362,219	1,150,198
19 LADOT Express	1.0947%	425,050	195,388	620,437
20 Foothill BSCP	0.6776%	263,081	120,934	384,015
21 Total Municipal Operators	31.2411%	12,129,768	5,575,831	17,705,598
22 County of Los Angeles			238,071	238,071
23 Total Funds Allocated	100.0000%	\$ 38,826,260	\$ 18,085,788	\$ 56,912,048

Notes:

(1) Metro will follow Measure R allocation methodology for STA and SGR portion of SB1.

(2) Preliminary estimates. Subject to the submittal of eligible projects.

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

Operators		FY17 Unlinked Passengers	Percent of Total Unlinked Passengers	Total ⁽¹⁾
1	Antelope Valley	2,534,682	0.5053%	\$ 187,576
2	Arcadia	67,228	0.0134%	4,975
3	Claremont	34,700	0.0069%	2,568
4	Commerce	535,721	0.1068%	39,645
5	Culver City	5,070,970	1.0108%	375,272
6	Foothill	13,561,124	2.7032%	1,003,576
7	Gardena	3,069,594	0.6119%	227,162
8	LADOT Local/Express	18,002,557	3.5886%	1,332,259
9	La Mirada	45,443	0.0091%	3,363
10	Long Beach	25,263,321	5.0359%	1,869,584
11	Montebello	6,239,176	1.2437%	461,723
12	Norwalk	1,539,855	0.3069%	113,955
13	Redondo Beach DR/MB	380,821	0.0759%	28,182
14	Santa Clarita	2,763,103	0.5508%	204,480
15	Santa Monica	13,334,000	2.6579%	986,768
16	Torrance	3,860,000	0.7694%	285,655
17	Sub-Total	96,302,295	19.1965%	7,126,745
18	Metro Bus/Rail Ops ⁽²⁾	405,363,844	80.8035%	29,998,503
19	Total	501,666,139	100.0000%	\$ 37,125,247

Notes:

(1) Total funding is 90% of Prop C 5% Transit Security:

Estimated Revenue: \$ 41,250,275

90% Thereof: \$ 37,125,247

(2) Metro operations data includes unlinked passengers for bus and rail.

PROPOSITION C 40% DISCRETIONARY PROGRAMS

Operators	MOSIP			Zero-fare Compensation ⁽¹⁾	Foothill Transit Mitigation	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Prop 1B Bridge Funding		Total
	Prop A % Share	% Share	\$ Allocation						PTMISEA	SECURITY	
INCLUDED OPERATORS											
1 Metro Bus Ops			\$ -	\$ -	\$ 9,990,024	\$ -	\$ -	\$ 11,874,077	\$ -	\$ -	\$ 21,864,101
2 Arcadia	0.0909%	0.2712%	67,249	-	12,312	-	-	22,406	-	-	101,967
3 Claremont	0.0360%	0.1075%	26,644	-	4,878	-	-	-	15,138	3,436	50,096
4 Commerce	0.1157%	0.3453%	85,606	790,921	15,673	-	256,434	-	-	-	1,148,635
5 Culver City	1.4434%	4.3076%	1,067,981	-	195,526	247,175	-	172,727	344,025	78,097	2,105,532
6 Foothill	6.6433%	19.8262%	4,915,456	-	-	342,112	2,052,977	955,809	1,257,810	285,536	9,809,701
7 Gardena	1.4487%	4.3235%	1,071,923	-	196,248	710,471	-	180,313	288,321	65,452	2,512,727
8 La Mirada	0.0281%	0.0838%	20,765	-	3,802	-	-	-	-	-	24,567
9 Long Beach	6.2004%	18.5046%	4,587,785	-	839,931	2,345,612	-	846,663	1,088,123	247,015	9,955,128
10 Montebello	2.1858%	6.5233%	1,617,306	-	296,096	-	1,171,089	223,492	323,752	73,495	3,705,232
11 Norwalk	0.8440%	2.5189%	624,498	-	114,333	-	-	57,825	46,615	10,582	853,854
12 Redondo Beach DR/MB	0.1979%	0.5905%	146,412	-	26,805	-	-	4,105	46,628	10,585	234,536
13 Santa Monica	5.3312%	15.9105%	3,944,636	-	722,184	-	-	819,150	1,209,442	274,556	6,969,968
14 Torrance	1.6875%	5.0362%	1,248,610	-	228,595	831,885	745,165	247,327	248,786	56,477	3,606,845
15 Sub-Total	26.2529%	78.3491%	19,424,872	790,921	2,656,383	4,477,256	4,225,665	3,529,818	4,868,640	1,105,232	41,078,787
ELIGIBLE OPERATORS											
16 Antelope Valley	1.6168%	4.8252%	1,196,310	-	28,596	387,379	-	49,166	256,175	58,155	1,975,782
17 Santa Clarita	1.5602%	4.6563%	1,154,428	-	27,595	202,611	-	52,591	749,763	170,204	2,357,193
18 LADOT Local/Express	3.3509%	10.0004%	2,479,377	-	423,440	2,783,033	-	154,155	1,383,771	314,131	7,537,908
19 Foothill BSCP	0.7267%	2.1689%	537,726	-	-	-	-	-	306,637	69,610	913,973
20 Sub-Total	7.2547%	21.6509%	5,367,842	-	479,631	3,373,023	-	255,913	2,696,347	612,100	12,784,856
21 City of Lynwood Trolley						221,741	-	-			221,741
22 Total Municipal Operators	33.5076%	100.0000%	24,792,714	790,921	3,136,014	8,072,020	4,225,665	3,785,731	7,564,987	1,717,331	54,085,383
23 Total	33.5076%	100.0000%	\$24,792,714	\$ 790,921	\$13,126,038	\$8,072,020	\$ 4,225,665	\$ 15,659,807	\$ 7,564,987	\$ 1,717,331	\$ 75,949,484

Last Year	\$24,070,596	\$7,894,396	\$ 4,132,680	\$ 15,315,215
% Increase (2)	3.00%	2.250%	2.250%	2.250%
Current Year	\$24,792,714	\$8,072,020	\$ 4,225,665	\$ 15,659,807

Note:

(1) Allocated as part of FAP to Commerce as compensation for having zero passenger revenues.

(2) CPI of 2.25% is applied to Proposition C Discretionary programs: Transit Service Enhancement (TSE), Bus Service Improvement Program (BSIP), and Discretionary Base Restructuring program. Municipal Operators Service Improvement Program (MOSIP) receives 3% increase from FY2018 allocation.

BRIDGE FUNDING FOR PROPOSITION 1B PTMISEA FUND

Allocation Basis - FY15

	[A]	[B]	[C]	[D] (C-A)	[E]	[F] (A+E)	[G] ([E] /3)	
Operators	PTMISEA FUND	FY15 STA % Share	FAP Allocation	FAP Allocation Over (Under) STA Allocation	Bridge Funding	Total Funds	FY19 Bridge Funding (2st of 3 Installments) (1)	
Included Operators								
1	Arcadia	\$ 132,924	0.0891%	\$ 117,917	\$ (15,007)	\$ -	\$ 132,924	\$ -
2	Claremont	40,609	0.0650%	86,023	45,414	45,414	86,023	15,138
3	Commerce	282,048	0.0921%	121,887	(160,161)	-	282,048	-
4	Culver City	873,391	1.4398%	1,905,465	1,032,074	1,032,074	1,905,465	344,025
5	Foothill	4,323,936	6.1185%	8,097,366	3,773,430	3,773,430	8,097,366	1,257,810
6	Gardena	1,014,034	1.4198%	1,878,996	864,962	864,962	1,878,996	288,321
7	La Mirada	107,067	0.0333%	44,070	(62,997)	-	107,067	-
8	Long Beach	4,904,330	6.1724%	8,168,698	3,264,368	3,264,368	8,168,698	1,088,123
9	Montebello	2,004,725	2.2487%	2,975,982	971,257	971,257	2,975,982	323,752
10	Metro Bus Ops	103,154,440	74.1778%	98,168,631	(4,985,809)	-	103,154,440	-
11	Norwalk	946,553	0.8209%	1,086,398	139,845	139,845	1,086,398	46,615
12	Redondo Beach	120,697	0.1969%	260,582	139,885	139,885	260,582	46,628
13	Santa Monica	3,529,674	5.4087%	7,158,000	3,628,326	3,628,326	7,158,000	1,209,442
14	Torrance	1,525,960	1.7170%	2,272,318	746,358	746,358	2,272,318	248,786
15	Sub-Total	122,960,388	100.0000%	132,342,333	9,381,945	14,605,919	137,566,307	4,868,640
Eligible Operators								
16	Antelope Valley	1,265,840	1.5372%	2,034,366	768,526	768,526	2,034,366	256,175
17	Santa Clarita	-	1.6996%	2,249,290	2,249,290	2,249,290	2,249,290	749,763
18	City of Los Angeles	-	3.1368%	4,151,314	4,151,314	4,151,314	4,151,314	1,383,771
19	Foothill BSCP	-	0.6951%	919,912	919,912	919,912	919,912	306,637
20	Sub-Total	1,265,840	7.0687%	9,354,882	8,089,042	8,089,042	9,354,882	2,696,347
21	Total Municipal Operators	124,226,228	107.0687%	141,697,215	17,470,987	22,694,961	146,921,189	7,564,987
22	SCRRRA	8,116,105	-	-	-	-	8,116,105	-
23	Grand Total	\$ 132,342,333	107.0687%	\$ 141,697,215	\$ 17,470,987	\$ 22,694,961	\$ 155,037,294	\$ 7,564,987

Note:

(1) The final appropriation of Prop 1B PTMISEA fund was made in FY 2014-15 state budget; therefore, next year will be the last Prop 1B PTMISEA bridge fund allocation.

BRIDGE FUNDING FOR PROPOSITION 1B SECURITY FUND

Allocation Basis - FY15

Operators	[A]	[B]	[C]	[D]	[E]	[F]
	SECURITY FUND	FY15 STA % Share	FAP Allocation	FAP Allocation Over (Under) STA Allocation	FY19 Bridge Funding (1)	Total
Included Operators						
1 Arcadia	\$ 10,058	0.0891%	\$ 8,923	\$ (1,136)	\$ -	\$ 10,058
2 Claremont	3,073	0.0650%	6,509	3,436	3,436	6,509
3 Commerce	21,343	0.0921%	9,223	(12,119)	-	21,343
4 Culver City	66,090	1.4398%	144,187	78,097	78,097	144,187
5 Foothill	327,193	6.1185%	612,729	285,536	285,536	612,729
6 Gardena	76,732	1.4198%	142,184	65,452	65,452	142,184
7 La Mirada	8,102	0.0333%	3,335	(4,767)	-	8,102
8 Long Beach	371,112	6.1724%	618,127	247,015	247,015	618,127
9 Montebello	151,698	2.2487%	225,193	73,495	73,495	225,193
10 Metro Bus Ops	7,805,715	74.1778%	7,428,438	(377,277)	-	7,805,715
11 Norwalk	71,626	0.8209%	82,208	10,582	10,582	82,208
12 Redondo Beach	9,133	0.1969%	19,718	10,585	10,585	19,718
13 Santa Monica	267,091	5.4087%	541,647	274,556	274,556	541,647
14 Torrance	115,470	1.7170%	171,947	56,477	56,477	171,947
15 Sub-Total	9,304,435	100.0000%	10,014,368	709,933	1,105,232	10,409,667
Eligible Operators						
16 Antelope Valley	95,786	1.5372%	153,941	58,155	58,155	153,941
17 Santa Clarita	-	1.6996%	170,204	170,204	170,204	170,204
18 City of Los Angeles	-	3.1368%	314,131	314,131	314,131	314,131
19 Foothill BSCP	-	0.6951%	69,610	69,610	69,610	69,610
20 Sub-Total	95,786	7.0687%	707,886	612,100	612,100	707,886
21 Total Municipal Operators	9,400,221	107.0687%	10,722,254	1,322,033	1,717,331	11,117,552
22 SCRRRA	614,147	-	-	-	-	614,147
23 Grand Total	\$ 10,014,368	107.0687%	\$ 10,722,254	\$ 1,322,033	\$ 1,717,331	\$ 11,731,700

Note:

(1) The final appropriation of Prop 1B Security fund was made in FY 2014-15 state budget; therefore, next year will be the last Prop 1B Security bridge fund allocation.

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

Operators	20% Bus Operations			Clean Fuel Bus Capital Facilities and Rolling Stock Fund (1)	
	Proposition A Base Share %	MR Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share	\$ Allocation
<u>Included Operators:</u>					
1 Metro Bus Ops	73.7471%	68.7589%	\$113,235,496	65.5562%	\$ -
2 Arcadia	0.0909%	0.0847%	139,554	0.1788%	-
3 Claremont	0.0360%	0.0336%	55,291	0.0637%	-
4 Commerce	0.1157%	0.1079%	177,649	0.3309%	-
5 Culver City	1.4434%	1.3458%	2,216,259	1.4481%	-
6 Foothill	6.6433%	6.1939%	10,200,480	8.8041%	-
7 Gardena	1.4487%	1.3507%	2,224,438	1.2309%	-
8 La Mirada	0.0281%	0.0262%	43,092	0.0659%	-
9 Long Beach	6.2004%	5.7810%	9,520,502	6.2471%	-
10 Montebello	2.1858%	2.0380%	3,356,209	1.9025%	-
11 Norwalk	0.8440%	0.7869%	1,295,949	0.6861%	-
12 Redondo Beach DR	0.0164%	0.0153%	25,234	0.3265%	-
13 Redondo Beach MB	0.1814%	0.1692%	278,598		-
14 Santa Monica	5.3312%	4.9706%	8,185,850	4.4945%	-
15 Torrance	1.6875%	1.5734%	2,591,096	1.3916%	-
<u>Eligible Operators:</u>					
16 Antelope Valley	1.6168%	1.5075%	2,482,564	1.8260%	-
17 Santa Clarita	1.5602%	1.4547%	2,395,651	1.8682%	-
18 LADOT Local	2.1767%	2.0295%	3,342,281	3.5789%	-
19 LADOT Express	1.1742%	1.0947%	1,802,885		-
20 Foothill BSCP	0.7267%	0.6776%	1,115,882		-
21					
22 Total Municipal Operators	33.5076%	31.2411%	51,449,465	34.4438%	-
23 Total Funds Allocated	107.2547%	100.0000%	\$164,684,961	100.0000%	\$ -

Notes:

(1) Clean Fuel Capital Facilities and Rolling Stock Funds of \$10M will be allocated every even fiscal year.

MEASURE M 20% TRANSIT OPERATIONS

(Metro and Municipal Providers)

Operators		Measure M ⁽¹⁾ Percentage Share	\$ Allocation
<u>Included Operators:</u>			
1	Metro Bus Ops	68.7589%	\$ 114,323,976
2	Arcadia	0.0847%	140,895
3	Claremont	0.0336%	55,822
4	Commerce	0.1079%	179,357
5	Culver City	1.3458%	2,237,563
6	Foothill	6.1939%	10,298,533
7	Gardena	1.3507%	2,245,821
8	La Mirada	0.0262%	43,506
9	Long Beach	5.7810%	9,612,018
10	Montebello	2.0380%	3,388,471
11	Norwalk	0.7869%	1,308,406
12	Redondo Beach DR	0.0153%	25,477
13	Redondo Beach MB	0.1692%	281,276
14	Santa Monica	4.9706%	8,264,537
15	Torrance	1.5734%	2,616,003
<u>Eligible Operators:</u>			
16	Antelope Valley	1.5075%	2,506,428
17	Santa Clarita	1.4547%	2,418,679
18	LADOT Local	2.0295%	3,374,409
19	LADOT Express	1.0947%	1,820,216
20	Foothill BSCP	0.6776%	1,126,608
21	Total Municipal Operators	31.2411%	51,944,024
22	Total Funds Allocated	100.0000%	\$ 166,268,000

Notes:

(1) Metro follows Measure R allocation methodology for Measure M transit operations.

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

% Shares Calculation		Vehicle Service Miles	Passenger Revenue	Base Fare	Fare Units (1)	50% VSM + 50% Fare Units	% Share
1	LADOT Community Dash	2,510,841	\$ 2,978,549	\$ 0.50	16,808,232	9,659,537	4.5954%
2	Glendale	610,175	932,327	1.00	2,187,836	1,399,006	0.6656%
3	Pasadena	875,197	850,209	0.75	1,133,612	1,004,405	0.4778%
4	Burbank	311,638	200,517	1.00	200,517	256,078	0.1218%
5	Sub-Total	4,307,851	4,961,602		20,330,197	12,319,024	5.8606%
6	Included and Eligible Operators	115,063,833	300,086,707		192,539,495	197,881,657	94.1394%
7	Total	119,371,684	\$ 305,048,309		212,869,692	210,200,681	100.0000%
			% Share	TDA Article 4 + Interest	STA Revenue Base Share + Interest	Proposition A Discretionary	Total
8	Funds Allocated to Included Operators			\$377,811,236	\$ 61,485,106	\$ 244,313,659	\$683,610,002
Formula Equivalent Calculation							
9	LADOT Community Dash		4.5954%	\$ 17,361,892	\$ 2,825,479	\$ 11,227,160	\$ 31,414,531
10	Glendale		0.6656%	2,514,549	409,218	1,626,047	4,549,815
11	Pasadena		0.4778%	1,805,300	293,795	1,167,407	3,266,502
12	Burbank		0.1218%	460,269	74,904	297,636	832,810
13	Total		5.8606%	\$ 22,142,011	\$ 3,603,397	\$ 14,318,250	\$ 40,063,657
Funds Allocated to Tier 2 Operators							
14			14.98% (2)	\$ 3,316,024	\$ 539,651	\$ 2,144,325	\$ 6,000,000
Actual Allocation							
15	LADOT Community Dash			\$ 2,600,146	\$ 423,148	\$ 1,681,398	\$ 4,704,692
16	Glendale			376,583	61,285	243,519	681,388
17	Pasadena			270,365	43,999	174,833	489,197
18	Burbank			68,931	11,218	44,574	124,723
19	Total			\$ 3,316,024	\$ 539,651	\$ 2,144,325	\$ 6,000,000

	Prop A Incentive Allocation:	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
20	LADOT Community Dash	\$ 1,164,575	\$ (174,409)	\$ 990,166
21	Glendale	319,424	(47,837)	271,587
22	Pasadena	280,426	(41,997)	238,429
23	Burbank	131,817	(19,741)	112,076
24	Total	\$ 1,896,242	\$ (283,984)	\$ 1,612,258

Notes:

- (1) Funding Stability policy is applied on LADOT and Glendale Fare Units.
- (2) This percentage is applied as a deduction from Tier 2 operators' Incentive Programs allocation.

Bus Transit Subsidies FEDERAL FORMULA GRANTS

FEDERAL FORMULA GRANTS REVENUE ESTIMATES

Los Angeles County Share of Los Angeles-Long Beach-Anaheim UZA

1	<u>Section 5307 Urbanized Area Formula Grants:</u>		
	Estimated Revenue		\$ 238,529,742
2		Estimated Revenue	\$ 238,529,742
3		Off the Top:	
		1% Enhancement Allocation	<u>(2,385,297)</u>
4			<u>\$ 236,144,445</u>
5		85% Formula Allocation	\$ 200,722,778
6		15% Discretionary Allocation	<u>35,421,667</u>
7			<u>\$ 236,144,445</u>
8	<u>Section 5339 Bus and Bus Facilities Formula Grants:</u>		
	Estimated Revenue		\$ 22,023,612
	<u>Section 5337 State of Good Repair (LA County Share of LA UZA 2):</u>		
9	High Intensity Fixed Guideway:		
10	Directional Route Miles (DRM) Generated	\$ 28,966,276	
11	Vehicle Revenue Miles (VRM) Generated	<u>50,557,892</u>	
		<u>\$ 79,524,168</u>	
12	High Intensity Motorbus:		
13	Directional Route Miles (DRM) Generated	\$ 2,254,326	
14	Vehicle Revenue Miles (VRM) Generated	<u>2,489,280</u>	
		<u>\$ 4,743,606</u>	
15	Section 5337 State of Good Repair Total Estimated Revenue		\$ 84,267,774
16	Total Federal Formula Funds Available		\$ 344,821,128

FEDERAL FORMULA GRANTS

Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
	FY19 \$Allocation	Fund Exchanges	Adjusted \$ Allocation	FY19 \$Allocation	Fund Exchange	Adjusted \$ Allocation	FY19 \$Allocation	Fund Exchange	Adjusted \$ Allocation	
Included Operators:										
1 Metro Bus Ops	\$ 154,178,205	\$ (5,096,616)	\$ 149,081,589	\$ 14,859,009	\$ 7,164,603	\$ 22,023,612	\$80,035,762	\$ 4,232,012	\$ 84,267,774	\$ 255,372,975
Municipal Operators:										
2 Arcadia	369,461	40,538	409,999	40,538	(40,538)	-	-	-	-	409,999
3 Claremont	131,680	14,448	146,128	14,448	(14,448)	-	-	-	-	146,128
4 Commerce	683,524	74,997	758,521	74,997	(74,997)	-	-	-	-	758,521
5 Culver City	5,496,804	328,222	5,825,027	328,222	(328,222)	-	-	-	-	5,825,027
6 Foothill Transit	19,260,449	4,877,213	24,137,663	1,995,534	(1,995,534)	-	2,881,680	(2,881,680)	-	24,137,663
7 Gardena	3,826,622	279,004	4,105,626	279,004	(279,004)	-	-	-	-	4,105,626
8 La Mirada	136,077	14,931	151,008	14,931	(14,931)	-	-	-	-	151,008
9 Long Beach	17,571,367	1,266,315	18,837,682	1,415,981	(1,415,981)	-	150,334	(150,334)	-	18,837,682
10 Montebello	3,930,244	431,232	4,361,476	431,232	(431,232)	-	-	-	-	4,361,476
11 Norwalk	2,155,852	155,502	2,311,353	155,502	(155,502)	-	-	-	-	2,311,353
12 Redondo Beach	674,485	74,006	748,490	74,006	(74,006)	-	-	-	-	748,490
13 Santa Monica	15,464,648	(4,890,602)	10,574,046	1,018,737	(1,018,737)	-	90,661	(90,661)	-	10,574,046
14 Torrance	3,334,733	315,413	3,650,146	315,413	(315,413)	-	-	-	-	3,650,146
15 Sub-Total	73,035,947	2,981,219	76,017,166	6,158,544	(6,158,544)	-	3,122,675	(3,122,675)	-	76,017,166
Eligible Operators:										
16 Antelope Valley	1,274,783	488,410	1,763,193	22,119	(22,119)	-	466,292	(466,292)	-	1,763,193
17 LADOT	8,466,512	1,454,252	9,920,764	811,206	(811,206)	-	643,046	(643,046)	-	9,920,764
18 Santa Clarita	1,574,297	172,734	1,747,031	172,734	(172,734)	-	-	-	-	1,747,031
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	11,315,592	2,115,397	13,430,988	1,006,059	(1,006,059)	-	1,109,338	(1,109,338)	-	13,430,988
21 Total Excluding Metro	84,351,538	5,096,616	89,448,154	7,164,603	(7,164,603)	-	4,232,012	(4,232,012)	-	89,448,154
22 Grand Total	\$ 238,529,743	\$ -	\$ 238,529,743	\$ 22,023,612	\$ -	\$ 22,023,612	\$84,267,774	\$ -	\$ 84,267,774	\$ 344,821,129

Note: Totals may not add due to rounding.

CAPITAL ALLOCATION % SHARE CALCULATION

	OPERATOR	MILEAGE CALCULATION				ACTIVE FLEET CALCULATION						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (1) [Input]	Peak Bus Fixed Route (2) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (3) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	2,375,808	1,223,997	1,915,084	0.7691%	75	61	73.2	0	0.0	73.2	0.6603%
2	Arcadia DR	121,121	-	72,673	0.0292%	0	0	0.0	184	4.2	4.2	0.0377%
3	Arcadia MB	173,870	-	104,322	0.0419%	8	6	7.2	0	0.0	7.2	0.0649%
4	Claremont	61,600	-	36,960	0.0148%	0	0	0.0	222	5.0	5.0	0.0455%
5	Commerce	472,131	-	283,279	0.1138%	18	14	16.8	48	1.1	17.9	0.1614%
6	Culver City	1,843,707	-	1,106,224	0.4443%	56	47	56.0	0	0.0	56.0	0.5051%
7	Foothill	10,604,158	6,926,712	9,133,180	3.6678%	380	329	380.0	0	0.0	380.0	3.4276%
8	Gardena	1,767,897	-	1,060,738	0.4260%	58	43	51.6	0	0.0	51.6	0.4654%
9	LADOT	2,988,688	3,007,986	2,996,407	1.2033%	177	150	177.0	0	0.0	177.0	1.5966%
10	La Mirada	75,572	-	45,343	0.0182%	0	0	0.0	208	4.7	4.7	0.0426%
11	Long Beach	8,018,115	-	4,810,869	1.9320%	241	197	236.4	40	0.9	237.3	2.1405%
12	Montebello	2,427,395	78,899	1,487,997	0.5976%	72	67	72.0	40	0.9	72.9	0.6576%
13	Metro Bus Ops.	84,329,000	5,181,000	52,669,800	21.1520%	2,228	1,905	2,228.0	0	0.0	2,228.0	20.0967%
14	Norwalk	1,097,988	-	658,793	0.2646%	33	24	28.8	0	0.0	28.8	0.2598%
15	Redondo Beach	477,349	-	286,409	0.1150%	20	14	16.8	75	1.7	18.5	0.1669%
16	Santa Clarita	2,264,087	1,101,917	1,799,219	0.7226%	82	68	81.6	0	0.0	81.6	0.7360%
17	Santa Monica	5,289,000	395,000	3,331,400	1.3379%	200	162	194.4	0	0.0	194.4	1.7535%
18	Torrance	1,633,900	558,100	1,203,580	0.4834%	56	48	56.0	48	1.1	57.1	0.5150%
19	TOTAL	126,021,386	18,473,611	83,002,276	33.3333%	3,704	3,135	3,675.8	865	19.7	3,695.5	33.3333%

Notes:

Include only MTA Funded Programs:

(1) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode MB), Number of Active Vehicles in Fleet". LADOT's total active vehicles is reported separately.

(2) Source: NTD Report Form S-10 "Service Non-Rail (Mode MB), Vehicles Operated in Annual Maximum Service". LADOT's figure is from TPM excluding Community Dash.

(3) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode DR), Seating Capacity". Redondo Beach's Seating Capacity is apportioned between FAP and non-FAP vehicles.

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

OPERATOR	FARE UNITS				UNLINKED PASSENGERS		Gross Formula Share	Re-Allocate AVTA And Santa Clarita's Non-LA2 UZA Share	LA UZA 2 Net Formula Share
	Passenger Revenue [Input]	Base Fare \$ [Input]	Fare Units	1/2 of 1/3 Weight	Unlinked Passengers [Input]	1/2 of 1/3 Weight			
1 Antelope Valley	\$4,948,745	\$ 1.50	3,299,163	0.2851%	2,534,682	0.1115%	1.8260%	-1.7256%	0.1004%
2 Arcadia DR	6,428	0.50	12,856	0.0011%	32,609	0.0014%	0.0695%	0.0020%	0.0715%
3 Arcadia MB	5,979	0.50	11,958	0.0010%	34,619	0.0015%	0.1094%	0.0032%	0.1126%
4 Claremont	53,900	2.50	21,560	0.0019%	34,700	0.0015%	0.0637%	0.0019%	0.0656%
5 Commerce (1)	-	-	372,189	0.0322%	535,721	0.0236%	0.3309%	0.0097%	0.3405%
6 Culver City	3,188,559	1.00	3,188,559	0.2755%	5,070,970	0.2232%	1.4481%	0.0422%	1.4903%
7 Foothill	16,082,345	1.25	12,865,876	1.1118%	13,561,124	0.5968%	8.8041%	0.2568%	9.0609%
8 Gardena	2,365,626	1.00	2,365,626	0.2044%	3,069,594	0.1351%	1.2309%	0.0359%	1.2668%
9 LADOT	7,066,888	1.50	4,711,259	0.4071%	8,451,418	0.3719%	3.5789%	0.1044%	3.6833%
10 La Mirada	34,973	1.00	34,973	0.0030%	45,443	0.0020%	0.0659%	0.0019%	0.0678%
11 Long Beach	15,373,438	1.25	12,298,750	1.0628%	25,263,321	1.1118%	6.2471%	0.1822%	6.4294%
12 Montebello	4,744,970	1.10	4,313,609	0.3728%	6,239,176	0.2746%	1.9025%	0.0555%	1.9580%
13 Metro Bus Ops.	232,054,000	1.75	132,602,286	11.4586%	291,966,000	12.8489%	65.5562%	1.9124%	67.4685%
14 Norwalk	1,358,912	1.25	1,087,130	0.0939%	1,539,854	0.0678%	0.6861%	0.0200%	0.7061%
15 Redondo Beach	321,838	1.00	321,838	0.0278%	380,821	0.0168%	0.3265%	0.0095%	0.3360%
16 Santa Clarita	3,332,306	1.00	3,332,306	0.2880%	2,763,103	0.1216%	1.8682%	-1.0838%	0.7843%
17 Santa Monica	11,809,000	1.25	9,447,200	0.8164%	13,334,000	0.5868%	4.4945%	0.1311%	4.6257%
18 Torrance	2,585,000	1.00	2,585,000	0.2234%	3,860,000	0.1699%	1.3916%	0.0406%	1.4322%
19 TOTAL	\$305,332,907		192,872,138	16.6667%	378,717,155	16.6667%	100.0000%	0.0000%	100.0000%

Note:

(1) Commerce Fare Units are calculated as follows: ((Total Fare Units w/out MTA and Commerce) / (Total Unlinked Passengers w/out MTA and Commerce)) * Commerce's Unlinked Passengers.

FORM FFA10, SECTION 9 STATISTICS PASSENGER MILES IS USED TO CALCULATE AVTA AND SANTA CLARITA'S RE-ALLOCATION OF CAPITAL MONIES.

	ANTELOPE VALLEY			SANTA CLARITA		
	Passenger Miles	%	Re-Allocated Share	Passenger Miles	%	Re-Allocated Share
20 Non-LA 2 UZA (AV 123 for AVTA, AV 176 for Santa Clarita)	26,395,687	94.4999%	1.7256%	12,248,102	58.0165%	1.0838%
21 UZA number LA 2	1,536,277	5.5001%	0.1004%	8,863,293	41.9835%	0.7843%
22 Total	27,931,964	100.0000%	1.8260%	21,111,395	100.0000%	1.8682%

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LAUZA 2 NET FORMULA SHARE	85% FORMULA ALLOCATION	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange	Total Funds Available
				Project Title	Amount	Project Title	Amount				
1	Antelope Valley	0.1004%	\$ 201,588					\$ 201,588		\$ 488,410	\$ 689,998
2	Arcadia	0.1841%	369,461					369,461		40,538	409,999
3	Claremont	0.0656%	131,680					131,680		14,448	146,128
4	Commerce	0.3405%	683,524					683,524		74,997	758,521
5	Culver City	1.4903%	2,991,410	Facility Capacity Enhancement	1,576,268	Bus Stop Improvements	348,458	5,496,804		328,222	5,825,027
				Vehicle Lift Replacement	580,668			18,187,254		4,877,213	23,064,468
6	Foothill	9.0609%	18,187,254					18,187,254		4,877,213	23,064,468
7	Gardena	1.2668%	2,542,837	Electric Charging Station	1,163,785	Bus Stop Amenities	120,000	3,826,622		279,004	4,105,626
8	LADOT	3.6833%	7,393,317					7,393,317		1,454,252	8,847,569
9	La Mirada	0.0678%	136,077					136,077		14,931	151,008
10	Long Beach Transit	6.4294%	12,905,220	Bus Fleet Replacement	1,826,609	Bus Stop Improvements	652,118	17,571,367	(1) (300,000)	1,566,315	18,837,682
				Bus Fleet Expansion	1,887,420			17,571,367		1,566,315	18,837,682
				Regional Training	300,000			3,930,244		431,232	4,361,476
11	Montebello	1.9580%	3,930,244					3,930,244		431,232	4,361,476
12	Metro Bus Ops.	67.4685%	135,424,722	Purchase 35 60' ZEB	17,560,834	Patsaouras Plaza	1,192,649	154,178,205	(1),(2) 6,300,000	(11,396,616)	149,081,589
13	Norwalk	0.7061%	1,417,240	Route 7 Electric Bus Implementation	666,539	Bus Shelter Solar Lighting	72,073	2,155,852		155,502	2,311,353
14	Redondo Beach	0.3360%	674,485					674,485		74,006	748,490
15	Santa Clarita	0.7843%	1,574,297					1,574,297		172,734	1,747,031
16	Santa Monica	4.6257%	9,284,750	Replacement of Buses	6,179,898			15,464,648	(2) (6,000,000)	1,109,398	10,574,046
17	Torrance	1.4322%	2,874,672	Bus Fleet Expansion	460,061			3,334,733		315,413	3,650,146
18	Tri Agencies			DTLA Layover (Foothill/AVTA/LADOT)	3,219,586			3,219,586		-	3,219,586
19	TOTAL	100.0000%	\$ 200,722,778		\$ 35,421,668		\$ 2,385,298	\$238,529,744	\$ -	\$ (0)	\$ 238,529,744

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available ⁽¹⁾
1	Antelope Valley	0.1004%	\$ 22,119	\$ (22,119)	\$ -
2	Arcadia	0.1841%	40,538	(40,538)	-
3	Claremont	0.0656%	14,448	(14,448)	-
4	Commerce	0.3405%	74,997	(74,997)	-
5	Culver City	1.4903%	328,222	(328,222)	-
6	Foothill	9.0609%	1,995,534	(1,995,534)	-
7	Gardena	1.2668%	279,004	(279,004)	-
8	LADOT	3.6833%	811,206	(811,206)	-
9	La Mirada	0.0678%	14,931	(14,931)	-
10	Long Beach	6.4294%	1,415,981	(1,415,981)	-
11	Montebello	1.9580%	431,232	(431,232)	-
12	Metro Bus Ops.	67.4685%	14,859,009	7,164,603	22,023,612
13	Norwalk	0.7061%	155,502	(155,502)	-
14	Redondo Beach	0.3360%	74,006	(74,006)	-
15	Santa Clarita	0.7843%	172,734	(172,734)	-
16	Santa Monica	4.6257%	1,018,737	(1,018,737)	-
17	Torrance	1.4322%	315,413	(315,413)	-
18	TOTAL	100.0000%	\$ 22,023,612	\$ -	\$ 22,023,612

Note:

(1) Operators' shares of Section 5339 will be exchanged with Metro's share of Section 5307 allocation.

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

(Estimated - to be Adjusted to Actual apportionment)

LOS ANGELES COUNTY SHARE (UZA 2)	Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total \$ Allocation	Fund Exchange	Net Funds Available ⁽¹⁾
	DRM	DRM%	DRM \$Allocation	VRM	VRM%	VRM \$Allocation			
High Intensity Fixed Guideway:									
1 Metro (Including Metrolink)	462.9	99.763%	\$ 28,897,606	25,328,979	98.434%	\$ 49,765,918	\$ 78,663,524	\$ 860,644	\$ 79,524,168
2 Long Beach Transit	0.5	0.108%	31,214	60,628	0.236%	119,121	150,334	(150,334)	-
3 Santa Monica	0.6	0.129%	37,456	27,079	0.105%	53,204	90,661	(90,661)	-
4 Foothill Transit	-	0.000%	-	315,378	1.226%	619,649	619,649	(619,649)	-
5 Sub-total	464.0	100.000%	28,966,276	25,732,064	100.000%	50,557,892	79,524,168	-	79,524,168
High Intensity Motorbus:									
6 Antelope Valley	23.6	15.003%	338,221	118,674	5.145%	128,071	466,292	(466,292)	-
7 Foothill	39.4	25.048%	564,656	1,572,830	68.187%	1,697,374	2,262,031	(2,262,031)	-
8 Gardena		0.000%	-	-	0.000%	-	-	-	-
9 LADOT	35.1	22.314%	503,031	129,741	5.625%	140,015	643,046	(643,046)	-
10 Metro Bus Ops.	59.2	37.635%	848,418	485,385	21.043%	523,820	1,372,238	3,371,368	4,743,606
11 Sub-total	157.3	100.00%	2,254,326	2,306,630	100.000%	2,489,280	4,743,606	-	4,743,606
12 Total LA County Share - UZA 2	621.30		\$ 31,220,602	28,038,694	200.000%	\$ 53,047,172	\$ 84,267,774	\$ -	\$ 84,267,774

Note:

(1) Operators' shares of Section 5337 will be exchanged with Metro's share of Section 5307 allocation.

LOCAL SUBSIDIES

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

(In Order of Priority)

PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS		FY19 Allocation
1	Agoura Hills	\$ 68,564
2	Antelope Valley, Elderly & Disabled	399,700
3	Beverly Hills Taxi & Lift Van	22,896
4	Culver City Community Transit and LA County	62,641
5	Gardena, Hawthorne and LA County	176,583
6	Glendale Paratransit and La Canada Flintridge	256,769
7	Inglewood Transit and LA County	191,894
8	LA County (Whittier et al)	185,928
9	LA County (Willowbrook)	46,299
10	Los Angeles Taxi & Lift Van, City Ride	316,793
11	Los Angeles Dial-a-Ride, City Ride	1,102,820
12	Monrovia D.A.R. and LA County	171,933
13	Palos Verdes PTA D.A.R.	43,612
14	Palos Verdes PTA - PV Transit	394,132
15	Pasadena Community Transit, San Marino and LA County	400,592
16	Pomona Valley TA - E&D (Get About)	709,725
17	Pomona Valley TA General Public (VC)	71,157
18	Redondo Beach Community Transit and Hermosa Beach	16,254
19	Santa Clarita D.A.R.	657,930
20	West Hollywood (DAR)	284,307
21	West Hollywood (Taxi)	98,521
22	Whittier (DAR)	287,268
23	Sub-total	<u>\$ 5,966,317</u>
PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION		
24	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	\$ -
25	Santa Clarita - Local Fixed Route	-
26	Antelope Valley - Local Fixed Route	-
27	Foothill - Bus Service Continuation Project	-
28	Sub-total	<u>\$ -</u>
29	PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT	<u>\$ -</u>
30	PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES	<u>\$ -</u>

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)

(In Order of Priority)

Priority V: VOLUNTARY NTD DATA REPORTING		Estimate	Tier 2	FY19 Net
FY16 NTD Report Year			Deduction (1)	Allocation
31	City of Alhambra (MB and DR)	\$ 121,747		\$ 121,747
32	City of Artesia (DR)	6,634		6,634
33	City of Azusa (DR)	42,545		42,545
34	City of Baldwin Park (MB and DR)	98,028		98,028
35	City of Bell (MB/DR)	28,307		28,307
36	City of Bell Gardens (MB and DR)	62,607		62,607
37	City of Bellflower (MB and DR)	45,760		45,760
38	City of Burbank (MB)*	131,817	21,776	110,041
39	City of Carson (MB and DT)	190,320		190,320
40	City of Cerritos (MB)	96,041		96,041
41	City of Compton (MB)	59,090		59,090
42	City of Covina (DR)	24,370		24,370
43	City of Cudahy (MB and DR)	20,232		20,232
44	City of Downey (MB and DR)	93,537		93,537
45	City of Duarte (MB)	33,231		33,231
46	City of El Monte (MB and DR)	149,205		149,205
47	City of Glendora (MB and DR)	65,830		65,830
48	City of Glendale (MB)*	319,424	52,768	266,656
49	City of Huntington Park (MB)	45,339		45,339
50	City of Los Angeles -- Community DASH* (MB)	1,164,575	192,386	972,189
51	City of Los Angeles -- Department of Aging (DR)	195,587		195,587
52	LA County Dept. of Public Works -- Avocado Heights (MB)	15,534		15,534
53	LA County Dept. of Public Works -- East Valinda (MB)	21,876		21,876
54	LA County Dept. of Public Works -- East LA (MB and DR)	140,693		140,693
55	LA County Dept. of Public Works -- Willowbrook (MB)	34,889		34,889
56	LA County Dept. of Public Works -- King Medical (MB)	7,671		7,671
57	LA County Dept. of Public Works -- Athens (MB)	15,797		15,797
58	LA County Dept. of Public Works -- Lennnox (MB)	12,967		12,967
59	LA County Dept. of Public Works -- South Whittier (MB)	66,158		66,158
60	City of Lawndale (MB)	35,163		35,163
61	City of Lynwood (MB)	59,615		59,615
62	City of Malibu (DT)	23,183		23,183
63	City of Manhattan Beach (DR)	19,414		19,414
64	City of Maywood (DR)	17,077		17,077
65	City of Monterey Park (MB and DR)	104,404		104,404
66	City of Pasadena (MB)*	280,426	46,326	234,100
67	City of Pico Rivera (DR)	17,698		17,698
68	City of Rosemead (MB and DR)	73,494		73,494
69	City of Santa fe Springs (DR)	6,250		6,250
70	City of South Gate (DT and MB)	146,031		146,031
71	City of South Pasadena (DR)	12,056		12,056
72	City of West Covina (MB and DR)	104,459		104,459
73	City of West Hollywood (MB)	38,274		38,274
74	Sub-Total	\$ 4,247,355	\$ 313,256	\$ 3,934,099

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)

(In Order of Priority)

PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS			
75	Avalon Ferry Subsidy		\$ 650,000
76	Avalon Transit Services (Jitney and Dial-a-Ride)		300,000
77	Hollywood Bowl Shuttle Service		1,057,000
78		Sub-total	\$ 2,007,000
79	Total Expenditures		\$ 11,907,416
80	Reserves for contingencies (2)		4,007,777
81		Sub-total	15,915,193
82	Total Estimated Revenue		15,915,193
83	Surplus (Deficit)		\$ -

NOTES:

(1) Tier 2 Operators' shares have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.

(2) 5th Priority - locally funded systems which voluntarily reported NTD data for FY16 report year. This serves as a placeholder until the FY17 report year is completed. Exact amounts are TBD and may be higher, based upon actual FY19 FTA 5307 apportionment unit values.

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8

LOCAL JURISDICTION	Population DOF Report 2017 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
1 AGOURA HILLS	21,018	0.2052%	\$ 411,380	\$ 341,229	\$ 255,927	\$ 290,045	\$ 14,259		\$ -	\$ 1,312,840
2 ALHAMBRA	86,922	0.8487%	1,701,303	1,411,186	1,058,412	1,199,508	58,923			5,429,331
3 ARCADIA	57,374	0.5602%	1,122,967	931,472	698,618	791,751	38,898			3,583,706
4 ARTESIA	16,816	0.1642%	329,135	273,009	204,761	232,058	11,412			1,050,375
5 AVALON	3,718	0.0363%	72,771	60,362	45,272	51,308	5,000	3,718	148,677	383,390
6 AZUSA	49,762	0.4859%	973,979	807,890	605,930	686,707	33,739			3,108,246
7 BALDWIN PARK	75,537	0.7376%	1,478,467	1,226,349	919,781	1,042,397	51,207			4,718,202
8 BELL	36,408	0.3555%	712,605	591,087	443,325	502,424	24,689			2,274,129
9 BELLFLOWER	76,657	0.7485%	1,500,388	1,244,533	933,419	1,057,853	51,966			4,788,159
10 BELL GARDENS	42,824	0.4182%	838,184	695,251	521,449	590,964	29,037			2,674,885
11 BEVERLY HILLS	34,646	0.3383%	678,118	562,481	421,869	478,109	23,495			2,164,071
12 BRADBURY	1,107	0.0108%	21,667	17,972	13,479	15,276	5,000			73,395
13 BURBANK	105,033	1.0256%	2,055,785	1,705,219	1,278,942	1,449,437	71,197			6,560,579
14 CALABASAS	24,202	0.2363%	473,700	392,921	294,697	333,983	16,417			1,511,719
15 CARSON	93,674	0.9147%	1,833,458	1,520,805	1,140,628	1,292,684	63,499			5,851,074
16 CERRITOS	50,039	0.4886%	979,401	812,387	609,303	690,529	33,927			3,125,548
17 CLAREMONT	36,225	0.3537%	709,023	588,116	441,096	499,899	24,565			2,262,699
18 COMMERCE	13,064	0.1276%	255,698	212,095	159,075	180,281	8,869			816,018
19 COMPTON	100,050	0.9769%	1,958,254	1,624,320	1,218,266	1,380,672	67,820			6,249,331
20 COVINA	49,011	0.4786%	959,280	795,698	596,786	676,343	33,230			3,061,337
21 CUDAHY	24,411	0.2384%	477,790	396,315	297,242	336,867	16,559			1,524,774
22 CULVER CITY	40,103	0.3916%	784,926	651,076	488,317	553,414	27,193			2,504,926
23 DIAMOND BAR	57,066	0.5572%	1,116,939	926,471	694,868	787,501	38,689			3,564,468
24 DOWNEY	113,832	1.1115%	2,228,006	1,848,072	1,386,083	1,570,861	77,160			7,110,182
25 DUARTE	22,033	0.2151%	431,246	357,708	268,286	304,051	14,947			1,376,239
26 EL MONTE	114,268	1.1158%	2,236,539	1,855,150	1,391,392	1,576,878	77,455			7,137,415
27 EL SEGUNDO	16,717	0.1632%	327,198	271,402	203,556	230,692	11,345			1,044,191
28 GARDENA	60,721	0.5929%	1,188,477	985,810	739,373	837,939	41,166			3,792,766
29 GLENDALE	201,748	1.9699%	3,948,764	3,275,396	2,456,598	2,784,086	136,741			12,601,584
30 GLENORA	52,608	0.5137%	1,029,683	854,095	640,585	725,981	35,668			3,286,013
31 HAWAIIAN GARDENS	14,753	0.1441%	288,757	239,516	179,641	203,589	10,014			921,516
32 HAWTHORNE	87,662	0.8560%	1,715,787	1,423,200	1,067,422	1,209,720	59,424			5,475,553
33 HERMOSA BEACH	19,616	0.1915%	383,939	318,467	238,856	270,697	13,309			1,225,269
34 HIDDEN HILLS	1,885	0.0184%	36,895	30,603	22,953	26,013	5,000			121,463
35 HUNTINGTON PARK	59,383	0.5798%	1,162,289	964,088	723,081	819,475	40,259			3,709,192

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)

LOCAL JURISDICTION	Population DOF Report 2016 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
36 INDUSTRY (B)	440	0.0043%	8,612	7,143	5,358	6,072	-			27,185
37 INGLEWOOD	114,900	1.1219%	2,248,909	1,865,411	1,399,088	1,585,599	77,883			7,176,891
38 IRWINDALE	1,423	0.0139%	27,852	23,103	17,327	19,637	5,000			92,919
39 LA CANADA-FLINTRIDGE	20,497	0.2001%	401,183	332,770	249,583	282,855	13,906			1,280,298
40 LA HABRA HEIGHTS	5,463	0.0533%	106,926	88,692	66,521	75,388	5,000			342,527
41 LAKEWOOD	79,272	0.7740%	1,551,571	1,286,988	965,261	1,093,939	53,738			4,951,497
42 LA MIRADA	49,434	0.4827%	967,559	802,565	601,936	682,180	33,517			3,087,758
43 LANCASTER	157,820	1.5410%	3,088,972	2,562,221	1,921,706	2,177,888	106,971	157,820	6,310,964	16,168,721
44 LA PUENTE	40,455	0.3950%	791,816	656,790	492,603	558,272	27,432			2,526,913
45 LA VERNE	33,174	0.3239%	649,306	538,583	403,945	457,795	22,498			2,072,127
46 LAWDALE	33,365	0.3258%	653,045	541,684	406,271	460,431	22,627			2,084,058
47 LOMITA	20,403	0.1992%	399,343	331,244	248,439	281,558	13,843			1,274,426
48 LONG BEACH	480,173	4.6886%	9,398,307	7,795,649	5,846,859	6,626,301	325,430			29,992,547
49 LOS ANGELES CITY	4,041,707	39.4649%	79,107,331	65,617,449	49,214,122	55,774,832	3,106,532			252,820,266
50 LYNWOOD	71,997	0.7030%	1,409,179	1,168,877	876,676	993,546	48,808			4,497,087
51 MALIBU	12,742	0.1244%	249,396	206,867	155,154	175,837	8,651			795,905
52 MANHATTAN BEACH	35,488	0.3465%	694,598	576,151	432,122	489,728	24,066			2,216,664
53 MAYWOOD	28,016	0.2736%	548,350	454,842	341,139	386,616	19,002			1,749,949
54 MONROVIA	38,514	0.3761%	753,825	625,278	468,968	531,486	26,116			2,405,674
55 MONTEBELLO	63,917	0.6241%	1,251,032	1,037,698	778,290	882,043	43,332			3,992,394
56 MONTEREY PARK	61,606	0.6015%	1,205,799	1,000,179	750,150	850,152	41,766			3,848,045
57 NORWALK	105,526	1.0304%	2,065,434	1,713,223	1,284,945	1,456,240	71,531			6,591,373
58 PALMDALE	158,605	1.5487%	3,104,336	2,574,965	1,931,265	2,188,721	107,503	158,605	6,342,355	16,249,144
59 PALOS VERDES ESTATES	13,663	0.1334%	267,423	221,820	166,368	188,547	9,275			853,433
60 PARAMOUNT	55,923	0.5461%	1,094,567	907,915	680,950	771,727	37,915			3,493,074
61 PASADENA	143,333	1.3996%	2,805,421	2,327,023	1,745,304	1,977,970	97,153			8,952,871
62 PICO RIVERA	64,046	0.6254%	1,253,557	1,039,792	779,860	883,823	43,420			4,000,452
63 POMONA	155,306	1.5165%	3,039,766	2,521,406	1,891,094	2,143,195	105,267			9,700,728
64 RANCHO PALOS VERDES	42,884	0.4187%	839,358	696,225	522,180	591,792	29,078			2,678,633
65 REDONDO BEACH	68,907	0.6728%	1,348,700	1,118,711	839,051	950,904	46,714			4,304,079
66 ROLLING HILLS	1,922	0.0188%	37,619	31,204	23,403	26,523	5,000			123,749
67 ROLLING HILLS ESTATES	8,059	0.0787%	157,737	130,839	98,131	111,213	5,477			503,396
68 ROSEMEAD	54,984	0.5369%	1,076,188	892,670	669,516	758,769	37,278			3,434,422
69 SAN DIMAS	34,231	0.3342%	669,995	555,743	416,816	472,382	23,214			2,138,150
70 SAN FERNANDO	24,486	0.2391%	479,258	397,532	298,155	337,902	16,610			1,529,458

PROPOSITION A, PROPOSITION C, MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)

LOCAL JURISDICTION	Population DOF Report 2016 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
71 SAN GABRIEL	41,020	0.4005%	802,874	665,963	499,483	566,069	27,815			2,562,204
72 SAN MARINO	13,467	0.1315%	263,586	218,638	163,982	185,842	9,142			841,190
73 SANTA CLARITA	216,350	2.1125%	4,234,565	3,512,460	2,634,401	2,985,591	146,636	216,350	8,651,483	22,165,136
74 SANTA FE SPRINGS	18,291	0.1786%	358,005	296,956	222,722	252,413	12,411			1,142,507
75 SANTA MONICA	93,834	0.9162%	1,836,590	1,523,403	1,142,576	1,294,892	63,607			5,861,068
76 SIERRA MADRE	11,010	0.1075%	215,496	178,748	134,064	151,936	7,477			687,721
77 SIGNAL HILL	11,609	0.1134%	227,220	188,473	141,358	160,202	7,883			725,136
78 SOUTH EL MONTE	20,862	0.2037%	408,327	338,696	254,028	287,892	14,154			1,303,096
79 SOUTH GATE	98,633	0.9631%	1,930,519	1,601,315	1,201,011	1,361,118	66,859			6,160,823
80 SOUTH PASADENA	25,992	0.2538%	508,735	421,982	316,493	358,685	17,630			1,623,526
81 TEMPLE CITY	36,389	0.3553%	712,233	590,778	443,093	502,162	24,676			2,272,943
82 TORRANCE	147,101	1.4364%	2,879,171	2,388,197	1,791,185	2,029,967	99,706			9,188,227
83 VERNON (C)	209	0.0020%	4,091	3,393		2,884	5,000			15,368
84 WALNUT	30,134	0.2942%	589,805	489,228	366,929	415,844	20,437			1,882,243
85 WEST COVINA	107,813	1.0527%	2,110,197	1,750,353	1,312,792	1,487,800	73,081			6,734,223
86 WEST HOLLYWOOD	35,882	0.3504%	702,310	582,547	436,920	495,165	24,333			2,241,274
87 WESTLAKE VILLAGE	8,370	0.0817%	163,824	135,888	101,918	115,504	5,688			522,822
88 WHITTIER	87,708	0.8564%	1,716,687	1,423,947	1,067,982	1,210,355	59,455			5,478,426
89 UNINCORP LA COUNTY	1,053,030	10.2822%	20,610,696	17,096,030	12,822,292	14,531,625	1,571,018	109,504	4,378,886	71,010,546
90 TOTAL	10,241,278	100.0000%	\$200,450,000	\$166,268,000	\$124,701,077	\$141,327,800	\$8,190,639	645,997	\$25,832,364	\$ 666,769,880

NOTES:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2017 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

(2) Proposition A, Proposition C, Measure R and Measure M 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:

- (A) 15% of the estimated revenue is first awarded to the City of Los Angeles and Los Angeles County (30%-70% split) as Supplemental Allocation.
- (B) City of Industry has opted out of the TDA Article 3 program indefinitely.
- (C) City of Vernon has opted out of the Measure R Local Return program indefinitely.



Los Angeles County Metropolitan Transportation Authority

Amendment to the FY18 Transit Fund Allocations – STA & SB1

Fiscal Year 2018

July 1, 2017 – June 30, 2018

May 25, 2018

**Los Angeles County Metropolitan Transportation Authority
Transit Fund Allocations
Fiscal Year 2018**

ATTACHMENT B

AMENDMENT TO THE FY18 REVENUE ESTIMATES (STA AND SB1 ONLY)						
STATE AND LOCAL	FY18 Estimated Revenue	Carryover FY16 Budget vs Actual	Interest FY16 Actual	FY18 Total Funds Available	NOTE	FY17 Total Funds Available
Transportation Development Act:						
Planning & Administration:						
1 Planning - Metro	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000
2 Planning - SCAG	3,007,500	7,521		3,015,021		3,035,559
3 Administration - Metro	3,492,500	(7,521)		3,484,979		3,464,441
4 Sub-total	8,500,000	-	-	8,500,000		8,500,000
5 Article 3 Pedestrian & Bikeways 2.0000%	7,850,000	20,055		7,870,055		7,924,824
6 Article 4 Bus Transit 91.6536%	359,740,268	919,051	1,416,021	362,075,340		364,667,432
7 Article 8 Streets & Highways 6.3464%	24,909,732	63,638		24,973,370		25,188,543
8 Total	401,000,000	1,002,744	1,416,021	403,418,765	a	406,280,799
Proposition A:						
9 Administration 5.0000%	40,100,000	6,824		40,106,824		40,357,732
10 Local Return 25.0000%	190,475,000	n/a		190,475,000	c	188,978,750
11 Rail Development 35.0000%	266,665,000	45,377		266,710,377		268,378,917
Bus Transit: 40.0000%						
12 95% of 40% Capped at CPI 1.7500%	238,937,564	n/a		238,937,564	b	234,828,073
13 95% of 40% Over CPI	50,584,436			50,584,436	d	52,419,627
14 Sub-total	289,522,000	-		289,522,000		287,247,700
15 5% of 40% Incentive	15,238,000	2,593		15,240,593		15,335,938
16 Total	802,000,000	54,794		802,054,794	a	800,299,037
Proposition C:						
17 Administration 1.5000%	12,030,000	2,144		12,032,144		12,106,982
18 Rail/Bus Security 5.0000%	39,498,500	7,039		39,505,539		39,751,257
19 Commuter Rail 10.0000%	78,997,000	14,078		79,011,078		79,502,514
20 Local Return 20.0000%	157,994,000	n/a		157,994,000	c	156,752,900
21 Freeways and Highways 25.0000%	197,492,500	35,196		197,527,696		198,756,285
22 Discretionary 40.0000%	315,988,000	56,313		316,044,313		318,010,055
23 Total	802,000,000	114,770		802,114,770	a	804,879,993
State Transit Assistance:						
24 Bus (PUC 99314 Rev Base Share)	45,543,942	(14,490,130)	134,993	31,188,805	e	29,277,328
25 Rail (PUC 99313 Population Share)	34,257,053	(12,506,066)	41,581	21,792,568		29,665,148
26 Total	79,800,995	(26,996,196)	176,574	52,981,373		58,942,476
SB1 State Transit Assistance:						
27 Bus (PUC 99314 Rev Base Share)	27,137,519	-	-	27,137,519	e	-
28 Rail (PUC 99313 Population Share)	20,412,186	-	-	20,412,186		-
29 Total	47,549,704	-	-	47,549,704		-
SB1 State of Good repair:						
30 Bus (PUC 99314 Rev Base Share)	16,277,209	-	-	16,277,209	e	-
31 Rail (PUC 99313 Population Share)	12,243,323	-	-	12,243,323		-
32 Total	28,520,532	-	-	28,520,532		-

**Los Angeles County Metropolitan Transportation Authority
Transit Fund Allocations
Fiscal Year 2018**

ATTACHMENT B

AMENDMENT TO THE FY18 REVENUE ESTIMATES (STA AND SB1 ONLY)						
STATE AND LOCAL	FY18 Estimated Revenue	Carryover FY16 Budget vs Actual	Interest FY16 Actual	FY18 Total Funds Available	NOTE	FY17 Total Funds Available
Measure R:						
33 Administration	1.5000%	12,030,000	22,018	535,646		12,401,771
34 Transit Capital - "New Rail"	35.0000%	276,489,500	506,039	(1,143,270)		278,588,940
35 Transit Capital - Metrolink	3.0000%	23,699,100	43,375	1,752,117		25,063,336
36 Transit Capital - Metro Rail	2.0000%	15,799,400	28,917	(806,835)		16,099,796
37 Highway Capital	20.0000%	157,994,000	289,165	5,176,782		162,012,631
38 Operations "New Rail"	5.0000%	39,498,500	72,291	1,031,693		40,384,729
39 Operations Bus	20.0000%	157,994,000	289,165	(234,359)		158,958,494
40 Local Return	15.0000%	118,495,500	n/a	(51)	c	117,554,748
41 Total		802,000,000	1,250,970	6,311,723	a	811,064,445
Measure M:						
Local Return Supplemental & Administration:						
36 Administration	0.5000%	3,923,785	-	3,923,785	f	-
37 Supplemental transfer to Local Return	1.0000%	7,504,715	n/a	7,504,715	c,g	-
38 Sub-total		11,428,500		11,428,500		
39 Local Return Base	16.0000%	120,075,440	n/a	120,075,440	c,g	-
40 Metro Rail Operations	5.0000%	37,523,575	-	37,523,575		-
41 Transit Operations (Metro & Municipal Providers)	20.0000%	150,094,300	-	150,094,300		-
42 ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	15,009,430	-	15,009,430		-
43 Transit Construction	35.0000%	262,665,025	-	262,665,025		-
44 Metro State of Good Repairs	2.0000%	15,009,430	-	15,009,430		-
45 Highway Construction	17.0000%	127,580,155	-	127,580,155		-
46 Metro Active Transportation Program	2.0000%	15,009,430	-	15,009,430		-
47 Regional Rail	1.0000%	7,504,715	-	7,504,715		-
48 Total		761,900,000	-	761,900,000		-
49 Total Funds Available		\$ 3,724,771,231	\$ (24,572,918)	\$ 7,904,318		\$ 3,708,102,632
Total Planning & Admin Allocations:						
50 (Lines 4, 9, 17, 27 and 36)		\$ 76,583,785	\$ 30,985	\$ 535,646		\$ 77,150,416
						\$ 73,366,485

Notes:

- a) The revenue estimate is 2.6% over the FY17 revenue estimate based on several economic forecasts evaluated by MTA.
- b) CPI of 1.75% represents the average estimated growth rate based on various forecasting sources and historical trends 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 carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- e) STA and SB1 revenue estimate from the State Controller's office is reduced by 10% for the revenue and population based share due to anticipated shortfall of FY18 revenue.
- f) Revenues for Measure M's inaugural year are estimated to approximate 95 percent of the Proposition A, C and Measure R revenues. This is based on past history with new sales tax ordinance receipts. The remaining 5 percent will carryover to FY19.
- g) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% administration.

**Los Angeles County Metropolitan Transportation Authority
Transit Fund Allocations
Fiscal Year 2018**

ATTACHMENT B

STATE AND LOCAL FUNDS													
	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1 ⁽¹⁾		Total State and Local Funds	
	TDA Article 4 + Interest	STA+ Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair		
Included Operators:													
1	Metro Bus Ops	\$ 262,223,136	\$ 23,130,313	\$ 175,614,272	\$ 460,967,721	\$ 28,586,677	\$ 19,774,680	\$ 108,667,922	\$ 6,653,343	\$ 103,730,543	\$ 18,754,807	\$ 11,099,813	\$ 758,235,505
Municipal Operators:													
2	Arcadia	266,793	22,981	176,060	465,834	7,164	83,478	108,213	17,288	103,062	18,634	-	803,674
3	Claremont	151,235	13,027	99,802	264,064	3,104	53,534	61,342	7,368	58,422	10,563	-	458,398
4	Commerce	416,134	35,845	274,611	726,590	40,716	1,072,350	168,786	32,878	160,753	29,065	17,202	2,248,339
5	Culver City	5,172,364	445,542	3,413,301	9,031,207	374,954	2,026,429	2,097,944	140,984	1,998,085	361,260	213,808	16,244,671
6	Foothill Transit	23,116,173	1,991,204	16,562,423	41,669,800	900,983	9,440,544	9,376,067	816,437	8,929,782	1,614,533	955,542	73,703,689
7	Gardena	5,116,125	440,698	3,376,188	8,933,011	237,924	2,403,348	2,075,133	121,059	1,976,360	357,332	211,483	16,315,650
8	La Mirada	111,396	9,596	73,511	194,503	3,413	25,750	45,183	6,658	43,032	7,780	-	326,320
9	Long Beach	22,700,848	1,929,586	14,782,570	39,413,004	1,745,933	9,620,121	9,085,927	613,168	8,653,452	1,564,571	925,973	71,622,149
10	Montebello	7,932,178	683,270	5,234,533	13,849,980	470,252	3,588,089	3,217,342	190,109	3,064,202	554,017	327,889	25,261,881
11	Norwalk	2,883,178	248,354	2,181,987	5,313,519	91,421	779,954	1,169,435	55,649	1,113,772	201,373	119,181	8,844,305
12	Redondo Beach	698,276	60,149	460,800	1,219,224	26,272	222,623	283,225	27,001	269,744	48,771	28,864	2,125,724
13	Santa Monica	25,160,976	1,650,507	12,644,542	39,456,025	1,099,488	6,710,491	7,771,814	454,854	7,401,889	1,338,285	792,048	65,024,893
14	Torrance	6,126,528	527,733	4,042,964	10,697,226	252,968	3,496,989	2,484,959	134,498	2,366,679	427,903	253,249	20,114,471
15	Sub-Total	99,852,204	8,058,493	63,323,292	171,233,989	5,254,592	39,523,700	37,945,371	2,617,952	36,139,236	6,534,087	3,845,238	303,094,164
Eligible Operators:													
16	Antelope Valley	-	-	4,381,932	4,381,932	201,215	1,930,436	2,382,333	186,720	2,268,938	410,231	242,790	12,004,594
17	LADOT	-	-	20,963,711	20,963,711	1,308,803	7,306,995	4,869,857	356,991	4,638,060	838,576	496,301	40,779,294
18	Santa Clarita	-	-	4,444,800	4,444,800	203,699	2,376,679	2,416,512	184,995	2,301,490	416,117	246,274	12,590,564
19	Foothill BSCP	-	-	4,592,402	4,592,402	-	903,740	1,066,812	-	1,016,034	183,702	108,722	7,871,412
20	Sub-Total	-	-	34,382,845	34,382,845	1,713,717	12,517,850	10,735,514	728,705	10,224,521	1,848,625	1,094,087	73,245,864
Tier 2 Operators:													
21	LADOT Community Dash	-	-	4,712,808	4,712,808	-	-	-	-	-	-	-	4,712,808
22	Glendale	-	-	674,726	674,726	-	-	-	-	-	-	-	674,726
23	Pasadena	-	-	472,954	472,954	-	-	-	-	-	-	-	472,954
24	Burbank	-	-	139,512	139,512	-	-	-	-	-	-	-	139,512
25	Sub-Total	-	-	6,000,000	6,000,000	-	-	-	-	-	-	-	6,000,000
26	Lynwood Trolley	-	-	-	-	-	215,801	-	-	-	-	-	215,801
27	Total Excluding Metro	99,852,204	8,058,493	103,706,137	211,616,833	6,968,308	52,257,351	48,680,884	3,346,657	46,363,757	8,382,712	4,939,326	382,555,829
28	Los Angeles County											238,071	238,071
29	Grand Total	\$ 362,075,340	\$ 31,188,805	\$ 279,320,409	\$ 672,584,554	\$ 35,554,985	\$ 72,032,031	\$ 157,348,806	\$ 10,000,000	\$ 150,094,300	\$ 27,137,519	\$ 16,277,209	\$ 1,141,029,405

Note:

(1) Metro will follow Measure R allocation methodology for STA and SGR portion of SB1.

**Los Angeles County Metropolitan Transportation Authority
Transit Fund Allocations
Fiscal Year 2018**

ATTACHMENT B

Senate Bill 1 - Road Repair and Accountability Act of 2017					
Operators	Measure R %Share ⁽¹⁾	SB1 - STA Allocation	SB1 - SGR		Total Funds
			% share ⁽³⁾	\$ Allocation	
<u>Included Operators:</u>					
1 Metro Bus Ops	69.1102%	\$ 18,754,807	69.2045%	\$ 11,099,813	\$ 29,854,619
2 Arcadia ⁽²⁾	0.0687%	18,634	0.0000%	-	18,634
3 Claremont ⁽²⁾	0.0389%	10,563	0.0000%	-	10,563
4 Commerce	0.1071%	29,065	0.1072%	17,202	46,266
5 Culver City	1.3312%	361,260	1.3330%	213,808	575,068
6 Foothill	5.9494%	1,614,533	5.9576%	955,542	2,570,075
7 Gardena	1.3167%	357,332	1.3185%	211,483	568,815
8 La Mirada ⁽²⁾	0.0287%	7,780	0.0000%	-	7,780
9 Long Beach	5.7653%	1,564,571	5.7732%	925,973	2,490,544
10 Montebello	2.0415%	554,017	2.0443%	327,889	881,906
11 Norwalk	0.7420%	201,373	0.7431%	119,181	320,554
12 Redondo Beach DR	0.0056%	1,512	0.0056%	895	2,406
13 Redondo Beach MB	0.1741%	47,259	0.1744%	27,970	75,229
14 Santa Monica	4.9315%	1,338,285	4.9382%	792,048	2,130,333
15 Torrance	1.5768%	427,903	1.5789%	253,249	681,152
<u>Eligible Operators:</u>					
16 Antelope Valley	1.5117%	410,231	1.5137%	242,790	653,021
17 Santa Clarita	1.5334%	416,117	1.5355%	246,274	662,390
18 LADOT Local	2.0430%	554,428	2.0458%	328,132	882,559
19 LADOT Express	1.0471%	284,148	1.0485%	168,170	452,318
20 Foothill BSCP	0.6769%	183,702	0.6779%	108,722	292,424
21 Total Municipal Operators	30.8898%	8,382,712	30.7955%	4,939,326	13,322,038
22 County of Los Angeles				238,071	238,071
23 Total Funds Allocated	100.0000%	\$ 27,137,519	100.0000%	\$ 16,277,209	\$ 43,176,657

Notes:

(1) Metro will follow Measure R allocation methodology for STA and SGR portion of SB1.

(2) No SB1- SGR funds are allocated because SGR projects were not submitted.

(3) SB1 - SGR percentage share are based on Measure R allocation and subject to redistribution based on submittal of eligible project listings.

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax revenue estimate is 3.4% over FY 2018 budget based upon review of several economic forecasts.
- Consumer price index (CPI) of 2.25% represents a composite index from several economic forecasting sources and is applied to Proposition C 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 FY 2018 allocation.
- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a new program funded by the increase in Vehicle License Fees. In order to be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.
- Proposition A 95% of 40% growth over inflation (GOI) revenue of \$60.4 million is used to fund formula equivalents for Eligible and Tier 2 operators.
- Proposition 1B PTMISEA Bridge funding allocation represents the 2nd of three installments of FY 2015 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.
- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

Bus Transit Subsidies (\$1,228.1M)**Formula Allocation Procedure (\$727.2M)**

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 FY 2017 Transit Performance Measures (TPM) data for the FY 2019 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 a 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.

In FY 2008, the Board set aside \$18.0 million from GOI fund to provide operating assistance to Tier 2 Operators including LADOT Community Dash, Glendale, Pasadena and Burbank fixed route transit programs. Allocation is calculated using the same methodology as in the FAP and does not negatively impact the existing Included and Eligible Operators. This program was funded \$6.0 million each year for three years beginning FY 2011. With the Board's approval, we will continue to fund this program in FY 2019 in the amount of \$6.0 million.

Measure R Allocations (\$164.7M)

- **Measure R 20% Bus Operations (\$164.7M)**
Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.
- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$0.0M)**
Measure R ordinance also provides a lump sum allocation of \$150.0 million 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 even year. No allocation this year as this is an odd year.

Measure M 20% Transit Operations (\$166.3M)

Measure M, approved by voters of Los Angeles County in November, 2016 to improve transportation and ease traffic congestion. As defined in Section 3 of the Measure M

Ordinance, the 20% Transit Operations share is allocated according to FAP calculation methodology to Included and Eligible Operators.

Proposition C 5% Security (\$37.1M)

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 on 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 (\$75.9M)

The following programs are funded with Prop C 40% Discretionary funds:

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program 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.
- **Zero-Fare Compensation.** The City of Commerce is allocated 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 is 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 BOS in November 1995.
- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion. The TSE Program continues for eight Municipal Operators including Culver City, Foothill Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT 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 Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello and Torrance.

- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding. Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.
- **Proposition 1B Bridge Funding Program.** The Bridge Funding Program was 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 continues through the life of the bond as approved by the Board in September 2009. For FY 2019, Bridge Funding allocation for the Transit Modernization (PTMISEA) account represents the 2nd of three installments the operators earned from FY 2015 Proposition 1B allocation; Bridge Funding for the Security account represents the full funding earned from the FY 2015 allocation.

Federal Funds (\$344.8M)

Section 5307 Urbanized Formula Program (\$238.5M)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY 2019, \$238.5 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 vehicles, unlinked boardings, passenger revenue and base fare. The 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its April 18, 2017 meeting, the BOS allocated \$300,000 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 funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

Section 5339 Bus and Bus Facilities (\$22.0M)

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or "MAP 21". The Program provides capital funding to replace, rehabilitate

and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY 2019, \$22.0 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

Section 5337 State of Good Repair (\$84.3M)

Section 5337 provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. 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 FY 2019, \$79.5 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 FY 2019, \$4.7 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 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 (\$15.9M)

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 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.

At its May 18, 2017 meeting, the Local Transit System Subcommittee (LTSS) approved an additional \$50,000 to Avalon's Transit Services annual subsidy increasing the funding level to \$300,000, and the Hollywood Bowl Shuttles subsidy remains at \$1,057,000.

Local Returns (\$632.7M)

Proposition A 25% (\$200.5M)

Proposition C 20% (\$166.3M)

Measure R 15% (\$124.7M)

Measure M 17% (\$141.3M)

Local Return 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, Measure R and Measure M ordinances. The City of Vernon opted out of the Measure R Local Return program indefinitely.

TDA Article 3 funds (\$8.2M)

TDA Article 3 funds are for Bicycle and Pedestrian Facilities and split into two parts:

- The 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 85% of the funds are 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 (TAC) have approved this redistribution methodology in prior years, and it remains unchanged.

TDA Article 8 funds (\$25.8M)

TDA Article 8 funds are allocated to areas within Los Angeles County, but outside the Metro service area. This includes allocations to Avalon, Lancaster, Palmdale, Santa Clarita and portions of unincorporated areas of Los Angeles County. The amount of TDA funds for Article 8 allocation is calculated based on the proportionate population of these areas to the total population of Los Angeles County.

Los Angeles County Metropolitan Transportation Authority
2019 Transit Fund Allocations

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2018-2019 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.

Los Angeles County Metropolitan Transportation Authority
2019 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 2018-19 to each claimant for each of the purposes as specified in Attachments A.
- 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

**Los Angeles County Metropolitan Transportation Authority
2019 Transit Fund Allocations**

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 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, 2018.

MICHELE JACKSON
Board Secretary

DATED:
(SEAL)



Board Report

File #: 2018-0332, File Type: Program

Agenda Number: 11.

2nd REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 20, 2018

SUBJECT: FY 2018-19 METROLINK ANNUAL WORK PROGRAM BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Los Angeles County Metropolitan Transportation Authority’s (LACMTA) share of the Southern California Regional Rail Authority’s (SCRRA) FY 2018-19 Budget Transmittal dated April 30, 2018, Annual Work Program totaling \$125,508,211 for programs as detailed in Attachment A;
- B. REPROGRAMMING the use of \$10,360,333 in Deferred Revenue to fund LACMTA’s share of costs detailed in Attachment A;
- C. REPROGRAMMING the use of \$5,000,000 in TVM funds to fund a portion of LACMTA’s share of costs detailed in Attachment A;
- D. APPROVING the Conceptual Design Study for Tunnel 25 in the amount of \$750,000.
- E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for the Rehabilitation and Renovation Program as follows:
 - 1. FY 2013-14 from June 30, 2018 to June 30, 2019 - \$28,750
 - 2. FY 2014-15 from June 30, 2018 to June 20, 2019 - \$1,177,032
- F. APPROVING the FY19 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; and
- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding.

ISSUE

The SCRRA Joint Exercise of Powers Agreement (JPA) requires the member agencies to annually approve their individual share of the Southern California Regional Rail Authority’s budget (Please refer to Attachment B - SCRRA FY 2018-19 Budget Transmittal dated April 30, 2018).

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.

Staff is recommending an approval of LACMTA’s share of the SCRRA FY19 Metrolink budget totaling \$125,508,211 for programs detailed in Attachment A. The SCRRA overall FY19 Budget request for new programming from all Member Agencies consists of \$150.6 million for Commuter Rail operations, \$200.8 million for Rehabilitation and Renovation projects and \$24.5 million for New Capital projects (Refer to Attachment B).

It should be noted that within the FY19 Budget request for Rehabilitation and Renovation projects, SCRRA identified \$5,833,686 for 12 projects which were included in the FY 18 and FY 19 All Share and River Subdivision projects. LACMTA staff agrees with this assessment, contribution share, the need for these projects and that they should be programmed through SCRRA’s annual work program, but they should be coordinated and executed through the LINK Union Station project.

Metrolink Operations:

For FY 19, LACMTA’s share of SCRRA’s Operations is \$75,119,645 which is a projected increase of \$3.5 million (4.8%) over FY18 levels (refer to Table 1). This increase is attributable to reduced dispatch and rail freight traffic revenues, increased costs for train operations and equipment maintenance, contractual escalation and the new marketing initiative as well as potential costs due to legal claims. The FY19 SCRRA budget anticipates the operation of 172 weekday and 90 weekend trains, no new service and no fare increase.

LACMTA staff continues to work with SCRRA to control and maintain an efficient level of operating and maintenance costs.

TABLE 1 - METROLINK OPERATIONS BUDGET SUMMARY (\$000)				
	FY18	FY19	DIFF.	CHANGE *
Expenses	\$ 243,045	\$ 251,356	\$ 8,311	3.4%
Revenues	\$ 100,646	\$ 100,806	\$ 160	0.2%
Member Agency	\$ 142,399	\$ 150,550	\$ 8,151	5.7%
Metro Subsidy	\$ 71,659	\$ 75,120	\$ 3,461	4.8%
Metro Share of	50.3%	49.9%		

* Numbers may be subject to minor rounding

KEY HIGHLIGHTS OF THE PROPOSED FY 19 BUDGET ARE AS FOLLOWS:

Right-of-Way (ROW) Security Services Provided by L.A. Sheriffs (LASD) - \$2,449,478

SCRRA contracts with the LASD to provide core security and fare enforcement services on board trains and at stations. In addition to core security services, LACMTA provides additional funding to SCRRA for 9.5 LASD full time equivalents (FTEs) to provide a dedicated LASD presence along LACMTA owned ROW resulting in quicker LASD responses to incidents along the ROW within Los Angeles County.

Regional Rail has been meeting with LACMTA's Systems Security and Law Enforcement Chief and SCRRA to determine the feasibility of including the 9.5 ROW FTE function in LACMTA's LASD contract to realize a more efficient deployment of LASD officers along LACMTA owned ROW since the LASD officers for both LACMTA and SCRRA are from the same LASD command. These combined efficiencies would also assist with deterring homeless encampments and reduce incidents as a result of the enhanced security presence. Although Regional Rail would fund these services, Regional Rail staff is proposing that LACMTA's Security and Law Enforcement administer this program to provide oversight, coordination and collaboration of SCRRA's Metrolink's security and law enforcement services.

Antelope Valley Line Contract Security & LASD Program - \$1,657,895

Working with SCRRA, LACMTA modified the former AVL 100% Fare Enforcement Program due to Amtrak not being able to fully staff the program. As a result, the Antelope Valley Line (AVL) Contract Security and LASD Program (formerly the AVL 100% Fare Enforcement Program) was implemented in October 2017. The new blended approach of utilizing security officer deployments to achieve an increased security presence and enhanced fare enforcement coverage along the AVL has been very successful. SCRRA is reporting that fare evasion is lower, down an estimated 3.5% from prior to the program's implementation. The new security officer deployments supplement the existing LASD and Amtrak conductor security and fare enforcement functions.

Special Event Services - \$250,000

An additional \$250,000 in funding to provide commuter rail service for these large scale events which usually occur during peak commuter hours is requested for the following special events:

1. Los Angeles County Fair Trains
2. L.A. Rams Games
3. CicLAvia Events
4. Dodgers/Angels Trains
5. Any other special services/events which may occur.

Additional Funds for Enhanced LACMTA ROW Maintenance - \$2,500,000

LACMTA owns approximately 150 miles of ROW in Los Angeles County which is maintained by SCRRA. This SCRRA is responsible for maintenance includes the within first 20 feet of from the centerline of each side of the Metrolink tracks LACMTA ROW and is funded through LACMTA's

operating subsidy outlined in Attachment A. Anything beyond the 20 feet of the ROW is also maintained by SCRRA but is funded and managed by LACMTA's Operations department under a separate MOU. The LACMTA Operations department maintenance MOU with SCRRA includes all LACMTA ROW clean up beyond 20 feet and any requests originating from customer, resident and city official complaints. However, each year SCRRA demands exceed the allotted budget provided by LACMTA resulting in maintenance delays and deferrals until new funding becomes available in the next fiscal year. With the increase of safety concerns which sometimes result in trespasser fatalities on LACMTA owned ROW, Regional Rail is requesting that the LACMTA Board approve augmenting the LACMTA Operations department MOU funding of \$2 million with \$500,000 of Deferred Revenue surplus funds already in SCRRA's possession to enhance safety and accessibility and keep LACMTA ROW properly maintained. An additional one-time request of up to \$500,000 for homeless encampment enforcement to include dedicated law enforcement deputy personnel to work homeless encampment issues along the ROW and mental health practitioners to assist in providing reentry services to this at risk population. ~~In addition, a one-time \$1,500,000 will go towards ROW clean up within the LACMTA ROW to enhance safety and accessibility to complete State of Good Repair projects.~~

Rehabilitation & Capital - \$41,731,193

SCRRA's FY 2018-19 LACMTA budget request is \$124M for LACMTA FY 18 back log state of good repair and new FY19 rehabilitation and capital requests (Refer to Attachment B). To aid LACMTA in becoming familiar and understand the asset condition of the rehabilitation projects, LACMTA along with our consultant WSP partnered with SCRRA to conduct site visits on 20 projects that were a representative sampling of the range of rehabilitation projects consisting of Tunnel 25, culverts, rail and ties, signals/communications, trenching, draining and grading projects. On the Metrolink San Bernardino Line projects, San Bernardino County Transportation Authority staff joined us on the site visits as well. In general, staff is working with SCRRA to prioritize state of good repair projects especially on tracks and structures to maintain safety and service. In the last two years, LACMTA has provided at total of \$48.5 million for over 71 rehabilitation and capital projects in FY 17 and FY 18. Of the FY 17 and FY 18 rehabilitation projects, SCRRA staff was able to achieve a cost savings of at least 25% mainly due to the economy of scale factor by lumping groups of culvert projects together. Therefore, LACMTA staff is requesting SCRRA to consider redirecting these cost savings to more urgent track and structure projects listed in Attachment D. Attachment D is a representative sampling of tracks and structure rehabilitation projects.

Staff is recommending programming funds in the amount of \$41,731,193 for up to 72 rehabilitation projects that consists of FY 18 and FY 19 All Share, FY 18 and FY 19 River, FY 18 and FY 19 Line Specific and FY 19 Special projects listed in Attachment C. In addition, some rehabilitation projects in the FY 18 and FY 19 All Share and River include tracks, turnouts, signals and communications at Los Angeles Union Station which is a part of the Link Union Station Project and therefore, funding for approximately 12 rehabilitation projects will be covered under the Link Union Station project.

SCRRA requested of \$10,792,750 for rehabilitation of Tunnel 25. Tunnel 25 is a 1.3 mile long section

in North Los Angeles County within the City of Santa Clarita on the Antelope Valley Line. The tunnel was built in 1875 with a timber support structure and retrofitted in 1921 with a concrete liner. LACMTA staff joined a site condition assessment conducted by SCRRA staff on April 29 - 30, 2018. Upon review, staff identified \$750,000 of immediate rehabilitation work based on the existing conditions of the drainage system and track structure in the tunnel. SCRRA and LACMTA staff concur that the immediate rehabilitation work on the drainage system, tracks and ties should be funded through the annual work program and long term improvements will be determined through a conceptual design study led by LACMTA staff as highlighted in recommendation D above.

Since SCRRA's project delivery schedule of completing these projects is approximately 4 years with a projected cash flow of 5 % first year, 30% second year, 30% third year and 35% the final year, LACMTA staff will budget accordingly on an annual basis.

Metrolink Infrastructure Rehabilitation Plan (MIRP)

SCRRA embarked upon an age based 25 year comprehensive infrastructure rehabilitation plan that did not include rolling stock or facilities. Per the Federal Transit Administration (FTA) latest update dated March 6, 2018, FTA's Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets (rolling stock, equipment, facilities and infrastructure) in order to achieve or maintain a state of good repair. As such, the age of an asset does not necessarily mean the asset is in poor condition that is in need of immediate repair. SCRRA staff is working on updating their MIRP to exclude projects that Metro already programmed for funding.

Extend Lapsing Date of Rehabilitation/Renovation Funds

This recommended board action extends SCRRA's FY 2013-14 and FY 2014-15 funding in the amount of \$1,205,782 from expiring on June 30, 2018 to June 30, 2019. SCRRA rehabilitation and renovation projects span over multiple years to maximize economy of scale and take advantage of matching federal funds. As a result, funds programmed over multiple years may not be completely invoiced prior to lapsing and LACMTA does not recognize project completion until we are invoiced. In FY15 LACMTA extended the lapsing period to four years and extended the lapsing dates of several MOUs. SCRRA has reassured staff that their work is in progress and will be completed and invoiced within a year.

Reprogramming TVM funds

SCRRA awarded Innovation in Transportation Inc. \$12,650,000 on March 23, 2018 (in lieu of SCRRA's estimated cost of \$30,700,000 in May 2015) to proceed with implementation of their TVM replacement project of which Metro's share of the cost is approximately up to \$8,100,000. Since Metro's share has been reduced from \$13,100,000 to up to \$8,100,000, ~~the original LACMTA board approved programmed amount was \$31,074,000, there~~ staff is requesting to reprogram an identified surplus excess of \$5,000,000 for SCRRA's FY 19 tracks and structure rehabilitation projects (listed in Attachment C) ~~available for LACMTA reprogramming during this implementation process.~~

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. For FY19, staff is recommending the reimbursement rate remain at \$1.10, the same as for FY18, and that the existing EZ Transit Pass cap of \$5,592,000 be honored.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

LACMTA's total FY19 Annual Work Program programming authority recommendation is \$125,508,211 for programs which consist of funding from \$75,116,685 Prop C 10%/ Measure M 1%, \$35,031,193 Measure R 3%, \$5,000,000 Previous Programming and \$10,360,333 Deferred Revenue funds as described in Attachment A.

SCRRA has a delivery schedule of four years and if it exceeds the projected cash flow of 5 % first year, 30% second year, 30% third year and 35% the final year, LACMTA will need to consider other funding sources which may include debt service against Measure R 3%.

Although LACMTA staff is recommending funding SCRRA's closed session claims, LACMTA will pay remit payment on a reimbursable basis upon receiving proper documentation of proof of payment once claim are actually paid. Therefore, LACMTA will not include \$1,565,250 in the quarterly Operations subsidy payments.

This is a programming action. The Cost Center Manager will be responsible for annual budget funding allocations.

ALTERNATIVES CONSIDERED

As a member of the JPA, LACMTA is required to approve its annual share of the SCRRA budget. However, the LACMTA Board could elect to authorize a higher capital/rehabilitation budget amount. LACMTA staff does not recommend this option since the recently completed APTA Peer Review on Metrolink Infrastructure Rehabilitation Plan initiated by SCRRA identified an annual average rehabilitation budget of \$57 million with LACMTA's share estimated at approximately \$30 million. Staff is recommending an FY19 LACMTA funding allocation of \$41 million.

NEXT STEPS

Staff is working collaboratively with SCRRA staff to prioritize urgent track and structure rehabilitation projects to maintain safety and service. Staff will provide progress reports on SCRRA's rehabilitation and capital projects through the Regional Rail Quarterly Report. The SCRRA Board is scheduled to adopt its FY19 Budget on June 29, 2018. LACMTA staff will monitor implementation of SCRRA's budget and report back to the LACMTA Board with any issues requiring Board action.

Staff will continue to work with SCRRA to determine a long term capital rehabilitation approach towards bringing Tunnel 25 to an optimized State of Good Repair.

ATTACHMENTS

Attachment A - LACMTA Share of Metrolink Programming for FY 19

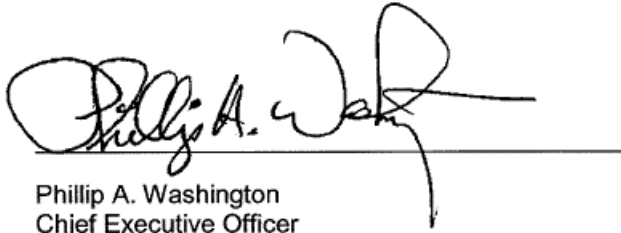
Attachment B - SCRRA FY 2018-19 Budget Transmittal dated April 30, 2018

Attachment C - FY 19 List of Programming Funds for Rehabilitation and Capital Projects

Attachment D - List of Representative Sampling of Tracks and Structures

Prepared by: Yvette Reeves, Principal Transportation Planner (213) 418-3176
Jeanet Owens, Sr. Executive Officer, Regional Rail (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Mgmt. Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - LACMTA Share of Metrolink Programming for FY 19

Operations	Recommended Amount
Commuter Rail Operations	\$71,643,540
New Marketing Initiative ¹	\$ 1,910,855
Closed Session Claims ³	\$ 1,565,250
Subtotal Operations	\$75,119,645
Enhanced Operations	
Enhanced L.A. County ROW Security ¹	\$ 2,449,478
Antelope Valley Line Contract Security & LASD Program	\$ 1,657,895
One-Time Special Events	\$ 250,000
Enhanced L.A. County ROW Maintenance Outside 20 ft ¹	\$ 2,500,000
San Bernardino Line 25% Fare Subsidy ^{1,2}	\$1,800,000
Subtotal Enhanced Operations	\$8,657,373
Total Operations	\$83,777,018
Rehabilitation & Capital	Recommended Amount
FY 18 All Share, River and Line Specific	\$10,616,499
FY 19 All Share, River, Special and Line Specific	\$29,414,694
Tunnel 25 Urgent Track, Ties and Drainage Rehab ¹	\$750,000
FY 19 Capital ^{1,2}	\$950,000
Subtotal Rehabilitation & Capital	\$41,731,193
Total FY 19 Annual Work Program Programming	\$125,508,211
Operations Funding Sources	Amount
Prop C 10% and Measure M 1%	\$75,116,685
Deferred Revenue Reprogramming	\$8,660,333
Total Operations Funding Sources	\$83,777,018
Rehabilitation & Capital Funding Sources	Amount
Measure R 3%	\$35,031,193
Deferred Revenue Reprogramming	\$1,700,000
TVM Reprogramming	\$5,000,000
Total Rehabilitation & Capital Funding Sources	\$ 41,731,193

NOTES - 1 See funding sources for deferred revenue reprogramming

2 These items were previously Board Approved under a separate Board Item, but are included in total FY 19 Annual Work Program for clarification

3 Although LACMTA staff is recommending funding SCRRA's closed session claims, LACMTA will pay remit payment on a reimbursable basis upon receiving proper documentation of proof of payment once claim are actually paid.

ATTACHMENT B



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

April 30, 2018

To: Darrell Johnson, Chief Executive Officer, OCTA
Darren Kettle, Executive Officer, VCTC
Anne Mayer, Executive Director, RCTC
Phil Washington, Chief Executive Officer, Metro
Dr. Raymond Wolfe, Executive Director, SBCTA

From: Arthur T. Leahy, Chief Executive Officer, SCRRA

Subject: SCRRA Preliminary FY2018-19 Budget

On April 13, 2018, the SCRRA Board of Directors authorized the transmittal of the Preliminary FY2018-19 (FY19) Budget to its Member Agencies for their consideration and approval. After the respective Member Agency Boards have acted on the Preliminary FY19 Budget, staff will return to the SCRRA Board in June 2018 for adoption of the Final FY19 Budget.

Background

In keeping with a “back to basics” approach for the budget development, requests were compiled and submitted by all Cost Center managers and their respective Chief in a series of one-on-one meetings. The meetings provided for justification of each budget line item, taking into consideration such factors as:

- Historic levels of spending,
- Current levels of spending,
- Known adjustments for the forthcoming year, and
- Overarching goal of fiscal sustainability and operational efficiency.

These meetings began in October 2017 and concluded by mid-January 2018.

The FY19 Preliminary Budget for Operations and Rehabilitation/New Capital was reviewed with the Technical Advisory Committee (TAC) Members throughout November and December of 2017. Capital Budgets were presented to and discussed with the Member Agencies, both jointly and individually, to review the requested Line Specific and All Share projects for FY19. This was followed by an overview of the FY19

Preliminary Budget for Operations and Rehabilitation/New Capital detailing the Total Request for Funding presented to Member Agency CEOs, mid-January and February.

On February 23, 2018, the FY19 Preliminary Budget was presented to the Board at its Budget Workshop. Upon conclusion of the Budget Workshop, staff further analyzed FY19 requests considering trending estimated actuals and workload capacity. At its April 13, 2018 meeting, the SCRRA Board approved the transmission of the attached FY19 Preliminary Budget to its Member Agencies for review and approval in compliance with the JPA requirements.

Priorities for the FY19 Preliminary Budget

- Metrolink is the best investment to reduce freeway traffic and clean the air in Southern California.
 - 82% of Metrolink riders can choose to drive.
 - Metrolink removes one to two lanes of parallel freeway traffic in each direction during peak hours on the 5, 10, 60, 91, 101 and 134 freeways.
 - Metrolink accomplishes this while requiring a subsidy only half of most other transit systems in Southern California.
- The FY19 Preliminary Budget reflects priorities consistent with the “back to basics” approach outlined in the Strategic Plan adopted in March 2016. The budget provides funding in alignment with the Authority’s strategic goals and includes the following priorities for the upcoming fiscal year:
 - Continued emphasis on safe operations, with the implementation of intraoperative Positive Train Control (PTC) as the centerpiece of our efforts.
 - Improved reliability and on-time performance.
 - Targeted marketing program designed to increase farebox revenues and farebox recovery ratio.
 - Continued cost containment of expenditures.
 - Enhanced customer experience through:
 - Implementation of upgrades to the mobile ticketing application and a modernized ticket vending system
 - Rehabilitation of aging passenger cars
 - Investment in existing assets to maintain a state-of-good repair by:
 - Funding critical rehabilitation projects
 - Improving processes to accelerate project delivery
 - Ongoing workforce development by training and engaging employees.

Overall Summary

The FY19 Preliminary Budget includes new budgetary authority of \$476.7M consisting of Operating Budget authority of \$251.4M, an increase of 3.4% as compared to the FY18 Adopted Budget. Capital Program authority totals \$225.3M: \$123.8m for Rehabilitation Projects, \$77.0M for Special Projects and \$24.5M for New Capital Projects. With the closing of the third quarter, carryover of Rehabilitation Projects and New Capital Projects are still being calculated. This information is expected to be available in the next couple of weeks.

FY19 Preliminary Operating Budget

(\$ millions)	FY18 Adopted Budget	FY19 Preliminary Budget	FY19 vs FY18	
Revenues	\$100.6	\$100.8	\$0.2	0.2%
Expenditures	\$243.0	\$251.4	\$8.3	3.4%
Net Local Subsidy	\$142.4	\$150.6	\$8.2	5.7%

FY19 Preliminary Operating Subsidy by Member Agency

(\$ millions)	FY18 Adopted Budget	FY19 Preliminary Budget	FY19 vs FY18	
Metro	\$71.7	\$75.1	\$3.5	4.9%
OCTA	\$28.2	\$29.4	\$1.2	4.1%
RCTC	\$17.7	\$19.7	\$2.0	11.0%
SBCTA	\$15.0	\$16.1	\$1.2	7.7%
VCTC	\$9.8	\$10.3	\$0.4	4.3%
Total Subsidy	\$142.4	\$150.6	\$8.2	5.7%

Rehabilitation

The Rehabilitation requirements Preliminary Budget for FY2018-19 and the Forecast for FY2019-20 and FY2020-21 are shown below:

- FY2018-19: \$200.8M
- FY2019-20: \$160.3M
- FY2020-21: \$200.3M

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY19, FY20 and FY21 requests are viewed as each having a four-year funding commitment which would have the following estimated cash flow impact over the next six fiscal years:

	<u>From FY19</u> <u>Budget</u>	<u>From FY20</u> <u>Forecast</u>	<u>From FY21</u> <u>Forecast</u>	<u>Total</u> <u>by Year</u>
FY2018-19	\$ 14.0M	\$ 0.0M	\$ 0.0M	\$ 14.0M
FY2019-20	68.8M	8.0M	0.0M	76.8M
FY2020-21	49.2M	56.1M	10.0M	115.3M
FY2021-22	68.8M	40.1M	70.1M	179.0M
FY2022-23	0.0M	56.1M	50.1M	106.2M
FY2023-24	<u>0.0M</u>	<u>0.0M</u>	<u>70.1M</u>	<u>70.1M</u>
Total	\$ 200.8M	\$ 160.3M	\$ 200.3M	\$ 561.4M

New Capital

New Capital projects are proposed for FY19 are in the amounts below:

- FY2018-19: \$24.5M
- FY2019-20: \$54.4M
- FY2020-21: \$65.1M

Projects were presented that will enhance safety and security, improve system reliability, increase ridership, maximize capacity, improve efficiency, provide environmental benefit, and contribute to the strategic goals of the Authority. New Capital projects are subject to the same ranking, prioritization and optimization as the Rehabilitation Projects described above.

Note: Applies to all tables – numbers may not foot or cross due to rounding.

Operating Budget

Major Assumptions for the FY19 Preliminary Operating Budget

- No increase to base fare revenue.
- Assumes the operation of a total of 2.8 million revenue service miles through the operation of 172 weekday trains and 90 weekend trains.
- No incremental services were requested for FY19.
- Operating Revenues reflect a projected net increase of \$0.2m or 0.2% increase from the FY18 Adopted Budget.
- Reflects the use of a Fuel Hedging Program to purchase fuel more efficiently and stabilize the fuel costs from year to year.
- Reflects a 2.0% Cost of Living Adjustment and a 3.0% Pool for Performance Based Merit Adjustment.
- Operating Expenditures reflect an increase of \$8.3M or 3.4% from the FY18 Adopted Budget.

All operational budget descriptions below are detailed in Attachments A through E.

Operating Revenues

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total \$100.8M for FY19, an increase of \$0.2M or 0.2% compared to the FY18 Adopted Budget.

Farebox Revenues, the largest operating revenue of the budget, are projected to increase \$0.5M or 0.6% compared to the FY18 Adopted Budget to a total of \$85.6M. (Details as described in Major Budget Assumptions above.)

Dispatching and MOW Revenues from the freight railroads and Amtrak are estimated from existing agreements based on projections of current usage. The FY19 Dispatch Revenue projection of \$2.1M estimates a decrease of \$5K or 0.2% from the FY18 Adopted Budget. This decrease is primarily the result of lower on-time bonuses from Amtrak. The FY19 MOW Revenues are projected to decrease \$0.8M or 5.9%. Reduced rail freight traffic for the largest segment of our MOW Revenue (Saugus-Union Pacific Railroad (UPRR)) translates to a reduction of revenue which is calculated based on 'car miles'. Staff is currently in negotiation with UPRR to review this and other reciprocal agreements with that freight line.

Operating Expenditures

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. The FY19 Preliminary Budget for Expenditures related to Train Operations is \$152.3M.

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 FY19 budgeted amount for expenditures related to MOW is \$41.3M.

The FY19 Preliminary Budget for Expenditures related to Administration & Services is \$41.1M and Insurance/Claims is \$16.6M.

Overall, the total FY19 Preliminary Budget for Expenditures have increased from the FY18 Adopted Budget by \$8.3M or 3.4%. The components of this change are as described below.

- Total Train Operations have increased by \$8.8M. The primary drivers of this increase are:
 - Train Operations Services have increased by \$2.2M: \$1.5M service contractor; 3.0% contract rate increase and new service; \$0.7M in reassignment of positions.
 - Equipment Maintenance increased by \$1.4M due to Equipment Maintenance vendor's 3.5% contract rate increase and incentives.
 - Fuel costs are down by \$0.9M due to a combination of fuel hedging offset by higher diesel prices.
 - TVM Maintenance/Revenue Collections has increased by \$1.5M, which includes \$0.8M for new optic reader maintenance and increases; tickets increased by \$0.5M; bank fees increased by \$0.2M.
 - Marketing increased by \$4.0M primarily due to a new marketing initiative expected to increase revenue by \$2.8M.
- MOW has decreased by \$0.3M: expenses are expected to remain flat with last year as a result of increased rehabilitation activities.
- Administration and Services have increased by \$0.8M. The primary drivers of this increase are:
 - An increase in salary and benefits reflecting 2% cost of living adjustment (COLA) and 3% Merit Pool, Classification and Compensation Study and two added positions \$0.9M; PTC maintenance and support increase of \$0.4M offset by a decrease in Operations Consultants for \$0.5M.
- Total Insurance Expense decreased by \$1.0M. The primary reason for this decrease is a reduction in insurance premiums due to a more favorable insurance market.

Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and all available revenues. The FY19 Preliminary Budget estimates total Member Agency contributions to equal \$150.6M, an increase of \$8.2M or 5.7% from the FY18 Adopted Budget.
- Attachment E – Compares the actual net local subsidies from Member Agencies for years FY15, FY16, and FY17, the budgeted subsidies in the FY18 Adopted Budget and in the FY19 Preliminary Budget. It provides variance analysis between FY19 Preliminary Budget and FY18 Adopted Budget. In response to Member Agency requests, this schedule reflects the FY19 Preliminary Member Subsidy in whole dollars which are required to create Member Agency Board requests.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY19 Preliminary Budget as described:

Attachment A – **FY19 Preliminary Operating Budget** – details the Operating Revenues, Expenses and Subsidy adopted for FY18, and proposed for FY19. This attachment also shows variances in dollars and percentages.

Attachment B – **Historical Actual and Budgeted Operating Statements** – details Actual Operating Results for FY15, FY16 and FY17, Adopted Operating Budget for FY18 and Preliminary Operating Budget for FY19, with variance comparison between FY18 Adopted Budget and FY19 Preliminary Budget.

Attachment C – **FY19 Preliminary Operating Budget by Member Agency.**

Attachment D – **FY19 Preliminary Operating Budget by Line.**

Attachment E – **History of Actual and Budgeted Operating Subsidy with Variances and Analysis of FY19 vs FY18.**

Capital Budget

Carryforward from Prior Years

Capital Projects are frequently multi-year endeavors. Unexpended project balances are referred to as “Carryovers” because their uncompleted balance moves forward to the following year. With the closing of the third quarter, carryover of Rehabilitation Projects

and New Capital Projects are still being calculated. This information is expected to be available in the next couple of weeks.

Capital Rehabilitation

The Capital Rehabilitation authorization request for FY19 was identified as necessary investments to maintain a state-of-good repair. These projects total \$200.8M and are represented in detail (including a separate section for Special Projects) in Attachment H.

The total Rehabilitation Program by asset type includes:

Structures upgrades	\$ 62.1M
Track upgrades	52.8M
Rolling Stock upgrades	42.2M
Signal system improvements	20.2M
Grade Crossings improvements	10.8M
Fleet and Facility projects	6.8M
Communications	3.0M
Business Systems improvements	1.1M
Non-Revenue Fleet Vehicles	1.0M
Stations	0.6M
TVD	<u>0.2M</u>
Total	<u>\$200.8M</u>

As part of the FY18 budget transmission, a detailed list of projects were included for the two forward projected years. For FY19 Budget, the forecast for FY20 and FY21 will be based on the Metrolink Infrastructure Rehabilitation Plan (MIRP). Over a number of years, a significant backlog of deferred maintenance has accrued. Projections in the MIRP include increased amounts in the first six years to fund that backlog. The MIRP will be used for all forward looking estimates effective FY19 Budget. The Rehabilitation forecast for FY20 & FY21 is currently in process.

New Capital

The New Capital authorization request for FY19 was identified as necessary for safe and efficient rail operations. These projects total \$24.5M and are represented in detail in Attachment I.

The summarized New Capital Project projections for FY20 and FY21 are based on actual projects but may be significantly impacted by the Southern California Optimized Rail Expansion (SCORE) and therefore subject to change.

FY20 and FY21 Operating Budget Projections

At the April 13, 2018 meeting, the Board approved transmission of the FY20 and FY21 Operating Budget Projections to Member Agencies. FY20 and FY21 Operating Budget Projections are included in this report for informational purposes only as detailed in Attachments J and K, respectively.

FY20 and FY21 Operating Budget Projections are based upon known contractual changes in combination with a projected increase factor based on the trends of each category of expense.

Next Steps

May - June	Staff present at Member Agencies' Committee and Board meetings as requested
June 22	FY19 Proposed Budget to Board for Adoption

We thank you for your continued support and active participation in the development of the FY19 Preliminary Budget. SCRRA staff remain available to address any questions or concerns you may have as we anticipate adoption of the budget by the SCRRA Board of Directors in June 2018. Should you have any questions, please contact me directly at (213) 452-0258 or Ronnie Campbell, Chief Financial Officer, at (213) 452-0285.

FY 19 Preliminary Operating Budget

Attachment A

	FY 17-18 Budget	FY 18-19 Preliminary Budget	Variance FY18 vs FY19 Preliminary Budget	% Variance
Operating Revenue				
Farebox Revenue	83,897	85,636	1,739	2.1%
Metro Fare Reduction Subsidy	1,262	-	(1,262)	(100.0%)
Subtotal-Pro Forma FareBox	85,159	85,636	477	0.6%
Dispatching	2,125	2,120	(5)	(0.2%)
Other Revenues	12	490	478	3979.2%
MOW Revenues	13,350	12,561	(789)	(5.9%)
Subtotal Operating Revenue	100,646	100,806	160	0.2%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	44,642	46,872	2,229	5.0%
Equipment Maintenance	36,691	38,133	1,442	3.9%
Fuel	19,656	18,744	(912)	(4.6%)
Non-Scheduled Rolling Stock Repairs	100	260	160	160.0%
Operating Facilities Maintenance	1,652	1,684	33	2.0%
Other Operating Train Services	470	482	12	2.5%
Rolling Stock Lease	151	336	185	122.2%
Security - Sheriff	5,845	5,889	44	0.8%
Security - Guards	2,837	2,450	(387)	(13.7%)
Supplemental Additional Security	690	690	-	0.0%
Public Safety Program	277	389	113	40.7%
Passenger Relations	1,795	1,732	(63)	(3.5%)
Holiday Trains	-	-	-	N/A
TVM Maintenance/Revenue Collection	7,510	9,055	1,545	20.6%
Marketing	1,364	5,380	4,016	294.5%
Media & External Communications	443	458	15	3.5%
Utilities/Leases	3,289	3,473	183	5.6%
Transfers to Other Operators	6,592	6,496	(96)	(1.5%)
Amtrak Transfers	2,177	2,400	223	10.2%
Station Maintenance	1,687	1,806	119	7.0%
Rail Agreements	5,366	5,400	33	0.6%
Subtotal Operations & Services	143,234	152,129	8,895	6.2%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	40,606	40,711	105	0.3%
MoW - Extraordinary Maintenance	1,001	591	(410)	(41.0%)
Subtotal Maintenance-of-Way	41,607	41,301	(306)	(0.7%)
<u>Administration & Services</u>				
Ops Salaries & Fringe Benefits	13,961	13,782	(179)	(1.3%)
Ops Non-Labor Expenses	7,374	7,635	261	3.5%
Indirect Administrative Expenses	15,870	17,096	1,226	7.7%
Ops Professional Services	3,084	2,579	(505)	(16.4%)
Subtotal Admin & Services	40,289	41,093	804	2.0%
<u>Contingency (Non-Train Ops)</u>	252	204	(48)	(19.0%)
Total Operating Expenses	225,382	234,727	9,345	4.1%
Insurance Expense/(Revenue)				
Liability/Property/Auto	12,475	11,418	(1,057)	(8.5%)
Claims / SI	4,000	4,000	-	0.0%
Claims Administration	1,187	1,211	24	2.0%
PLPD Revenue	-	-	-	N/A
Net Insurance Expense	17,663	16,629	(1,033)	(5.9%)
Total Expense	243,045	251,356	8,311	3.4%
Loss	(142,399)	(150,550)	(8,151)	5.7%
Member Subsidies				
Operations	124,736	133,920	9,184	7.4%
Insurance	17,663	16,629	(1,033)	(5.9%)
Total Member Subsidies	142,399	150,550	8,151	5.7%

Numbers may not foot due to rounding.

Historical Actual and Budgeted Operating Statements

Attachment B

(\$000's)	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY18-19 Prelim. Budget vs. FY17-18 Budget	
	Actual	Actual	Actual	Budget	Preliminary Budget	Variance	%
Operating Revenue							
Farebox Revenue	83,134	83,652	82,883	83,897	85,636	1,739	2.1%
Metro Fare Reduction Subsidy		873	490	1,262	-	(1,262)	(100.0%)
Subtotal-Pro Forma FareBox	83,134	84,524	83,373	85,159	85,636	477	0.6%
Dispatching	2,493	2,120	2,016	2,125	2,120	(5)	(0.2%)
Other Revenues	372	429	762	12	490	478	3979.2%
MOW Revenues	13,207	12,434	12,384	13,350	12,561	(789)	(5.9%)
Subtotal Operating Revenue	99,207	99,507	98,535	100,646	100,806	160	0.2%
Operating Expenses							
Operations & Services							
Train Operations	40,569	41,887	41,616	44,642	46,872	2,229	5.0%
Equipment Maintenance	32,649	33,751	35,422	36,691	38,133	1,442	3.9%
Fuel	24,454	17,381	18,207	19,656	18,744	(912)	(4.6%)
Non-Scheduled Rolling Stock Repairs	2	136	1	100	260	160	160.0%
Operating Facilities Maintenance	1,120	1,149	1,475	1,652	1,684	33	2.0%
Other Operating Train Services	293	239	449	470	482	12	2.5%
Rolling Stock Lease	105	638	230	151	336	185	122.2%
Security - Sheriff	5,136	4,912	5,511	5,845	5,889	44	0.8%
Security - Guards	1,591	1,685	1,283	2,837	2,450	(387)	(13.7%)
Supplemental Additional Security	81	-	520	690	690	-	0.0%
Public Safety Program	177	217	203	277	389	113	40.7%
Passenger Relations	1,639	1,748	1,868	1,795	1,732	(63)	(3.5%)
TVM Maintenance/Revenue Collection	5,984	6,554	7,934	7,510	9,055	1,545	20.6%
Marketing	949	1,137	716	1,364	5,380	4,016	294.5%
Media & External Communications	234	343	249	443	458	15	3.5%
Utilities/Leases	2,622	2,046	2,614	3,289	3,473	183	5.6%
Transfers to Other Operators	7,081	6,488	6,003	6,592	6,496	(96)	(1.5%)
Amtrak Transfers	800	1,287	1,307	2,177	2,400	223	10.2%
Station Maintenance	1,121	1,418	1,196	1,687	1,806	119	7.0%
Rail Agreements	4,997	5,207	5,155	5,366	5,400	33	0.6%
Subtotal Operations & Services	131,602	128,223	131,960	143,234	152,129	8,895	6.2%
Maintenance-of-Way							
MoW - Line Segments	33,043	37,936	37,355	40,606	40,711	105	0.3%
MoW - Extraordinary Maintenance	1,235	1,518	1,260	1,001	591	(410)	(41.0%)
Subtotal Maintenance-of-Way	34,278	39,453	38,615	41,607	41,301	(306)	(0.7%)
Administration & Services							
Ops Salaries & Fringe Benefits	11,535	12,892	13,808	13,961	13,782	(179)	(1.3%)
Ops Non-Labor Expenses	3,651	5,322	5,046	7,374	7,635	261	3.5%
Indirect Administrative Expenses	11,791	12,417	14,090	15,870	17,096	1,226	7.7%
Ops Professional Services	969	2,019	1,963	3,084	2,579	(505)	(16.4%)
Subtotal Admin & Services	27,946	32,651	34,907	40,289	41,093	804	2.0%
Contingency (Non-Train Ops)	14	47	2	252	204	(48)	(19.0%)
Total Operating Expenses	193,839	200,374	205,484	225,382	234,727	9,345	4.1%
Insurance Expense/(Revenue)							
Liability/Property/Auto	12,597	11,634	11,061	12,475	11,418	(1,057)	(8.5%)
Claims / SI	1,884	3,876	5,116	4,000	4,000	-	0.0%
Claims Administration	1,145	421	704	1,187	1,211	24	2.0%
PLPD Revenue	(1)	(22)	(1)	-	-	-	n/a
Net Insurance Expense	15,625	15,909	16,880	17,663	16,629	(1,033)	(5.9%)
Total Expense Before BNSF	209,464	216,283	222,364	243,045	251,356	8,311	3.4%
Loss Before BNSF	(110,257)	(116,776)	(123,829)	(142,399)	(150,550)	(8,151)	5.7%
Member Subsidies							
Operations	92,252	109,003	119,148	124,736	133,920	9,184	7.4%
Insurance	17,678	18,079	16,787	17,663	16,629	(1,033)	(5.9%)
Total Member Subsidies	109,930	127,082	135,934	142,399	150,550	8,151	5.7%
Surplus / (Deficit) Before BNSF	(328)	10,306	12,106	-	-	-	n/a
BNSF LEASED LOCOMOTIVE COSTS							
Total BNSF Lease Loco Expenses	-	10,397	5,669	-	-	-	n/a
Member BNSF Lease Subsidies	-	11,545	6,055	-	-	-	n/a
Surplus / (Deficit) - BNSF Lease	-	1,148	386	-	-	-	n/a
TOTAL EXPENSE	209,464	226,680	228,032	243,045	251,356	8,311	3.4%
Net Loss	(110,257)	(127,173)	(129,498)	(142,399)	(150,550)	(8,151)	5.7%
All Member Subsidies	109,930	138,627	141,989	142,399	150,550	8,151	5.7%
Surplus / (Deficit)	(328)	11,454	12,491	-	-	-	n/a

Numbers may not foot due to rounding.

FY19 Preliminary Operating Budget by Member Agency

Attachment C

(\$000s)	FY2018-19 PRELIMINARY BUDGET - MEMBER ALLOCATION					
	Metro	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	42,204	22,684	7,778	10,567	2,402	85,636
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	42,204	22,684	7,778	10,567	2,402	85,636
Dispatching	1,099	696	12	58	256	2,120
Other Revenues	237	108	56	62	27	490
MOW Revenues	7,377	2,523	660	1,526	475	12,561
Subtotal Operating Revenue	50,917	26,010	8,507	12,213	3,159	100,806
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	24,798	10,407	4,823	5,073	1,770	46,872
Equipment Maintenance	18,921	8,659	4,549	4,344	1,661	38,133
Fuel	9,606	4,677	1,860	1,997	605	18,744
Non-Scheduled Rolling Stock Repairs	136	61	26	29	8	260
Operating Facilities Maintenance	879	398	167	186	55	1,684
Other Operating Train Services	227	83	72	49	50	482
Rolling Stock Lease	159	66	37	48	24	336
Security - Sheriff	3,094	1,168	912	593	121	5,889
Security - Guards	1,155	422	367	250	256	2,450
Supplemental Additional Security	340	183	63	85	19	690
Public Safety Program	183	67	58	40	41	389
Passenger Relations	832	488	165	200	47	1,732
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	3,852	1,960	1,487	1,216	541	9,055
Marketing	2,636	1,442	527	615	159	5,380
Media & External Communications	216	79	69	47	48	458
Utilities/Leases	1,637	599	519	355	363	3,473
Transfers to Other Operators	3,642	1,466	491	689	208	6,496
Amtrak Transfers	765	1,516	-	-	119	2,400
Station Maintenance	1,114	254	111	246	81	1,806
Rail Agreements	1,910	1,547	1,231	359	353	5,400
Subtotal Operations & Services	76,102	35,542	17,534	16,422	6,528	152,129
<u>Maintenance-of-Way</u>						
MoW - Line Segments	21,177	8,371	3,061	5,695	2,406	40,711
MoW - Extraordinary Maintenance	346	76	57	64	47	591
Subtotal Maintenance-of-Way	21,524	8,447	3,118	5,759	2,453	41,301
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	6,497	2,387	2,055	1,410	1,433	13,782
Ops Non-Labor Expenses	3,866	1,685	841	861	382	7,635
Indirect Administrative Expenses	8,059	2,947	2,558	1,747	1,785	17,096
Ops Professional Services	1,216	445	386	264	269	2,579
Subtotal Admin & Services	19,638	7,464	5,840	4,282	3,870	41,093
<u>Contingency (Non-Train Ops)</u>	96	35	31	21	21	204
Total Operating Expenses	117,360	51,489	26,522	26,484	12,872	234,727
Insurance Expense/(Revenue)						
Liability/Property/Auto	5,958	2,695	1,129	1,263	373	11,418
Claims / SI	2,087	944	396	443	131	4,000
Claims Administration	632	286	120	134	40	1,211
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	8,677	3,925	1,645	1,840	543	16,629
Total Expense	126,037	55,413	28,167	28,324	13,415	251,356
Loss	(75,120)	(29,403)	(19,660)	(16,111)	(10,256)	(150,550)
Member Subsidies						
Operations	66,443	25,478	18,015	14,271	9,713	133,920
Insurance	8,677	3,925	1,645	1,840	543	16,629
Total Member Subsidies	75,120	29,403	19,660	16,111	10,256	150,550

Numbers may not foot due to rounding.

**FY19 Preliminary Operating Budget
by Line**

(\$000s)	FY2018-19 PRELIMINARY BUDGET - LINE ALLOCATION								
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	Total
Operating Revenue									
Farebox Revenue	21,148	6,613	12,200	8,386	22,505	885	7,704	6,196	85,636
Metro Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	21,148	6,613	12,200	8,386	22,505	885	7,704	6,196	85,636
Dispatching	157	528	362	6	1,000	15	18	35	2,120
Other Revenues	108	63	86	48	75	10	61	36	490
MOW Revenues	3,303	1,492	3,928	269	1,467	248	1,136	718	12,561
Subtotal Operating Revenue	24,715	8,696	16,576	8,709	25,047	1,159	8,919	6,986	100,806
Operating Expenses									
Operations & Services									
Train Operations	10,920	4,430	11,033	3,105	7,015	929	5,386	4,054	46,872
Equipment Maintenance	8,494	4,406	7,501	2,638	5,260	1,317	4,434	4,084	38,133
Fuel	4,035	1,565	4,228	1,283	3,131	612	2,383	1,507	18,744
Non-Scheduled Rolling Stock Repairs	61	27	54	17	39	8	31	23	260
Operating Facilities Maintenance	395	175	351	110	253	55	198	147	1,684
Other Operating Train Services	70	80	87	72	37	13	54	68	482
Rolling Stock Lease	74	51	53	46	57	-	45	10	336
Security - Sheriff	1,293	385	1,630	242	759	121	639	821	5,889
Security - Guards	355	406	444	368	190	67	275	344	2,450
Supplemental Additional Security	170	53	98	68	185	-	65	50	690
Public Safety Program	56	65	71	58	30	11	44	55	389
Passenger Relations	410	148	273	135	404	16	226	120	1,732
Holiday Trains	-	-	-	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	1,734	1,261	1,464	867	935	384	1,272	1,137	9,055
Marketing	1,269	501	795	464	1,256	53	634	408	5,380
Media & External Communications	66	76	83	69	36	13	51	64	458
Utilities/Leases	503	576	630	522	269	95	390	487	3,473
Transfers to Other Operators	1,387	568	1,428	645	1,739	-	195	534	6,496
Amtrak Transfers	-	309	-	-	2,091	-	-	-	2,400
Station Maintenance	529	244	387	161	281	12	34	157	1,806
Rail Agreements	-	603	-	1,843	860	11	1,040	1,043	5,400
Subtotal Operations & Services	31,822	15,929	30,611	12,715	24,826	3,717	17,397	15,111	152,129
Maintenance-of-Way									
MoW - Line Segments	11,918	6,437	8,416	1,131	4,877	788	3,937	3,207	40,711
MoW - Extraordinary Maintenance	131	91	101	76	96	-	75	20	591
Subtotal Maintenance-of-Way	12,049	6,528	8,517	1,207	4,973	788	4,013	3,227	41,301
Administration & Services									
Ops Salaries & Fringe Benefits	2,005	2,278	2,505	2,063	1,081	378	1,546	1,926	13,782
Ops Non-Labor Expenses	1,642	824	1,580	677	1,039	242	904	728	7,635
Indirect Administrative Expenses	2,477	2,836	3,100	2,570	1,327	470	1,918	2,399	17,096
Ops Professional Services	374	428	468	388	200	71	289	362	2,579
Subtotal Admin & Services	6,498	6,365	7,652	5,698	3,647	1,160	4,658	5,414	41,093
Contingency (Non-Train Ops)	30	34	37	31	16	6	23	29	204
Total Operating Expenses	50,398	28,856	46,816	19,651	33,462	5,671	26,091	23,781	234,727
Insurance Expense/(Revenue)									
Liability/Property/Auto	2,680	1,184	2,381	746	1,716	371	1,346	996	11,418
Claims / SI	939	415	834	261	601	130	471	349	4,000
Claims Administration	284	126	253	79	182	39	143	106	1,211
PLPD Revenue	-	-	-	-	-	-	-	-	-
Net Insurance Expense	3,903	1,724	3,467	1,086	2,499	540	1,960	1,451	16,629
Total Expense	54,301	30,580	50,284	20,737	35,961	6,211	28,051	25,232	251,356
Loss	(29,586)	(21,883)	(33,708)	(12,028)	(10,914)	(5,053)	(19,131)	(18,247)	(150,550)
Member Subsidies									
Operations	25,683	20,160	30,240	10,942	8,415	4,512	17,172	16,796	133,920
Insurance	3,903	1,724	3,467	1,086	2,499	540	1,960	1,451	16,629
Total Member Subsidies	29,586	21,883	33,708	12,028	10,914	5,053	19,131	18,247	150,550

Numbers may not foot due to rounding.

History of actual and budgeted Operating Subsidy with variances, and analysis of FY19 vs FY18

Attachment E

Net Local Subsidy by Member Agency

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY 15 ACTUAL	\$110,257,381	\$59,029,731	\$22,251,609	\$9,387,630	\$11,605,317	\$7,983,094
FY16 ACTUAL	\$127,172,992	\$66,468,865	\$24,974,739	\$13,799,263	\$13,057,846	\$8,872,279
FY17 ACTUAL	\$129,497,641	\$66,497,200	\$24,867,125	\$15,676,155	\$13,167,603	\$9,289,558
FY18 BUDGET	\$142,398,818	\$71,658,558	\$28,238,881	\$17,705,400	\$14,959,772	\$9,836,207
Estimated FY19 BUDGET	\$150,549,696	\$75,119,645	\$29,403,103	\$19,659,705	\$16,111,084	\$10,256,160

YEAR OVER YEAR CHANGE	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY15 vs FY16						
\$ Increase	\$16,915,611	\$7,439,134	\$2,723,130	\$4,411,633	\$1,452,529	\$889,185
% Increase	15.3%	12.6%	12.2%	47.0%	12.5%	11.1%
FY16 vs FY17						
\$ Increase	\$2,324,649	\$28,335	(\$107,614)	\$1,876,892	\$109,757	\$417,279
% Increase	1.8%	0.0%	-0.4%	13.6%	0.8%	4.7%
FY17 vs FY18						
\$ Increase	\$12,901,177	\$5,161,358	\$3,371,756	\$2,029,245	\$1,792,169	\$546,649
% Increase	10.0%	7.8%	13.6%	12.9%	13.6%	5.9%
FY18 vs FY19						
\$ Increase	\$8,150,878	\$3,461,087	\$1,164,222	\$1,954,305	\$1,151,312	\$419,953
% Increase	5.7%	4.8%	4.1%	11.0%	7.7%	4.3%

Analysis of 18 vs 19 variance:

(millions')

Revenue	Increase in Farebox Revenue (Adv.)	\$	2.8
	Trending Decrease in Revenue	\$	(0.9)
	Decrease -Sunday Service on Holidays	\$	(0.1)
	Decrease -a/v Fare Subsidy	\$	(1.3)
	Slight decrease in all other Revenues	\$	(0.3)
	<u>Revenue increase</u>	\$	0.2
Expense	Fuel	\$	(0.9)
	Big Five Train Operations	\$	2.9
	Car Maintenance	\$	0.4
	TVM Maintenance	\$	1.5
	Marketing	\$	4.0
	Wabtec & PTC upgrades	\$	0.4
	2% COLA/ 3% Merit & Class & Comp (Ops)	\$	0.9
	Amtrak transfers	\$	0.2
	Insurance	\$	(1.0)
	<u>Expense increase</u>	\$	8.4
Change to Subsidy		\$	<u>8.2</u>

Numbers may not foot due to rounding.



PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 03.13.18

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
1	0	LABRECHEP	1155	Rehab	River	140.80	Worn	High	Signals	Replace Worn Electric Switch Lock at 140.80 West Bank	Replace worn Electric Switch Lock. NOTE: Total Project = \$100,600 / Unfunded = \$47,785	A	47,785	47,785	-	-	-	-	-
2	0	MAXEYD	1274	Rehab	All		Worn	High	Business Systems	Perform State of Good Repair Engineering, Track Measurements, and Prioritization to support and populate the annual SOGR/Rehab/TAM Program	Perform continuing State of Good Repair Engineering, Condition Assessments, Track Measurements, and Prioritization to support and populate the annual State of Good Repair (SOGR)/Rehabilitation and Transit Asset Management Programs. NOTE: Total Project = \$750,000 / Unfunded = \$356,250	A	356,250	356,250	-	-	-	-	-
3	0	LABRECHEP	312	Rehab	River	All	Worn	High	Signals	Phase 1 - Signal System Rehab - CP Terminal Rehab Turnouts 3X, 5, 5X, 7, 7X and Power Switch Machines	Rehab M23A Power Switch machines at all key Control Points - \$50,000 / switch. Replace dual control power switch machine with in kind rebuilt machine. NOTE: Total Project = \$1,000,000 / Unfunded = \$475,000	A	475,000	475,000	-	-	-	-	-
4	0	HARRINGTONG	1058	Rehab	All	N/A	Worn	High	Facilities	Replace Car shop Jacks at CMF	Replace Car Shop railcar 20 ton jacks. Jacks must be replaced in pairs. This request is for 2 jacks. NOTE: Total Project = \$279,620 / Unfunded = \$132,820	A	132,820	132,820	-	-	-	-	-
5	0	HARRISW	247	Rehab	All	3.5 to 76.6, 426.4 to 462.39, 0.9 to 56.63, 165.4 to 207.4	Worn	High	Track	Rail Grinding Systemwide	Perform production rail grinding with large rail mounted specialized. Rail grinding is included in both the operating budget and rehab budgets. The rail grinding included in the operating budget is the emergency, bare minimum grinding to correct severe defects mostly on sharp curves from developing into severe defect. The rail grinding included in the rehabilitation budget is more expansive and is performed on a planned preventative maintenance basis and on all curves, tangent track and turnouts plus grade crossings. The preventative maintenance grinding is typically performed every two to four years to maintain the rail profile. Good rail profile maintains the running surface of the rail so that better contact with the train wheels is maintained. This removes conditions that may develop into defective rails with speed restrictions or even broken rails. Grinding to a design profile also improves ride quality, lowers noise and fuel consumption. This grinding work can be done on all segments of the Metrolink system. NOTE: Total Project = \$840,400 / Unfunded = \$399,190	A	399,190	399,190	-	-	-	-	-
6	0	TRIPOLIR	1091	Rehab	All		Worn	High	Business Systems	Condition Based Maintenance Tools, PC and Analysis Software	Purchase all CBM test equipment to include but not limited to; Frequency analyzer, Ultrasound analyzer, Vibration accelerometers, Thermograph cameras, Oscilloscopes, Spectrographic oil analyzer. These tools will be utilized to test, measure and analyze locomotive and railcar functions with a comparative analysis of component performance over time. The results of the testing determine actual condition of components and systems that will determine maintenance actions. NOTE: Total Project = \$76,125 / Unfunded = \$36,159	A	36,159	36,159	-	-	-	-	-
7	0	LABRECHEP	1167	Rehab	River	1.60	Worn	High	Signals	Signal System Rehab - Replace EL1A Logic Controller at CP Capital	Replace worn or defective signal system control units with new, reliable and efficient models. NOTE: Total Project = \$335,940 / Unfunded = \$159,572	A	159,572	159,572	-	-	-	-	-
8	0	PETERSONJ	1223	Rehab	All	All	Worn	High	Signals	SCRRA Production Back office Systems Upgrades and Testing Support	This work is to support SCRRA replacement and upgrade of existing and implementation of minor new train control software versions, hardware modifications, testing against production systems both in the office and in the field. This replacement work rises to the level that it is not typically included in the annual Operating Budget and annual Vendor maintenance and service agreement and is not included in the recent programmed Federal Grant. Vendors will furnish software and then local and remote support technicians to test the software. Testing may include brake test trains, configuring simulators, upgrading test equipment and software for all segments including, TMDS, BOS, MDM, ITCM, ITCSM, Key Services, Interoperable testing and associated upgrades. NOTE: Total Project = \$597,500 / Unfunded = \$283,813	A	283,813	283,813	-	-	-	-	-



PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 03.13.18

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
9	0	AQUINOL	1099	Rehab	Valley, Ventura - LA County	Various	Worn	High	Track	Station Pedestrian Crossing Rehab	Replace pedestrian crossing panels at Downtown Burbank, Burbank Airport and Chatsworth Stations.	A	250,800	250,800	-	-	-	-	-
10	0	HARRINGTONG	1055	Rehab	Valley	MP76.4-MP76.5	Marginal	High	Facilities	Replace Expand Lancaster Crew Base	Lease parcel and install new modular building and portable weather resistant communication shelter for train operations and mechanical crews.	A	950,000	950,000	-	-	-	-	-
11	0	HARRINGTONG	485	Rehab	All	N/A	Worn	High	Non-Revenue Fleet	MOW VEHICLE REPLACEMENT	Replace heavy and light duty specialized rail maintenance vehicles. This includes 3 Track and Structures crew cab maintenance heavy duty by rail trucks @\$210,000 each; 2 bridge crew heavy duty hi rail trucks @ \$130,000 each; 3 hy-rail track inspection light duty trucks @ \$64,000 each and 2 existing Signal maintainer utility vehicles@ \$40,000 each. Estimated amounts including staff time and contingency. NOTE: Total Project = \$1,163,100 / Unfunded = \$552,473	A	552,473	552,473	-	-	-	-	-
12	0	LABRECHP	1164	Rehab	San Gabriel 60 / 40	ALL	Worn	High	Grade Crossing	Grade Crossing Rehab - 2 Locations per Year - SG Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment @ Monte Vista Avenue, & Central Avenue. (2 crossings @ \$250K each FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K ea.) NOTE: Total Project = \$548,600 / Unfunded = \$329,160	A	329,160	329,160	-	-	-	-	-
13	0	HARRINGTONG	1039	Rehab	All	N/A	Worn	Low	Facilities	REPLACE PUBLIC ADDRESS SYSTEM	Replace existing non-functional public address system at CMF. The system is critical for work place safety especially during earthquake or other emergency. NOTE: Total Project = \$119,700 / Unfunded = \$56,858	A	56,858	56,858	-	-	-	-	-
14	0	PETERSONJ	1222	Rehab	All	All	Worn	High	Signals	Back office Hardware & Software Replacement (DOC & MOC)	Hardware and software version upgrades, technology refreshes to any hardware or software for CAD, BOS, ITCM, MDM, WSRS, NMS, CIS, PTC, CM, backup systems, or other MOC / DOC PTC or other train traffic control data center support systems to keep current and in compliance with ITC and Federal requirements. NOTE: Total Project = \$1,130,000 / Unfunded = \$536,750	A	536,750	536,750	-	-	-	-	-
15	0	HURSTJ	1247	Rehab	All	ALL	Worn	High	Rolling Stock	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 automatic train stop (ATS) because it is creating warning system overload. Average estimated cost if \$10,000 per unit x 110 units. (This could be less by 40 units depending on the delivery of the F-125 Tier 4 program which includes new onboard equipment and software. However, ATS installed on F-125's must be removed). Multiyear recurring program. NOTE: Total Project = \$1,100,000 / Unfunded = \$522,500	A	522,500	522,500	-	-	-	-	-
16	0	LABRECHP	305	Rehab	Ventura - LA County	All	Worn	High	Grade Crossing	Grade Crossing Rehab 2 Locations per Year	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (2 crossings @ \$250K ea. FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K ea.)	A	531,800	531,800	-	-	-	-	-
17	0	AZEVEDOA	1216	Rehab	Valley	3-67.5	Worn	High	Track	Valley Track Rehabilitation	New fastenings, tie plugs, anchors, destressing rail, surfacing and stabilizing track.	A	4,065,250	4,065,250	-	-	-	-	-
18	0	AZEVEDOA	1217	Rehab	San Gabriel 60 / 40	1.08-56	Worn	High	Track	San Gabriel Track Rehabilitation	New fastenings, tie plugs, anchors, destressing rail, surfacing and stabilizing track. NOTE: Total Project = \$2,110,250 / Unfunded = \$1,266,150	A	1,266,150	1,266,150	-	-	-	-	-
19	0	AZEVEDOA	1218	Rehab	Ventura - LA County	442-462.6	Worn	High	Track	Ventura (LA) Track Rehabilitation	New fastenings, tie plugs, anchors, destressing rail, surfacing and stabilizing track.	A	1,535,250	1,535,250	-	-	-	-	-
20	0	LABRECHP	1162	Rehab	Valley	67.55	Worn	High	Signals	Signal System Rehab - Replace EL1A Logic Controller at CP Harold	Replace worn or defective signal system control units with new, reliable and efficient models.	A	335,940	335,940	-	-	-	-	-



PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 03.13.18

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
21	0	PETERSONJ	1221	Rehab	All	All	Worn	High	Signals	SCRRA Positive Train Control Lab Systems Support and Testing	Hardware and software maintenance and support not covered by direct maintenance and support agreements for the SCRRA PTC Software and Hardware Lab not included in the annual operating budget or the production software upgrades in Project 1221. The project will include lab testing of the PTC related systems to the next version of CAD/BOS/ITCM/MDM/WSRS/OBS system software and hardware. The upgrades are to include installation in the SCRRA lab, lab testing and validation. NOTE: Total Project = \$947,500 / Unfunded = \$450,063	A	450,063	450,063	-	-	-	-	-
22	0	YANGJ	1276	Rehab	Valley	MP3.67- MP76.6 3	Worn	High	Structures	Valley Sub Struct	BRIDGES:MP 25.71; CULVERTS: MP 38.64, MP 32.92, MP 43.55, MP 66.86, MP 66.90, MP 28.58, MP 53.61, MP 46.24	A	3,638,713	3,638,713	-	-	-	-	-
23	0	YANGJ	1285	Rehab	River	0-1.1	Worn	High	Track	LA Union Station Track Rehabilitation	Track rehabilitation of Leads, Turnouts, Ties for track heading into Union Station. Approximately 6,200 Ft of Rail (leads and station), and 6 Turnouts. NOTE: Total Project = \$1,882,000 / Unfunded = \$893,950	A	893,950	893,950	-	-	-	-	-
24	0	YANGJ	1287	Rehab	San Gabriel 60 / 40	0.9 to 33.75	Worn	High	Grade Crossing	Rehabilitation of grade crossings on the San Gabriel Subdivision in Los Angeles County	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossings will be replaced at Azusa, Irwindale, and North Garey Avenues. NOTE: Total Project = \$1,965,220 / Unfunded = \$1,179,132	A	1,179,132	1,179,132	-	-	-	-	-
25	0	YANGJ	1288	Rehab	Valley	3.5 to 76.6	Worn	High	Grade Crossing	Rehabilitation of grade crossings on the Valley Subdivision in Los Angeles County	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossings will be replaced at Drayton Street, Aliso Canyon Road, Doran Street, and Arvilla Avenue.	A	1,048,700	1,048,700	-	-	-	-	-
26	0	LABRECHP	1160	Rehab	Ventura - LA County	All	Worn	High	Signals	Rehab Signal and Grade Crossing Cables - Ven Sub	Replace worn and defective signal and grade crossing cables.	A	513,480	513,480	-	-	-	-	-
27	0	LABRECHP	311	Rehab	River	All	Worn	High	Signals	Signal System Rehab - River Sub	Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC or Electrologix units, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab EL1A with VHLC = \$250,000 / location). NOTE: Total Project = \$1,017,030 / Unfunded = \$483,089	A	483,089	483,089	-	-	-	-	-
28	0	HURSTJ	1237	Rehab	River	0.00 - 3.67; 140.05 - 143.83; 480.90 - 485.20	Marginal	High	Communications	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. NOTE: Total Project = \$100,000 / Unfunded = \$47,500	A	47,500	47,500	-	-	-	-	-
29	0	LABRECHP	352	Rehab	Valley	All	Worn	High	Signals	Rehab Worn or Defective Cables - Valley Sub	Replace worn or defective signal and grade crossing system cables in order to be regulatory compliant and to maintain safe and efficient systems.	A	511,940	511,940	-	-	-	-	-
30	0	HURSTJ	1235	Rehab	San Gabriel 60 / 40	1.08 - 33.7	Marginal	High	Communications	Wayside Communication System Replacement Parts - San Gabriel - LA County	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 or Professional Services required. Recurring multi-year program. NOTE: Total Project = \$100,000 / Unfunded = \$60,000	A	60,000	60,000	-	-	-	-	-



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ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
31	0	HURSTJ	1233	Rehab	San Gabriel 60 / 40	33.7 - 56.52	Marginal	High	Communications	Wayside Communication System Replacement Parts - San Gabriel - SB County	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. 15 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program. NOTE: Total Project = \$75,000 / Unfunded = \$45,000	A	45,000	45,000	-	-	-	-	-
32	0	HURSTJ	1240	Rehab	Valley	3.67 - 76.63	Marginal	High	Communications	Wayside Communication System Replacement Parts - Valley	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 or Professional Services required. Recurring multi-year program.	A	100,000	100,000	-	-	-	-	-
33	0	LABRECHP	308	Rehab	San Gabriel 60 / 40	ALL	Worn	High	Grade Crossing	Grade Crossing Rehab - SG Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment @ Benson Avenue and Euclid Avenue. (2 crossings @ \$250K each for FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K each). NOTE: Total Project = \$509,600 / Unfunded = \$305,760	A	305,760	305,760	-	-	-	-	-
34	0	HURSTJ	1244	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	High	Communications	Wayside Communication System Replacement Parts - Ventura - LA County	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.	A	50,000	50,000	-	-	-	-	-
35	0	LABRECHP	310	Rehab	River	All	Worn	High	Grade Crossing	Grade Crossing Rehab - 2 grade crossings - River Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Approximate cost per crossing = \$250K. NOTE: Total Project = \$531,800 / Unfunded = \$252,605	A	252,605	252,605	-	-	-	-	-
36	0	HARRISW	178	Rehab	San Gabriel 60 / 40	33.75	Worn	High	Track	Replacement of the turnouts on the San Gabriel Subdivision in San Bernardino County	Replace turnouts at CP Central, CP Locust, and CP Rancho with a new turnout. These replacements will include three #20, one #14, and one #10 turnouts. The replacement will involve installing new turnout frog and switch packages, rail, ties and other track materials. NOTE: Total Project = \$2,341,900 / Unfunded = \$917,940	A	917,940	917,940	-	-	-	-	-
37	0	LABRECHP	317	Rehab	San Gabriel 60 / 40	All	Worn	High	Signals	Rehab Worn or Defective Cables - SG Sub	Replace worn or defective signal and grade crossing system cables in order to be regulatory compliant and to maintain safe and efficient systems. NOTE: Total Project = \$511,940 / Unfunded = \$307,164	A	307,164	307,164	-	-	-	-	-
38	0	LABRECHP	1163	Rehab	Valley	67.55	Worn	High	Signals	Signal System Rehab - Replace Track Turnout and Power Switch at CP Harold	Replace worn or defective track turnout panel and power switch machine.	A	505,560	505,560	-	-	-	-	-
39	0	LABRECHP	318	Rehab	Valley	All	Worn	High	Grade Crossing	Grade Crossing Rehab - 2 Locations per Year - Valley Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (2 crossings @ \$250K ea. FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K ea.)	A	557,480	557,480	-	-	-	-	-
40	0	HARRISW	164	Rehab	Ventura - LA County	441.97 to 462.39	Worn	High	Grade Crossing	Rehabilitation of grade crossings on the Ventura Subdivision in Los Angeles County	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossings will be replaced at Tampa Avenue, Roscoe Boulevard, Balboa Boulevard, Lindley Avenue, and De Soto Avenue.	A	2,296,800	2,296,800	-	-	-	-	-
41	0	HARRISW	162	Rehab	San Gabriel 60 / 40	0.9 to 33.75	Worn	High	Track	Replacement of the turnouts on the San Gabriel Subdivision in Los Angeles County	Replace turnouts at CP Barranca and CP Irwin. The replacement will involve installing new turnout frog and switch packages, rail, ties and other track materials. NOTE: Total Project = \$1,000,324 / Unfunded = \$600,194	A	600,194	600,194	-	-	-	-	-



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42	8	HURSTJ	1517	Rehab	Valley	03.67 - 76.63	Marginal	High	Communications	Wayside Communication System Replacement Parts - Valley	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 or Professional Services required. Recurring multi-year program.	A	100,000	100,000	-	-	-	-	-
43	9	HURSTJ	1520	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	High	Communications	Wayside Communication System Replacement Parts - Ventura - LA County	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 required. Recurring multi-year program.	A	49,999	49,999	-	-	-	-	-
44	10	HURSTJ	1519	Rehab	Ventura - VC County	402.81 - 404.47; 403.14 - 403.50; 426.40 - 442.0	Marginal	High	Communications	Wayside Communication System Replacement Parts - Ventura - Ventura County	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 required. Recurring multi-year program.	A	49,999	-	-	-	-	49,999	-
45	11	HURSTJ	1460	Rehab	Orange	165.55 - 207.40	Marginal	High	Communications	Wayside Communication System Replacement Parts - Orange	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 required. Recurring multi-year program.	A	74,855	-	74,855	-	-	-	-
46	12	HURSTJ	1518	Rehab	River	0.00 - 3.67; 140.05 - 143.83; 480.90 - 485.20 (East Bank)	Marginal	High	Communications	Wayside Communication System Replacement Parts - River (According to the Mileposts, 36.6% of the stated distance is on the East Bank. Assume East Bank Zone 2)	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 required. Recurring multi-year program.	A	100,000	35,522	14,807	8,301	10,769	5,384	25,217
47	13	HURSTJ	1516	Rehab	San Jacinto (PVL)	65.00 - 85.40	Marginal	High	Communications	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 required. Recurring multi-year program.	A	49,999	-	-	49,999.0	-	-	-
48	14	HURSTJ	1255	Rehab	San Gabriel 60 / 40	33.7 - 56.52	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - San Gabriel - SB County	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.	A	37,500	22,500	-	-	15,000	-	-
49	15	HURSTJ	1254	Rehab	San Gabriel 60 / 40	1.08 - 33.70	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - San Gabriel - LA County	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.	A	37,500	22,500	-	-	15,000	-	-
50	16	HURSTJ	1245	Rehab	Ventura - LA County	402.81 - 404.47; 403.14 - 403.50; 426.40 - 442.0	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Ventura - LA County	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.	A	37,500	37,500	-	-	-	-	-



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51	17	HURSTJ	1243	Rehab	Ventura - VC County	402.81 - 404.47; 403.14 - 403.50; 426.40 - 442.0	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Ventura - Ventura County	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.	A	37,500	-	-	-	-	37,500	-	
52	18	HURSTJ	1241	Rehab	Valley	3.67 - 76.63	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Valley	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.	A	75,000	75,000	-	-	-	-	-	
53	19	HURSTJ	1239	Rehab	River	0.00 - 3.67; 140.05 - 143.83; 480.90 - 485.20 (East Bank)	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - River (According to Mileposts, 36.6% of the stated distance is on the East Bank. Assume East Bank Zone 2)	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.	A	75,000	26,641	11,105	6,226	8,077	4,038	18,913	
54	20	HURSTJ	1227	Rehab	San Jacinto (PVL)	65.00 - 85.40	Marginal	High	Communications	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.	A	75,000	-	-	75,000.0	-	-	-	
55	21	HURSTJ	1230	Rehab	Orange	165.55 - 207.40	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Orange	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.	A	125,000	-	125,000	-	-	-	-	
56	1	HARRINGTONG	1349	Rehab	River	N/A	Worn	Low	Facilities	LAUS WEST PORTAL TICKET BOOTH EXPANSION	Expand ticket booth to mirror adjacent Amtrak information booth. The existing ticket booth is too small for staff to safely and comfortably perform their duties.	A	605,000	287,375	119,790	67,155	87,120	43,560	-	
57	2	HOLMANS	1313	Rehab	All	N/A	Worn	High	Facilities	Phase 2 - Replace Car shop Jacks at CMF	Replace Car Shop railcar 20 ton jacks.	A	559,240	265,639	110,730	62,076	80,531	40,265	-	
58	3	HARRINGTONG	1060	Rehab	Ventura - VC County	N/A	Worn	Low	Facilities	Replace Moorpark Trailer (Crew Base)	Replace trailer and possibly connect to city sewer system.	A	1,666,500	-	-	-	-	1,666,500	-	
59	5	HARRINGTONG	1054	Rehab	All	N/A	Marginal	Low	Facilities	Renovate restrooms, partitions & gates at CMF and MOC	Replace tile, lighting, RR fixtures, and partitions at CMF and MOC, Replace corroding fence, gates, and automatic gate mechanisms at MOC	A	910,800	432,630	180,338	101,099	131,155	65,578	-	
60	6	LABRECHP	300	Rehab	All	All	N/A	N/A	Facilities	Purchase Hy-Rail Bucket Truck	Purchase one Hy-Rail bucket to allow for maintenance of any signal, communications or SCRRRA infrastructure system.	A	197,890	93,998	39,182	21,966	28,496	14,248	-	
61	7	HARRINGTONG	1347	Rehab	River Sub - East Bank	N/A	N/A	N/A	Facilities	CMF Drainage Re-direction Phase II	Change site conditions (deteriorated condition) of existing Industrial Oil Water Separator. Project is needed to comply with NPDES Storm Water permit.	A	800,000	380,000	158,400	88,800	115,200	57,600	-	
62	00	LABRECHP	357	Rehab	Ventura - VC County	434.31; 433.27; 430.83; 429.51	Worn	High	Grade Crossing	Grade Crossing Rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (4 crossings @ approx. \$250K ea.); Locations (1) Erringer Rd 434.31; (2) 1st Street 433.27; (3) Quimisa Dr 430.83; (4) E. Los Angeles Ave 429.51; Field conditions may change resulting in different locations taking precedent by the time the funding is available.	A	1,018,320	-	-	-	-	-	1,018,320	-
63	2	LABRECHP	335	Rehab	Orange	165.4 - 207.4	Worn	High	Grade Crossing	Grade Crossing Rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Locations: (1) Ball Road MP 169.12; (2) Santa Clara Ave MP 174.16; (3) Rancho Capistarno MP 194.3; (4) Avenida Aeropuerto MP 198.75	A	1,030,320	-	1,030,320	-	-	-	-	-
64	3	SAKODAK	1305	Rehab	San Gabriel 60 / 40	47.1	Worn	High	Grade Crossing	Rehabilitation of Beech Ave crossing on the San Gabriel Subdivision	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossing will be replaced at Beech Avenue.	A	462,000	277,200	-	-	184,800	-	-	
65	1	CHAKLADARA	133	Rehab	All	N/A	Worn	High	Information Technology	Switch Rehab Project	Replace critical aging, end-of-life switch equipment for SCRRRA's business network.	A	249,700	118,608	49,441	27,717	35,957	17,978	-	



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66	1	HARRINGTONG	1798	Rehab	All	N/A	Worn	High	Non-Revenue Fleet	Vehicle Replacements (Trucks & Hi-Rail Truck)	Replace MOW vehicles that have outlived useful life (includes 2 trucks for Mass Electric Signal Maintenance; 1 truck for T&S Maintenance; 1 hi-rail truck for MOW Mechanic).	A	458,975	218,013	90,877	50,946	66,092	33,046	-
67	1	HWONGD	1348	Rehab	All	N/A	Worn	High	Other	TVM End of Life components	The Ticket Vending Machines (TVM) have surpassed their standard lifespan. Conduent, our maintenance vendor has reviewed the Bill of materials for all existing TVMs and have identified (4) items that are at their end of life and needs replacement: BNA, Note boxes, ADA Panels and Displays. The purpose of this proposal is to procure the (4) items mentioned to maintain system performance.	A	200,000	95,000	39,600	22,200	28,800	14,400	-
68	1	DUNGOK	999/424	Rehab	San Gabriel - SB County	51.00 - 53.00	Worn	Low	Right of Way	San Gabriel SB Sub ROW Maint	ROW grading/ditching, correcting drainage issues near Meridian Avenue.	A	44,490	26,694	-	-	17,796	-	-
69	2	DUNGOK	422	Rehab	Orange	0 to 5 Olive & 178.00 to 179.00	Worn	Low	Right of Way	Orange/Olive Sub ROW Maint	Orange/Olive SUB ROW grading/ditching: Olive SUB between MP 0 and MP 5; Orange SUB between MP 178 and MP 179	A	209,750	-	209,750	-	-	-	-
70	3a	DUNGOK	998/418	Rehab	Valley	47.3-47.4; 49.5-52.0; 57.97-58.30; 67.50-67.92	Worn	Low	Right of Way	Valley Sub Row Maint	ROW grading/ditching MP47.3 to MP47.4 0.1 mi South Side LA County Main Track Slide Fence Area MP49.5 to MP52.0 2.5 mi South Side LA County Main Track 4 Locations between Mp 50-52.0 MP57.97 to MP58.30 0.3 mi South Side LA County Main Track Alsio Canyon Road going west MP67.50 to MP67.92 0.4 mi South Side LA County Main Track Cp Harold to Ave R South side only	A	223,850	223,850	-	-	-	-	-
71	3b	DUNGOK	998/420	Rehab	Ventura - LA County	442.80-442.90; 443.07-443.17; 443.80-443.90; 444.0-444.10	Worn	Low	Right of Way	Ventura (LA) Sub ROW Maint	ROW grading/ditching MP442.80 to MP442.9 0.1 mi North/South LA County Main Track Outside Tunnel 27 going west on North/South sides MP443.07 to MP443.17 0.1 mi North/South LA County Main Track Outside Tunnel 27 going east on North/South sides MP443.80 to MP443.9 0.1 mi North/South LA County Main Track Outside Tunnel 28 going west on North/South sides MP444.00 to MP444.1 0.1 mi North/South LA County Main Track Outside Tunnel 28 going east on North/South sides	A	223,850	223,850	-	-	-	-	-
72	1	TRIPOLIR	1061	Rehab	All	All	Worn	Low	Rolling Stock	Locomotive and Cab Car Camera & DVR replacements	Replace the DVR'S and cameras on 15 locomotives and 57 cab cars with new model	A	1,099,875	522,441	217,775	122,086	158,382	79,191	-
73	2	KAKARIST	1344	Rehab	All	ALL	Adequate	High	Rolling Stock	Overhaul side door motors in 50 Rotem passenger rail cars	Every passenger rail car in the fleet has four (4) side doors and each side door has two (2) panels with one door motor per each panel (8 door motors per rail car). The door motor has to be overhauled to function properly when rail car is in passenger service. Malfunction of door motors create train delays due to doors not opening or closing when requested by conductor. There are 137 Rotem passenger rail cars in the Metrolink fleet. Request will be made until all 137 are complete.	A	577,500	274,313	114,345	64,103	83,160	41,580	-
74	5	KAKARIST	1343	Rehab	All	ALL	Adequate	Low	Rolling Stock	HVAC Overhaul in forty (40) Rotem railcars	Complete overhaul the HVAC units (2 per rail car) in forty (40) Rotem railcars. Per OEM vendor the HVAC units must be overhauled every 6 years.	A	1,112,100	528,248	220,196	123,443	160,142	80,071	-
75	6	KAKARIST	1342	Rehab	All	ALL	Adequate	Low	Rolling Stock	Replace rubber window gaskets in fifty (50) Rotem passenger railcars	The rubber window gaskets with time became hard and brittle. With this project a vendor will be selected to replace all rubber window gaskets in emergency and non-emergency windows in 50 Rotem passenger rail cars.	A	665,500	316,113	131,769	73,871	95,832	47,916	-
76	00	LABRECHP	1399	Rehab	San Gabriel - LA County	15.13	Worn	High	Signals	Temple Ave 15.13 - Grade Crossing Warning Equipment Rehab - SG Sub	Temple Ave MP 15.13 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	A	544,060	326,436	-	-	217,624	-	-



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ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
77	00	LABRECHP	1411	Rehab	River Sub - West Bank	0.70	Worn	High	Signals	CP Mission MP 0.7 - Rehab Control Point Remote Control Protocol to ATCS Standards	Replace existing Bi-Polar type Control Point remote control system at CP Mission, MP 0.7, River Subdivision.	A	87,560	41,591	17,337	9,719	12,609	6,304	-
78	00	LABRECHP	1414	Rehab	River	0.70	Worn	High	Signals	CP Dayton MP 0.7 - Signal System Rehab and Reliability	Replace existing signal relay logic system with new logic controllers that will provide system reliability and operation efficiency by eliminating a single point of failure. Replace old, worn and damaged signal cables. Replace Dual Control power switch machines.	A	1,807,800	858,705	357,944	200,666	260,323	130,162	-
79	00	LABRECHP	1421	Rehab	Valley	28.00	Worn	High	Signals	CP Portal MP 28.00 - Replace Equipment Shelter and Logic Controller	CP Portal MP 28.0, Valley Subdivision - Replace existing equipment shelter, signal logic controller, battery backup system and associated supporting equipment with new, modern and reliable equipment. Replace dual control power switch machine and all underground cables at this control point with new, modern and reliable components.	A	668,910	668,910	-	-	-	-	-
80	00	LABRECHP	1426	Rehab	Valley	76.64	Worn	High	Signals	Intermediate Signal 761 - MP 76.64 Valley Subdivision - Install Electrical Power Supply	Intermediate Signal 761 MP 76.64, Valley Subdivision - Replace existing temporary electrical power supply with new solar panel power supply.	A	144,980	144,980	-	-	-	-	-
81	00	LABRECHP	1428	Rehab	Ventura - LA County	458.06	Worn	High	Signals	Intermediate Signals 4581-4584 MP 458.06 - Replace Signal Equipment	Intermediate Signal 4581-4584 MP 458.06, Ventura Subdivision - Replace existing equipment shelter, signal logic controller, back up battery system and supporting equipment with new, modern and reliable components.	A	358,710	358,710	-	-	-	-	-
82	00	LABRECHP	1440	Rehab	Orange	166.20	Worn	High	Signals	Orangethorpe Ave 166.20 - Orange Sub - Replace Defective Grade Crossing Cables	Orangethorpe Ave MP 166.20 - Replace underground grade crossing cable for control of grade crossing.	A	265,320	-	265,320	-	-	-	-
83	1	LABRECHP	1166	Rehab	River	ALL	Worn	High	Signals	Rehab Worn and/or Defective Battery Cells - River Sub	Replace worn and defective signal and grade crossing battery cells	A	64,240	30,514	12,720	7,131	9,251	4,625	-
84	2	LABRECHP	1154	Rehab	River Sub - East Bank	481.68	Worn	High	Signals	Replace AC Meter Service @ N. Main Street - East Bank Zone 1	Replace worn AC Electrical Meter Service which feed power to the grade crossing	A	130,600	2,742	1,143	641	831	416	124,827
85	3	LABRECHP	1175	Rehab	Orange	196.1 - 207.4	Worn	High	Signals	C&S Corrosion Mitigation	Rehabilitate signal and/or grade crossing equipment due to the ongoing extremely damaging effects of salt air. This condition not only affects the physical condition of these systems, but also the operating characteristic. If left unattended, may cause an unsafe condition for the public, or passengers and train operations. Requests each year is relatively small, just to replace signals, gate mechanisms, gate arms, bells, etc. These are signal and grade crossing warning equipment that is directly exposed to salt air. Requests for 2021 may be significantly higher due to the need to replace signal and grade crossing enclosures and electronic equipment in the area. Locations: (1) Intermediate Signal Mast and Heads 2011-2; (2) Intermediate Signal Mast and Heads 2031-2; (3) Intermediate Signal Mast and Heads 2061-2	A	216,615	-	216,615	-	-	-	-
86	4	LABRECHP	1401	Rehab	San Gabriel - LA County	16.43	Worn	High	Signals	Amar Rd 16.43 - Grade Crossing Warning Equipment Rehab - SG Sub	Amar Rd MP 16.43 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	A	544,060	326,436	-	-	217,624	-	-
87	1	AQUINOL	1109	Rehab	All	Various	Worn	High	Stations	Miscellaneous annual repair and replacement of operating envelope station signage, pedestrian crossing repair, fence repair and striping, and detectable warning tile	Replace damaged and worn out detectable warning panels and painted pavement markings placed at station platform edges throughout the Metrolink system to comply with Americans with Disabilities Act (ADA) requirements, ensure passenger safety at station platforms and to conform with the current SCRRRA Engineering Standards. Replace damaged passenger information signage and displays at stations throughout the Metrolink system.	A	600,000	272,700	130,920	54,540	87,300	54,540	-
88	4	LUNE	237	Rehab	All	480.82	N/A	N/A	Structures	Arroyo Seco (480.82) Bridge Replacement (DESIGN ONLY)	Design Only. This bridge is a 240 ft. span through plate girder bridge built in 1930 and is 84 years old. Rebar are exposed and corroded on the bridge deck. The soffit of the superstructure and deck needs to be repaired. Performing Engineering and Design including Environmental Contract Packaging. The Design phase being requested is \$1,250,000. The Construction phase, currently estimated at \$9,212,125 will be requested in a future fiscal year.	A	1,250,000	593,750	247,500	138,750	180,000	90,000	-



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89	00	AZEVEDOA	1536	Rehab	River	N/A	Worn	High	Track, Signals	LA Union Station Track and Signal Rehabilitation	Rehabilitate LA Union Station leads, switch points, frogs, and signal and communication systems. Install ballast, new insulated joints, frogs, stock rails, OTM, signal wires, signal and communication conduits. Rehabilitation existing signals, signal houses, switch machines, and communication lines to increase the reliability of the union station leads and prevent impacts to our customers. Rehabilitate CP Mission, including the signal bridge, relays, power switch machines, rod packages, and power crossovers. This is the first year of a multi-year program.	A	5,025,000	2,386,875	994,950	557,775	723,600	361,800	-
90	4	AZEVEDOA	1389	Rehab	All	Various	Worn	High	Track	System Wide Track Asset Condition Assessments	This task will perform data collection and asset condition assessments for Crossties (Machine Vision Tie inspection), and ballast (ground penetrating radar and mobile lidar ballast scanning) systemwide.	A	724,900	344,328	143,530	80,464	104,386	52,193	-
Total Amount of Tier A:													\$ 53,261,857	\$ 38,598,898	\$ 5,326,259	\$ 2,014,671	\$ 3,135,856	\$ 4,017,215	\$ 168,958
91	0	TRIPOLIR	1041	Rehab	All		Marginal	High	Business Systems	Trapeze Maintenance Management System Software Upgrade	Baseline Services: (\$690K) - Business Process Workflow Optimization - System Configuration - Detailed labor capture, Out-of-Use Credit, Report Scheduler, etc. - Data Loader Training - Enterprise Purchasing Migration - Testing Services - Training - Go Live Support Optional Services: - Data Load Assistance (\$48K) - Interfaces (Fuel / Intelli-Train) (\$65K) - Report Development (\$30K) - State of Good Repair (100k) NOTE: Total Project = \$992,775 / Unfunded = \$471,568	B	471,568	471,568	-	-	-	-	-
92	0	YANGJ	1278	Rehab	Ventura - LA County	MP461.65	Worn	Low	Structures	Ventura Sub (LA CO) Struct	BRIDGES: MP 461.65	B	450,360	450,360	-	-	-	-	-
93	0	YANGJ	1283	Rehab	Ventura - LA County	442-462.6	Worn	High	Track	Ventura (LA) Tie Rehabilitation	Rehabilitation of 7,500 Ties using a production tie gang on the Ventura Subdivision.	B	3,010,440	3,010,440	-	-	-	-	-
94	0	LABRECHEP	1161	Rehab	Valley	76.64	Worn	High	Signals	Replace Temporary AC Power Feed with Permanent Solar System - Valley Sub	Replace temporary AC electrical power supply to signal 761 with a permanent and sustainable solar power supply.	B	307,560	307,560	-	-	-	-	-
95	2	HURSTJ	1459	Rehab	San Gabriel 60 / 40	1.08 - 56.52	Marginal	Low	Communications	Rehab Update CIS at Stations - San Gabriel Subdivision	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	90,000	-	-	60,000	-	-
96	3	HURSTJ	1457	Rehab	Ventura - VC County	462.39; 404.47	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura Subdivision	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	-	-	-	-	150,000	-
97	4	HURSTJ	1456	Rehab	Valley	03.67 - 76.63	Marginal	Low	Communications	Rehab Update CIS at Stations - Valley	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	150,000	-	-	-	-	-
98	5	HURSTJ	1253	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura - LA County	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	150,000	-	-	-	-	-
99	6	HURSTJ	1250	Rehab	Orange	165.55 - 207.40	Marginal	Low	Communications	Rehab Update CIS at Stations - Orange	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	-	150,000	-	-	-	-
100	7	HURSTJ	1249	Rehab	Ventura - VC County	402.81-404.47; 403.14-403.50; 426.40-442.0	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura - Ventura County	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	-	-	-	-	150,000	-
101	4	HARRINGTONG	1064	Rehab	SB Shortway	N/A	Worn	Low	Facilities	Purchase electric train car mover for EMF	Purchase car mover to move equipment without running locomotives.	B	889,240	455,157	189,728	106,362	137,983	-	-



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102	1	LABRECHP	292	Rehab	Ventura - VC County	437.31; 436.83; 436.08; 435.32	Worn	High	Grade Crossing	Grade Crossing Rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (4 crossings @ approx. \$250K ea.). Locations: (1) Tapo St. MP 437.31; (2) Tapo Canyon Rd MP 436.83; (3) Sequoia Ave MP 436.08; (4) Sycamore Dr MP 435.32; Field conditions may change resulting in different locations taking precedent by the time the funding is available.	B	1,028,160	-	-	-	-	1,028,160	-
103	3	KAKARIST	1346	Rehab	All	ALL	Marginal	High	Rolling Stock	Rotem passenger rail cars Push Back Coupler Overhaul	There are two (2) Push Back Couplers in every Rotem passenger rail car and there are 137 Rotem passenger cars in the Metrolink fleet. Per OEM instructions the Push Back Couplers have to be overhauled every 6 years. The Push Back Couplers are an important component for the CEM function of the Rotem rail cars.	B	3,487,000	1,656,325	690,426	387,057	502,128	251,064	-
104	00	LABRECHP	349	Rehab	River	0.7	Worn	High	Signals	Signal System Rehab - 50% West Bank, 50% East Bank Zone 2	Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC or Electrologix units, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab EL1A with VHLC = approx. \$250,000 / location).	B	1,006,320	313,330	130,609	73,220	94,989	47,494	346,677
105	00	LABRECHP	1405	Rehab	San Gabriel - SB County	35.73	Worn	High	Signals	Mountain Ave 35.73 - Grade Crossing Warning Equipment Rehab - SG Sub	Mountain Ave MP 35.73 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	326,436	-	-	217,624	-	-
106	00	LABRECHP	1407	Rehab	San Gabriel - SB County	36.81	Worn	High	Signals	Euclid Ave 36.81 - Grade Crossing Warning Equipment Rehab - SG Sub	Euclid Ave MP 36.81 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	326,436	-	-	217,624	-	-
107	00	LABRECHP	1408	Rehab	SB Shortway	0.66	Worn	High	Signals	Rialto Ave 0.66 - Grade Crossing Warning Equipment Rehab - Shortway Sub	Rialto Ave MP 0.66 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	278,477	116,081	65,075	84,422	-	-
108	00	LABRECHP	1409	Rehab	SB Shortway	0.97	Worn	High	Signals	Walnut St 0.97 - Grade Crossing Warning Equipment Rehab - Shortway Sub	Walnut St MP 0.97 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	278,477	116,081	65,075	84,422	-	-
109	00	LABRECHP	1417	Rehab	Valley	34.96	Worn	High	Signals	Golden Oak Rd 34.96 - Grade Crossing Warning Equipment Rehab - Valley Sub	Golden Oak Rd MP 34.96 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
110	00	LABRECHP	1418	Rehab	Valley	32.35	Worn	High	Signals	Drayton St 32.35 - Grade Crossing Warning Equipment Rehab - Valley Sub	Drayton St MP 32.35 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
111	00	LABRECHP	1419	Rehab	Valley	30.39	Worn	High	Signals	13th St 30.39 - Grade Crossing Warning Equipment Rehab - Valley Sub	13th St MP 30.39 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
112	00	LABRECHP	1422	Rehab	Valley	30.20	Worn	High	Signals	CP Hood MP 30.20 - Replace Equipment Shelter and Logic Controller	CP Hood MP 30.2, Valley Subdivision - Replace existing equipment shelter, signal logic controller, battery backup system and associated supporting equipment with new, modern and reliable equipment. Replace dual control power switch machine and all underground cables at this control point with new, modern and reliable components.	B	668,910	668,910	-	-	-	-	-
113	00	LABRECHP	1423	Rehab	Valley	42.0	Worn	High	Signals	CP Humphreys MP 42.0 - Replace Signal Logic Controller and supporting Equipment	CP Humphreys MP 42.0, Valley Subdivision - Replace existing signal logic controller, local control panel, backup battery system and supporting equipment with new, modern and reliable controller.	B	327,910	327,910	-	-	-	-	-
114	00	LABRECHP	1429	Rehab	Ventura - LA County	451.78	Worn	High	Signals	Balboa Ave 451.78 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Balboa Ave MP 451.78 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-



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115	00	LABRECHEP	1435	Rehab	Ventura - LA County	450.33	Worn	High	Signals	Lindley Ave 450.33 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Lindley Ave MP 450.33 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
116	00	LABRECHEP	1436	Rehab	Ventura - LA County	448.79	Worn	High	Signals	Tampa Ave 448.79 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Tampa Ave MP 448.79 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
117	00	LABRECHEP	1437	Rehab	Ventura - LA County	446.73	Worn	High	Signals	DeSoto Ave 446.73 - Grade Crossing Warning Equipment Rehab - Ventura Sub	DeSoto Ave MP 446.73 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
118	00	LABRECHEP	1438	Rehab	Ventura - LA County	447.76	Worn	High	Signals	Winnetka Ave 447.76 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Winnetka Ave MP 447.76 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	-
119	00	LUNE	221	Rehab	Ventura - VC County	427.70	n/a	n/a	Structures	Arroyo Simi 1st Crossing Scour Protection with Concrete Pile Collar and Debris Removal	Bridge 427.70 has experienced significant scour at the right (Railroad East, Geographic West) abutment. During 2011 flooding, a sink hole was identified behind the abutment where ballast was washed away. This project will provide scour protection to the bridge. Replace Bridge Ties, Approach Ties (100 feet), Fastening (Pandrol E Clips) and Ballast on all 4 Simi Bridges including 427.70, 428.15, 428.83, 429.26 @\$100,000 each.	B	1,519,955	-	-	-	-	1,519,955	-
120	1	QUINNT	1384	Rehab	San Gabriel - LA County	29.096	Worn	High	Structures	San Gabriel (LA) SUB Bridge Replacement - Design & Construction	At MP 29.096 replacement of 14 ft. span (10'x4.5') reinforced concrete box / rail top bridge.	B	774,000	464,400	-	-	309,600	-	-
121	2	QUINNT	1381	Rehab	Orange	200.2	Worn	High	Structures	Orange SUB Bridge Replacement - Design only	At MP 200.2 replace 81.50' span steel thru girder (ballast deck) bridge. (DESIGN ONLY)	B	999,900	-	999,900	-	-	-	-
122	00	AZEVEDOA	1212	Rehab	Valley	26.50	Worn	High	Track	Tunnel 25 Track Renovation	Complete Rehabilitation of the Track Structure in Tunnel 25 (Rail, Ties, Ballast, Drainage, water pumps)	B	10,792,750	10,792,750	-	-	-	-	-
123	00	AZEVEDOA	1496	Rehab	All	3.5 to 76.6, 426.4 to 462.39, 0.9 to 56.63, 165.4 to 207.4	Worn	High	Track	Rail Grinding Systemwide	Perform production rail grinding with large rail mounted specialized. Rail grinding is included in both the operating budget and rehab budgets. The rail grinding included in the operating budget is the emergency, bare minimum grinding to correct severe defects mostly on sharp curves from developing into severe defect. The rail grinding included in the rehabilitation budget is more expansive and is performed on a planned preventative maintenance basis and on all curves, tangent track and turnouts plus grade crossings. The preventative maintenance grinding is typically performed every two to four years to maintain the rail profile. Good rail profile maintains the running surface of the rail so that better contact with the train wheels is maintained. This removes conditions that may develop into defective rails with speed restrictions or even broken rails. Grinding to a design profile also improves ride quality, lowers noise and fuel consumption. This grinding work can be done on all segments of the Metrolink system.	B	996,600	473,385	197,327	110,623	143,510	71,755	-
124	1	QUINNT	1388	Rehab	River	0.68 to 3.7	Worn	High	Track	River Subdivision Track Rehabilitation	Replacement due to degradation: 13,357 ft. of rail and 2 turnouts. Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail. Locations: (1) River SUB (non-East Bank) worn rail sections only within MP 0.68 to MP 3.7; (2) River West Bank MP worn rail sections only within 143.0 to MP 143.4; (3) 2 Turnouts at CP Chavez	B	2,829,000	1,343,775	560,142	314,019	407,376	203,688	-



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125	2	QUINNT	1386	Rehab	San Gabriel 60 / 40	Various	Worn	High	Track	San Gabriel Subdivision Track Rehabilitation	Replacement due to degradation: 13,000 ft. of rail, 4 crossings, 2 turnouts, and 20,000 ft. of undercutting (ballast). Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail.	B	5,163,500	3,098,100	-	-	2,065,400	-	-
126	3	QUINNT	1387	Rehab	Orange and Olive	Various	Worn	High	Track	Orange / Olive Subdivision Track Rehabilitation	Replacement due to degradation: 4,000 ft. of rail, 9,000 ties, 1 crossing, and 35,700 ft. of undercutting (ballast). Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail (see sample attached).	B	5,221,000	-	5,221,000	-	-	-	-
127	5	AZEVEDOA	1394	Rehab	All	N/A	Worn	High	Track	Enterprise Asset Management Migration - Systemwide	This task will advertise and award an enterprise asset management tool so that all of Metrolink infrastructure assets, conditions, work order assignments, progress tracking, and inspections, for both linear assets (track) and singular assets (crossings, structures, turnouts, etc.). This task will include a selection of a vendor from the two vendors we have existing asset condition databases with currently.	B	1,177,000	559,075	233,046	130,647	169,488	84,744	-
128	6	AZEVEDOA	1379	Rehab	Ventura - LA County	Various	Worn	High	Track	Ventura (LA County) Track Rehabilitation	Track Rehabilitation includes 6500 ft. of worn rail replacement, 3 crossing replacements, 2 turnout replacements, and 18000 ft. of undercutting and ballast cleaning. Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail.	B	3,747,000	3,747,000	-	-	-	-	-
Total Amount of Tier B:													\$ 52,516,893	\$ 34,312,352	\$ 8,604,340	\$ 1,252,078	\$ 4,494,566	\$ 3,506,860	\$ 346,677
129	0	LABRECHEP	319	Rehab	Valley	All	Worn	High	Signals	Signal System Rehab - Rehab Logic Controllers and Supporting Equipment - Valley Sub	Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC or Electrologix units, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab EL1A with VHLC = \$250,000 / location).	C	1,131,460	1,131,460	-	-	-	-	-
130	1	PETERSONJ	272	Rehab	All	All	Worn	High	Communications	SCRRA Positive Train Control Lab Systems Support and Testing	Hardware and software maintenance and support not covered by direct maintenance and support agreements for the SCRRA PTC Lab. The project will include upgrading the PTC related systems to the next version of CAD/BOS/ITCM/MDM/WSRS/OBS system software and hardware. The upgrades are to include installation in the SCRRA lab, lab testing and validation.	C	847,500	402,563	167,805	94,073	122,040	61,020	-
131	3	QUINNT	1378	Rehab	Valley	Varies	Worn	High	Structures	Valley SUB Bridge Replacement Design & Construction	At MP 8.12 replace 95' span deck plate girder ballast deck bridge. At MP 47.83 replace 13' span I-beam ballast deck bridge. At MP 44.94 replace 173' (2 spans @ 86.5') steel thru girder open deck bridge. At MP 19.42 replace 6' span rail top bridge. At MP 28.49 replace 8' railtop bridge deck and 10' concrete slab bridge.	C	15,299,760	15,299,760	-	-	-	-	-
132	00	QUINNT	1696	Rehab	Pasadena	n/a	Worn	Low	Track, Grade Crossing, Structures	Pasadena Subdivision Rehab	Replacement may include rail, ties, grade crossings, bridges, and/or culverts. Rehab work is needed to extend asset life since the Foothill Gold Line Extension relocation and rebuild is going to be several years away.	C	750,000	750,000	-	-	-	-	-
Total Amount of Tier C:													\$ 18,028,720	\$ 17,583,783	\$ 167,805	\$ 94,073	\$ 122,040	\$ 61,020	\$ -
133	SP	YANGJ	503	Rehab	METRO ONLY		N/A	N/A	Equipment	Refurbish 10 passenger cars for expanded service	Refurbish 10 passenger cars for expanded service. Cost is \$1.45M per unit for mid-life overhaul. Service for 2 round trips from LA to Chatsworth and 2 round trips from LA to Lancaster. Rail cars to be refurbished: 2 Second Generation Bombardier Coaches 6 First Generation Bombardier Cab Cars 2 Second Generation Bombardier Cab Cars	SP	14,500,000	14,500,000	-	-	-	-	-
134	SP	BENINGH	1203	Rehab	Orange	197.9	N/A	N/A	Structures	Orange Sub Struct - San Juan Creek Bridge	BRIDGES: MP 197.9 Construction of replacement for 300-ft span thru-plate girder bridge (San Juan Creek Bridge-MP 197.9).	SP	38,261,522	-	38,261,522	-	-	-	-



PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 03.13.18

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
135	SP	AZEVEDOA	1209	Rehab	San Jacinto (PVL)	64.5	Worn	Low	Track	Perris Valley Subdivision Rail Rehab Program	Upgrade aged and work rail from 1977 to new 136 lb Head-Hardened Rail between the limits of 69.81-71.09 and 71.24-71.66 (8,976 Track ft, 17,952 ft of Rail). Upgrade Cut Spike fastening to resilient (pandrol clip) fastening (8,976 Track Ft). Replace approximately 50% of wood Ties (about 2800).	SP	3,256,250	-	-	3,256,250	-	-	-
136	SP	LABRECHP	1425	Rehab	Valley	14.14	Worn	High	Signals	Arvilla St 14.14 - Grade Crossing Warning Equipment Rehab - Valley Sub	Arvilla St MP 14.14 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables. NOTE: Project 1288 funding is in the Rehab FY18 Backlog	SP	571,560	571,560	-	-	-	-	
137	SP	LUNE	1818	Rehab	San Jacinto (PVL)	68.0	Worn	Low	Track	Box Springs Area Drainage Assessment	Perform hydrology and hydraulics study for Box Springs Area to determine drainage solutions to capture and convey flows away from railroad tracks.	SP	199,638	-	-	199,638	-	-	
138	SP	KAKARIST	1120	Rehab	All	ALL	Marginal	High	Rolling Stock	Bombardier (Sentinel) passenger rail cars Midlife Overhaul	The current fleet of 121 Bombardier passenger rail cars includes three generations of rail cars with delivery dates of 1992, 1997 and 2002. The purpose of this midlife overhaul is to improve passenger comfort and safety, reliability, appearance and upgrade to current standards. The overhaul will replace and upgrade worn and marginal running gear, hardware, systems and components and will extend the useful life of the rail cars. The midlife overhaul as recommended by the OEM manufacturer is about 15 years after the cars initial in service date. The Metrolink Bombardier car fleet has not gone through a midlife overhaul yet. About fourteen (14) first generation Bombardier coach cars will be overhauled. The Overhaul Specification and also a breakdown on the costs per each system is the same as is shown on the previous year 2018.	SP	20,250,000	9,618,750	4,009,500	2,247,750	2,916,000	1,458,000	-
Total Amount of Special Projects:													\$ 77,038,970	\$ 24,690,310	\$42,271,022	\$ 5,703,638	\$ 2,916,000	\$ 1,458,000	\$ -
Final Requested:													\$ 200,846,440	\$115,185,342	\$56,369,426	\$ 9,064,459	\$10,668,461	\$ 9,043,095	\$ 515,635



NEW CAPITAL PROJECT PROPOSALS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 01.10.18

CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
CHAKLADARA	1119	Capital	All	N/A	N/A	N/A	Business Systems	Laptop and Server Upgrade	Replace old laptops and servers to support Windows 10 rollout. NOTE: Total project = \$208,000 / Unfunded = \$98,800	98,800	98,800	-	-	-	-
LUNE	219	Capital	All	3.35	N/A	N/A	Track	Central Maintenance Facility West Entrance	A new connection from the existing track at CMF to the main lines will be constructed to provide second entrance to the CMF Facility. This connection will provide emergency exit from the CMF on the west side. The project will include track and signal work, a new bridge to go across CMF Access Road and tie into existing CP Taylor. NOTE: Total Project = \$2,000,000 / Unfunded = \$950,000	950,000	950,000	-	-	-	-
PETERSONJ	1238	Capital	All	All	N/A	N/A	PTC Systems	Interoperable Positive Train Control Rung II Non-Vital to Vital System Upgrade	Perform a System wide upgrade to all PTC systems and subsystems to achieve a federal certification of compliance for a vital control system. The upgrade is to include onboard systems, communication systems, back office systems, wayside systems, documentation, laboratory and field testing, updating and submitting the SCRRRA's PTC Implementation Plan and PTC Safety Plan to the FRA for approval. NOTE: Total Project = \$3,070,000 / Unfunded = \$1,458,250	1,458,250	1,458,250	-	-	-	-
LUNE	215	Capital	Valley	68.50 - 69.80	N/A	N/A	Track	Palmdale Passing Siding (DESIGN ONLY)	Design Only. Construct 2,000 feet of passing siding near Palmdale Station for operational flexibility. The Design phase being requested is \$1,000,000. The Construction phase, currently estimated at \$8,360,400, will be requested in a future fiscal year.	1,000,000	1,000,000	-	-	-	-
LUNE	366	Capital	Orange	183.5	N/A	N/A	Facilities	Irvine Maintenance Facility Phase I (DESIGN & ENVIRONMENTAL ONLY)	Perform Design and Environmental. Build a first phase new maintenance facility in Irvine on the property acquired by OCTA to maintain Metrolink vehicles and locomotives. The first phase will include layover tracks, car wash, S&I tracks, sanding and fueling system. Perform Design Only of EMF Phase 2 and 3 Build Out including Railroad West (south) main track connection. The Design phase being requested is \$10,000,000. The Construction phase, currently estimated at \$40,100,000, will be requested in a future fiscal year.	10,000,000	-	10,000,000	-	-	-
FORNELLIJ	374	Capital	All	Systemwide	N/A	N/A	Track	6 Automatic Equipment Identification (AEI) and 2 Automated Wheel and Brake Inspection (WILD) - wheel impact and loaded detection	Wheel scan system provide immediate feedback on the wheel wear and wheel profile of every axles of each train that passes wayside measurement system. Wheel scan systems take wheel profile images and perform dimensional measurements on each wheel in real time. Wheel scan systems are designed to measure wheel profile, flange height, flange width, flange cross dimension, flange angle, rim thickness, back-to-back gauge, and wheel diameter. Other railroad specific wheel parameters may also be calculated using the collected data. Data is collected in real-time and at track speeds. Wheel scan systems are designed to be installed in mainline track, yards, or in maintenance workshops for the real-time evaluation of wheel parameters. The system can also be integrated with other track-based measurement and detection systems including wheel impact, brake and truck monitoring equipment and maintenance management systems. In a typical installation, each wheel image is synchronized with vehicle identification information, and transferred to offsite computers to a web-based data management application for fleet analysis and reporting. Some systems have are compatible with enterprise resource planning (ERP) systems.	500,000	237,500	99,000	55,500	72,000	36,000
HARRINGTONG	1079	Capital	All	N/A	N/A	N/A	Facilities	Electric Vehicle Charging Stations	Install EV charging stations at CMF, MOC, DOC, and Melbourne.	804,320	382,052	159,255	89,280	115,822	57,911



NEW CAPITAL PROJECT PROPOSALS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 01.10.18

CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
LUNE	1358	Capital	All	3.35	N/A	N/A	Facilities	Clear Utilities and Property. Central Maintenance Facility West Entrance. (CONSTRUCTION PHASE)	A new connection from the existing track at CMF to the main lines will be constructed to provide second entrance to the CMF Facility. This connection will provide emergency exit from the CMF on the west side. The project will include track and signal work, a new bridge to go across CMF Access Road and tie into existing CP Taylor. (Design project #219 is part of the FY18 budget request, in an amount of \$2,000,000).	9,698,500	4,606,788	1,920,303	1,076,534	1,396,584	698,292
Final Requested										\$ 24,509,870	\$ 8,733,390	\$ 12,178,558	\$ 1,221,313	\$ 1,584,406	\$ 792,203

ATTACHMENT J – Operating Budget Projection for FY2019 – 2020

(\$000s)	Projected EY 19-20 Budget					Total
	Metro	OCTA	RCTC	SBCTA	VCTC	
Operating Revenue						
Farebox Revenue	42,190	22,817	7,783	10,341	2,370	85,501
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	42,190	22,817	7,783	10,341	2,370	85,501
Dispatching	1,099	696	12	59	256	2,122
Other Revenues	126	58	32	37	17	270
MOW Revenues	7,426	2,549	668	1,544	475	12,663
Subtotal Operating Revenue	50,841	26,121	8,496	11,981	3,118	100,556
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	25,587	10,725	4,984	5,206	1,824	48,327
Equipment Maintenance	19,439	8,960	4,641	4,503	1,704	39,248
Fuel	9,998	4,828	1,943	2,067	634	19,471
Non-Scheduled Rolling Stock Repairs	94	43	18	20	6	180
Operating Facilities Maintenance	901	411	169	194	56	1,731
Other Operating Train Services	233	85	74	51	52	495
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,180	1,216	926	617	126	6,066
Security - Guards	1,179	431	374	256	261	2,500
Supplemental Additional Security	340	184	63	83	19	690
Public Safety Program	183	67	58	40	41	389
Passenger Relations	823	490	166	203	57	1,739
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	3,972	2,021	1,533	1,254	557	9,338
Marketing	800	446	163	193	59	1,661
Media & External Communications	216	79	68	47	48	458
Utilities/Leases	1,666	609	529	361	369	3,535
Transfers to Other Operators	3,753	1,519	508	699	212	6,691
Amtrak Transfers	765	1,516	-	-	119	2,400
Station Maintenance	1,159	264	115	255	84	1,877
Rail Agreements	1,948	1,594	1,265	357	360	5,525
Subtotal Operations & Services	76,238	35,489	17,599	16,406	6,589	152,320
<u>Maintenance-of-Way</u>						
MoW - Line Segments	22,643	8,891	3,296	6,018	2,567	43,414
MoW - Extraordinary Maintenance	366	80	60	64	50	620
Subtotal Maintenance-of-Way	23,009	8,971	3,356	6,082	2,617	44,035
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	6,818	2,504	2,157	1,480	1,504	14,464
Ops Non-Labor Expenses	3,930	1,717	855	871	381	7,754
Indirect Administrative Expenses	8,375	3,063	2,658	1,816	1,855	17,767
Ops Professional Services	1,241	454	394	269	275	2,633
Subtotal Admin & Services	20,365	7,738	6,064	4,435	4,016	42,618
<u>Contingency (Non-Train Ops)</u>	96	35	31	21	21	204
Total Operating Expenses	119,708	52,233	27,049	26,945	13,242	239,177

Insurance Expense/(Revenue)

Liability/Property/Auto	6,195	2,829	1,164	1,331	387	11,906
Claims / SI	520	238	98	112	33	1,000
Claims Administration	648	296	122	139	41	1,246
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	7,363	3,363	1,384	1,582	460	14,152
Total Expense	127,071	55,596	28,433	28,527	13,702	253,329
Loss	(76,230)	(29,475)	(19,937)	(16,546)	(10,584)	(152,773)

Member Subsidies

Operations	68,866	26,113	18,553	14,964	10,124	138,621
Insurance	7,363	3,363	1,384	1,582	460	14,152
Total Member Subsidies	76,230	29,475	19,937	16,546	10,584	152,773

ATTACHMENT K – Operating Budget Projection for FY2020 – 2021

(\$000s)	Projected EY 20-21 Budget					Total
	Metro	OCTA	RCTC	SBCTA	VCTC	
Operating Revenue						
Farebox Revenue	42,435	23,045	7,782	10,241	2,365	85,868
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	42,435	23,045	7,782	10,241	2,365	85,868
Dispatching	1,099	697	13	59	256	2,124
Other Revenues	127	58	32	37	17	270
MOW Revenues	7,493	2,576	677	1,563	475	12,784
Subtotal Operating Revenue	51,154	26,376	8,503	11,900	3,112	101,045
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	26,404	11,031	5,128	5,376	1,892	49,831
Equipment Maintenance	19,959	9,196	4,761	4,772	1,754	40,441
Fuel	10,148	4,886	1,969	2,099	645	19,747
Non-Scheduled Rolling Stock Repairs	93	43	18	21	6	180
Operating Facilities Maintenance	924	422	174	207	58	1,785
Other Operating Train Services	240	88	76	52	53	508
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,265	1,254	941	656	132	6,248
Security - Guards	1,202	440	381	261	266	2,550
Supplemental Additional Security	341	185	63	82	19	690
Public Safety Program	183	67	58	40	41	389
Passenger Relations	834	489	162	200	54	1,739
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	4,097	2,084	1,581	1,293	575	9,630
Marketing	984	538	192	229	68	2,011
Media & External Communications	219	80	70	48	49	465
Utilities/Leases	1,697	621	538	368	376	3,599
Transfers to Other Operators	3,867	1,575	524	710	216	6,892
Amtrak Transfers	765	1,516	-	-	119	2,400
Station Maintenance	1,205	274	120	266	88	1,952
Rail Agreements	1,988	1,642	1,295	362	367	5,654
Subtotal Operations & Services	78,413	36,431	18,050	17,041	6,777	156,711
<u>Maintenance-of-Way</u>						
MoW - Line Segments	23,623	9,248	3,445	6,257	2,675	45,248
MoW - Extraordinary Maintenance	385	84	64	68	52	653
Subtotal Maintenance-of-Way	24,007	9,332	3,508	6,325	2,728	45,901
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	7,155	2,628	2,264	1,553	1,579	15,179
Ops Non-Labor Expenses	4,036	1,764	876	894	390	7,961
Indirect Administrative Expenses	8,722	3,190	2,768	1,891	1,932	18,503
Ops Professional Services	1,267	464	402	275	281	2,689
Subtotal Admin & Services	21,181	8,045	6,311	4,613	4,181	44,332
<u>Contingency (Non-Train Ops)</u>	96	35	31	21	21	204
Total Operating Expenses	123,698	53,844	27,899	28,000	13,707	247,148

Insurance Expense/(Revenue)

Liability/Property/Auto	6,372	2,910	1,198	1,430	399	12,309
Claims / SI	518	236	97	116	32	1,000
Claims Administration	664	303	125	149	42	1,282
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	7,554	3,449	1,420	1,695	473	14,591
Total Expense	131,252	57,293	29,319	29,695	14,180	261,739
Loss	(80,098)	(30,917)	(20,815)	(17,795)	(11,067)	(160,694)

Member Subsidies

Operations	72,544	27,468	19,396	16,100	10,595	146,103
Insurance	7,554	3,449	1,420	1,695	473	14,591
Total Member Subsidies	80,098	30,917	20,815	17,795	11,067	160,694

Attachment C - FY 19 List of Programming for Rehabilitation and Capital Projects

RANK	PROJECT No.	METRO COST	DESCRIPTION	COMMENTS
FY 18 All Share	247	\$ 399,190	Rail Grinding Systemwide	
FY 18 All Share	485	\$ 552,473	MOW Vehicle Replacement	Purchase of a total 10 hy-rail trucks and MOW vehicles
FY 18 All Share	1039	\$ 56,858	Replace Public Address System	
FY 18 All Share	1058	\$ 132,820	Replace Car shop Jacks at CMF	
FY 18 All Share	1221	\$ 450,063	PTC Lab Systems Support and Testing	
FY 18 All Share	1223	\$ 283,813	Back Office Systems Upgrades and Testing Support	
FY 18 All Share	1247	\$ 522,500	PTC On-Board Software Upgrades, Hardware Repair	
FY 18 All Share	1091	\$ 36,159	Condition Based Maintenance Tools, PC and Analysis Software	Consider more urgent track & structure Rehab. Refer to sampling of track & structure rehab in Attachment D
FY 18 All Share	1222	\$ 536,750	Back Office Hardware & Software Replacement	Consider more urgent track & structure Rehab. Refer to sampling of track & structure rehab in Attachment D
FY 18 All Share	1041	\$ 471,568	Trapeze Maintenance Management System Software Upgrade	Consider more urgent track & structure Rehab. Refer to sampling of track & structure rehab in Attachment D
FY 18 All Share	1274	\$ 356,250	Preform SOGR Engineering, Track Measurements and Prioritization	Consider more urgent track & structure Rehab. Refer to sampling of track & structure rehab in Attachment D
FY18 River	310	\$ 252,605	Grade Crossing Rehab - 2 Locations on River Sub	Coordination and execution should be through the LINK US project.
FY18 River	311	\$ 483,089	Signal System Rehab	Coordination and execution should be through the LINK US project.
FY18 River	312	\$ 475,000	Phase 1 - Signal System Rehab at CP Terminal	Coordination and execution should be through the LINK US project.
FY18 River	1155	\$ 47,785	Replace Worn Electrical Switch Lock at 140.080 West Bank	Coordination and execution should be through the LINK US project.
FY18 River	1167	\$ 159,572	Signal System Rehab at CP Capital	
FY18 River	1237	\$ 47,500	Wayside Communication System Replacement Parts	Coordination and execution should be through the LINK US project.
FY18 River	1285	\$ 893,950	LA Union Station Track Rehabilitation	Coordination and execution should be through the LINK US project.
FY 18 ALL SHARE & RIVER SUBTOTAL		\$ 6,157,945		
FY18 Line	178	\$ 917,940	Replacement of the turnouts on the San Gabriel Sub	
FY18 Line	318	\$ 557,480	Grade Crossing Rehab - 2 Locations on Valley Sub	
FY18 Line	1233	\$ 45,000	Wayside communication System Replacement Parts	
FY18 Line	1235	\$ 60,000	Wayside communication System Replacement Parts	
FY18 Line	1240	\$ 100,000	Wayside communication System Replacement Parts	
FY18 Line	1244	\$ 50,000	Wayside communication System Replacement Parts	
FY18 Line	1164	\$ 329,160	Grade Crossing Rehab - 2 Locations on San Gabriel Sub	
FY18 Line	308	\$ 305,760	Grade Crossing Rehab - San Gabriel Sub	
FY18 Line	1099	\$ 250,800	Station Pedestrian Crossing Rehab	
FY18 Line	1218	\$ 1,535,250	Ventura Track Rehab	
FY18 Line	317	\$ 307,164	Rehab Worn or Defective Cables on the San Gabriel Sub	
FY 18 LINE SUBTOTAL		\$ 4,458,554		
FY 19 All Share	1348	\$ 95,000	TVM End of Life Components	
FY 19 All Share	1408	\$ 278,477	Rialto Avenue - Grade Crossing Warning Equip Rehab	
FY 19 All Share	1409	\$ 278,477	Walnut Street- Grade Crossing Warning Equip Rehab	
FY 19 All Share	1342	\$ 316,113	Replace rubber window gaskets in 50 ROTEM Cars	
FY 19 All Share	1343	\$ 528,248	HVAC Overhaul in 40 ROTEM Cars	
FY 19 All Share	1344	\$ 274,313	Overhaul side door motors in 50 ROTEM Cars	
FY 19 All Share	1496	\$ 473,385	Rail Grinding Systemwide	
FY 19 All Share	1109	\$ 272,700	ADA enhancements	
FY 19 All Share	272	\$ 402,563	PTC Lab Systems Support and Testing	
FY 19 All Share	1064	\$ 455,157	Purchase Electric Train Car mover for EMF	
FY 19 All Share	1389	\$ 344,328	Systemwide Track Asset Condition Assessment	
FY 19 All Share	1346	\$ 1,656,325	ROTEM Passenger Rail Cars Push Back Coupler Overhaul	
FY 19 All Share	1061	\$ 522,441	Locomotive and Cab car Camera & DVR Replacement	
FY 19 All Share	1313	\$ 265,639	Phase 2 - Replace Car Shop Jacks at CMF	
FY 19 All Share	133	\$ 118,608	Switch Rehab Projects for SCRRA's business network on age base assessment	
FY 19 All Share	300	\$ 93,998	Purchase Hy-Rail Bucket Truck	
FY 19 All Share	1054	\$ 432,630	Renovate Restrooms, partitions & gates at CMF and MOC	
FY 19 All Share	1798	\$ 218,013	Vehicle Replacements (Trucks & Hy-Rail Truck)	
FY 19 All Share	1394	\$ 559,075	Enterprise Asset Management Migration - Systemwide	
FY 19 All Share	237	\$ 593,750	Arroyo Seco Bridge Replacement	
FY 19 ALL-SHARE SUBTOTAL		\$ 8,179,240		
FY 19 River	1518	\$ 35,522	Wayside Communications Software	
FY 19 River	1166	\$ 30,514	Signal Replace Battery Cells	Coordination and execution should be through the LINK US project.
FY 19 River	1411	\$ 41,591	Signal Replace Control Point System	Coordination and execution should be through the LINK US project.
FY 19 River	1414	\$ 858,705	Signal System Rehab	Coordination and execution should be through the LINK US project.
FY 19 River	1388	\$ 1,343,775	Replace Worn Rail Sections and Turnouts	
FY 19 River	1239	\$ 26,641	Wayside Communications System Design and Slot Planning	
FY 19 River	1349	\$ 287,375	LAUS West Portal Ticket Booth Expansion	Consider more urgent track & structure Rehab. Refer to sampling of track & structure rehab in Attachment D
FY 19 River	1347	\$ 380,000	CMF Drainage Re-direction Phase II	
FY 19 River	1536	\$ 2,386,875	Union Station Track & Signal Rehab	Coordination and execution should be through the LINK US project.
FY 19 River	349	\$ 313,330	Signal System Rehab	Coordination and execution should be through the LINK US project.
FY 19 River	1154	\$ 2,742	Signal Replace AC Meter	Coordination and execution should be through the LINK US project.
FY 19 RIVER SUBTOTAL		\$ 5,707,070		
FY 19 Line	1399	\$ 326,436	Signal Grade Crossing Rehab	
FY 19 Line	1401	\$ 326,436	Signal Grade Crossing Rehab	
FY 19 Line	1426	\$ 144,980	Signal Replace Power Supply	
FY 19 Line	1428	\$ 358,710	Signal Replacement Equipment Shelter	
FY 19 Line	998/418	\$ 223,850	ROW Grading and Ditching	
FY 19 Line	998/420	\$ 223,850	ROW Grading and Ditching	
FY 19 Line	1459	\$ 90,000	Communications Upgrade CIS	
FY 19 Line	1386	\$ 3,098,100	Track Rehab	
FY 19 Line	1405	\$ 326,436	Signal Grade Crossing Rehab	
FY 19 Line	1407	\$ 326,436	Signal Grade Crossing Rehab	
FY 19 Line	1384	\$ 464,400	Structures Bridge Replacement	
FY 19 LINE SUBTOTAL		\$ 5,909,634		
FY 19 Special	1120	\$ 9,618,750	Bombardier (Sentinel) Passenger Rail Cars Midlife Overhaul	
FY 19 LINE SUBTOTAL		\$ 9,618,750		
SUBTOTAL		\$ 40,031,193	(\$10,616,499 for FY 18 and \$29,414,694 for FY 19)	

DEFERRED REVENUE REPROGRAMMING UNDER SEPARATE BOARD ACTION				
RANK	PROJECT No.	METRO COST	DESCRIPTION	COMMENTS
FY 19 Line	1212	\$ 750,000	Tunnel 25 Urgent Track, Ties and Drainage Rehab	Through field assessment and SCRRA coordination
FY 19 Capital	219	\$ 950,000	CMF Tail Tracks (Design Only)	
SUBTOTAL		\$ 1,700,000		
TOTAL		\$ 41,731,193		

Attachment D - List of Representative Sampling of Tracks and Structures

RANK	PROJECT No.	METRO COST	DESCRIPTION
FY 19 Line Specific	1425	\$ 571,560	Arvilla Street - Grade Crossing Warning Equipment Rehab
FY 18 Line Specific	1288	\$ 1,048,700	Rehab of grade crossings on the Valley Sub in LA County
FY 18 Line Specific	162	\$ 600,194	Replace turnouts on the San Gabriel Sub in LA County
FY 19 All Share	244	\$ 605,910	Customer Information System Replacement at Stations
FY 19 All Share	191	\$ 147,488	Station Signage Rehab
FY 19 River	282	\$ 112,547	Rehab worn or defective cables
FY 19 River	347	\$ 164,797	Signal System Rehab - Replace EC4 Unit at CP Mission
FY 18 Line Specific	1287	\$ 1,179,132	Rehab of grade crossings on the San Gabriel Sub in LA County
FY 19 Line Specific	1696	\$ 750,000	Replace rail, ties, grade crossing on the Pasadena Sub in LA County
FY 18 Line Specific	164	\$ 2,296,800	Rehab fo Grade Crossings on the Ventura Subdivision
FY 18 Line Specific	1055	\$ 950,000	Right-of-way impacts and facilities requests
FY 18 Line Specific	319	\$ 1,131,460	Signal System rehab work
FY 18 Line Specific	1278	\$ 450,360	Rehab work
FY 18 Line Specific	1283	\$ 3,010,440	Tie rehab work
FY 18 Line Specific	1161	\$ 307,560	Switching from electrical to solar
FY 18 Line Specific	162	\$ 600,194	Repalcement of turnouts on the San Gabriel Sub
FY 18 Line Specific	305	\$ 531,800	Grade Crossing Rehab - 2 locations
FY 18 Line Specific	352	\$ 511,940	Rehab Worn or Defective Cables on the Valley Sub
FY 18 Line Specific	1160	\$ 513,480	Rehab Signal and Grade Crossing Cables on the Venture Sub
FY 18 Line Specific	1162	\$ 335,940	Signal System Rehab at CP Harold
FY 18 Line Specific	1163	\$ 505,560	Signal System Rehab at CP Harold
FY 18 Line Specific	1276	\$ 3,638,713	Valley Sub Structure work at one bridge and eight culverts
FY 18 Line Specific	1216	\$ 4,065,250	Track rehab work
FY 18 Line Specific	1217	\$ 1,266,150	Track rehab work
FY 19 Line Specific	1241	\$ 75,000	Wayside Communication System Design, Slot Planning, Interface Mitigation
FY 19 Line Specific	1245	\$ 37,500	Wayside Communication System Design, Slot Planning, Interface Mitigation
FY 19 Line Specific	1254	\$ 22,500	Wayside Communication System Design, Slot Planning, Interface Mitigation
FY 19 Line Specific	1255	\$ 22,500	Wayside Communication System Design, Slot Planning, Interface Mitigation
FY 19 Line Specific	1520	\$ 49,999	Wayside Communication System Replacement Parts
FY 19 Line Specific	1305	\$ 277,200	Rehabilitation of Beech Ave Crossing
FY 19 Line Specific	1421	\$ 668,910	CP Portal Equipment Replacement
FY 19 Line Specific	1517	\$ 100,000	Wayside Communication System Replacement Parts
FY 19 Line Specific	999/424	\$ 26,694	San Gabriel Sub ROW Maintenance
FY 19 Line Specific	1456	\$ 150,000	Rehab Update CIS at Stations
FY 19 Line Specific	1253	\$ 150,000	Rehab Update CIS at Stations
FY 19 Line Specific	1417	\$ 571,560	Golden Oak Road Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1419	\$ 571,560	13th Street Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1422	\$ 668,910	CP Hood Equipment Replacement
FY 19 Line Specific	1423	\$ 327,910	CP Humphreys Equipment Replacement
FY 19 Line Specific	1429	\$ 571,560	Balboa Ave Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1435	\$ 571,560	Lindley Ave Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1436	\$ 571,560	Tampa Ave Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1437	\$ 571,560	De Soto Avenue Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1438	\$ 571,560	Winnetka Avenue Grade Crossing Warning Equip Rehab
FY 19 Line Specific	1212	\$ 10,792,750	Tunnel 25 Rehab
FY 19 Line Specific	1378	\$ 15,299,760	Valley Sub Bridge Replacement Design and Construction
FY 19 Line Specific	1696	\$ 750,000	Pasdena Sub Rehab



Board Report

File #: 2018-0207, File Type: Budget

Agenda Number: 12.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 20, 2018

**SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2019
BUDGET**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$90,599,512 million for FY19. This amount includes:
- Operating and Capital funds in the amount of \$88.3 million, and
 - Funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2.2 million
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

ISSUE

Access provides Americans with Disabilities Act (ADA) paratransit service on behalf of Metro and 44 other Los Angeles County fixed route operators, as mandated by the ADA. In coordination with Metro staff, Access has determined that a total of \$184 million is required for its FY19 operating and capital needs and \$2.2 million for Metrolink's participation in Access' Free Fare program. Access' resources in the amount of \$95.7 million are funded from federal grants, passenger fares, carryover and other income generated by Access. The remaining \$90.6 million will be funded by Metro with Measure M 2%, ADA Paratransit Service (MM 2%) and Proposition C 40% Discretionary funds (PC 40%). See Attachment A.

DISCUSSION

Ridership

Each year funding levels are established based on paratransit ridership projections provided by HDR Engineering, Inc. (HDR), Access' third-party independent consulting firm. The paratransit demand analysis uses economic factors, historical data and other variables to form the basis for the ridership projections, which are then converted into passenger trips.

Per HDR projections, Access' budget projects a small increase in ridership for FY19 over projected FY18 levels. The FY19 Budget will fund Access' Budget request, reflecting HDR's FY19 projected

ridership, with \$3.5 million, held in reserve for this projected growth in ridership. Metro staff will continue to monitor ridership levels regularly.

Major Cost Drivers and Reductions for FY19 Budget

The cost for paratransit trips is increasing primarily due to legislated changes in the minimum wage in Los Angeles City and Los Angeles County. The FY19 projected average cost per trip is \$39.74, which is a 14% increase from FY18. These increases are tempered by lower demand for paratransit services. Based on year-to-date data, the number of Access trips in FY18 is projected to decline by 2.7% from FY17 levels. The decrease in ridership is consistent with regional and national ridership trends, as well as a decline in eligible Access customers.

As illustrated in the chart below, the largest increase in the FY19 Budget is from Direct Operations, with an increase of 7.4% compared to FY18. This increase is primarily attributed to the increase in minimum wage as explained above. In FY18, Access revamped its eligibility process, which has led to a 30% decrease in costs for Contracted Services in FY19. For Management and Administration, costs are expected to increase by approximately 3.8% compared to FY18, associated with cost inflation and wage increases. Access' total FY19 Budget will increase by 4.7% or \$8.3 million over the previous year.

Access Services - Budget					
(\$ in thousands)					
	FY18	FY19			
	Budget	Proposed	\$ Change	% Change	
Expenses					
Direct Operations	\$ 139.4	\$ 149.8	\$ 10.4	7.4%	
Contracted Support	14.6	10.1	(4.4)	-30.4%	
Management/Administration	<u>11.7</u>	<u>12.2</u>	<u>0.4</u>	<u>3.8%</u>	
Total Operating Costs	\$ 165.7	\$ 172.1	\$ 6.4	3.8%	
Total Capital Costs	\$ 10.1	\$ 12.0	\$ 1.9	18.8%	
Total Expenses	\$ 175.8	\$ 184.1	\$ 8.3	4.7%	
Carry Over from FY17		\$ (4.4)	\$ (4.4)		

FY17 Carryover Funds of \$4.4M

In FY17, actual ridership was lower than projected, which resulted in unused funds of \$4.4 million. Under the Memorandum of Understanding (MOU), Access has the option to either return the funds to Metro or request to carry them over to the following fiscal year. Access has requested to carry over a total amount of \$4.4 million into the FY19 proposed budget.

BACKGROUND

Metro, in its role as the Regional Transportation Planning Authority, provides funding to Access to administer the delivery of regional ADA paratransit service on behalf of Metro and 44 other public fixed route operators in Los Angeles County consistent with the adopted Countywide Paratransit Plan. The provision of compliant ADA-mandated paratransit service is considered a civil right under

federal law and must be appropriately funded.

Access' system provides more than 4.7 million passenger trips per year to more than 160,000 qualified ADA paratransit riders in a service area covering over 1,950 square miles of Los Angeles County by utilizing over 1,959 accessible vehicles and taxicabs. Access' service area is divided into six regions to ensure efficient and effective service.

Funding Sources - STBG Program Federal, Local Funding (PC 40% and Measure M)

Access, a federally mandated program, is partially funded by Federal Section 5310 funds from the Surface Transportation Block Grant (STBG) Program and other federal grants, which are used to fund Access' capital program and other non-ADA services. It is important to note that Metro must fund any required ADA paratransit service needs not met by the STBG up to the balance of Access' budget request primarily from local funding. Since PC 40% funds are the last dollar into the Access budget, the amount of STBG funding initially programmed to Access has a significant impact on the Metro budget.

Funding from the STBG Program has increased by an average of 2% annually since FY03; while local funding (PC 40%) has increased by an average of 13% annually during the same time period. Metro's continued allocation of STBG funds is critical in supporting ADA complementary paratransit services in the region. Any decision to defer or decrease Access' STBG funding will result in a greater demand for Metro's local funding (PC 40%). Given the many demands for PC 40% funds, Metro will need to identify other eligible funding sources to ensure continued provision of ADA mandated paratransit service.

Additionally, the passage of Measure M provides for a small dedicated funding source to help bridge this gap in accordance with the adopted MM 2% guidelines.

Performance

In FY18, the Access Board of Directors adopted additional key performance indicators (KPIs) to ensure that optimal levels of service are provided throughout the region. These results are published monthly in a Board Box report. A yearly comparison summary of the main KPIs is provided below.

Access Performance Standards

	Standards	FY17	Goals Met	FY18- YTD	Goals Met
On Time Performance	≥ 91%	91.5%	Yes	91.8%	Yes
Late 4 Trips (45+ min late)	≤ 0.10%	0.1%	Yes	0.08%	Yes
Average Initial Hold Time	≥ 120 secs	80 secs	Yes	81 secs	Yes
Calls on Hold over 5 minutes	≤ 5.0%	4.5%	Yes	4.6%	Yes

YTD through March 2018

Agency Update

In FY18, at the request of the Metro Finance, Budget and Audit Committee, Access began providing quarterly updates that included an overview of Access' performance outcomes and service initiatives.

Over the last year, Access has completed the following initiatives:

- Comprehensive Operational Review
- Customer Survey
- New Eligibility Facility in Commerce, CA and revised eligibility process
- Updated operational contracts with enhanced KPIs and Scope of Work
- Introduction of a trip locator (*Where's My Ride*) smartphone application

In FY19, Access plans to implement the following:

- Operational facility study
- Online reservations
- Online eligibility applications
- Medi-Cal transportation reimbursement program

Metro Oversight Function

Metro will continue oversight of Access to ensure system effectiveness, cost efficiency and accountability. Metro has been and will continue to be an active participant on Access' Board of Directors, the Budget Subcommittee and Audit Subcommittee. In addition, Access is part of the consolidated audit conducted annually by independent auditors hired by Metro.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will not have a negative impact on the safety of Metro's customers, its employees, or the general public.

FINANCIAL IMPACT

Access' local funding will come from PC 40% in the amount of \$66.9 million and MM 2%, in an amount of \$23.7 million for a total amount of \$90.6 million.

Impact to Budget

Metro's FY19 budget includes \$90.6 million from PC 40% and MM 2% collectively, to fund Access. There will be no financial impact on Metro's bus and rail operations.

ALTERNATIVES CONSIDERED

Not fully funding Access to provide mandated paratransit service for FY19 would place Metro and the other 44 Los Angeles County fixed route operators in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within $\frac{3}{4}$ of a mile of local rail and bus lines. This would impact Metro's ability to receive federal grants.

NEXT STEPS

Upon approval, staff will execute all MOUs and agreements to ensure proper disbursement of funds from MM 2% and PC 40%.

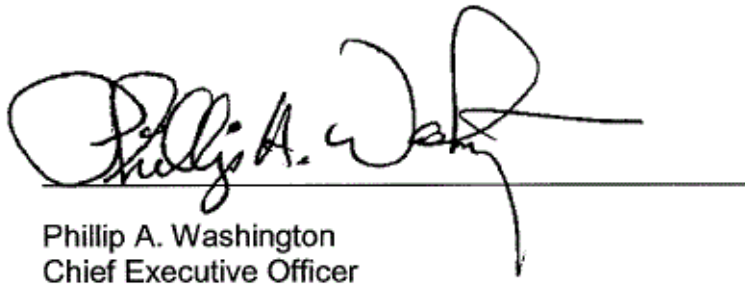
In FY15, the Board programmed Federal STBG Program funds from FY16 through FY19. This is the last year of programmed STBG funding for federally mandated ADA paratransit service. Countywide Planning & Development Department will return to the Board for approval to program the STBG funds for FY20 and future years to ensure that Access will be eligible to apply for this funding.

ATTACHMENT

Attachment A - FY19 Access Program

Prepared by: Giovanna M Gogreve, Senior Manager, Transportation Planning,
Office of Management and Budget (213) 922-2835

Reviewed by: Nalini Ahuja, Chief Financial Officer, Office of Management and
Budget (213) 922-3088



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

FY19 Access Program		
Expenses		(\$ in millions)
FY19 Access Proposed Budget	\$	184.0
Metrolink Free Fare Program (Paid by Metro)		2.2
Total Access Program	\$	186.2
Federal/Fares/Carryover		
Federal - STBG Program		66.0
Federal MAP-21 (Capital)		12.0
Passenger Fares and other income		13.3
FY17 Carryover (PC 40%)		4.4
Subtotal	\$	95.7
New Funding Request - Operating and Capital		
<u>Measure M 2%</u>		
FY18 (unallocated funds)	\$	11.5
FY19 funding		12.5
<u>Proposition C 40%</u>		
FY 19		61.0
Reserve (held by Metro)		3.5
Metrolink Free Fares		2.2
Total FY19 Funding Request	\$	90.6

Access Services FY19 Budget Request

Finance, Budget & Audit Committee

June 20, 2018



Metro

Access Funding Sources – FY19

FY19 Access Program	
Expenses (\$ in millions)	
FY19 Access Proposed Budget	\$ 184.0
Metrolink Free Fare Program (Paid by Metro)	2.2
Total Access Program	\$ 186.2
Federal/Fares/Carryover	
Federal - STBG Program	66.0
Federal MAP-21 (Capital)	12.0
Passenger Fares and other income	13.3
FY17 Carryover (PC 40%)	4.4
Subtotal	\$ 95.7
New Funding Request - Operating and Capital	
<u>Measure M 2%</u>	
FY18 (unallocated funds)	\$ 11.5
FY19 funding	12.5
<u>Proposition C 40%</u>	
FY 19	61.0
Reserve (held by Metro)	3.5
Metrolink Free Fares	2.2
Total FY19 Funding Request	\$ 90.6



Approve FY19 Funding Request of \$90.6M

Access Services - Expenses

Access Services - Budget

(\$ in thousands)	FY18 Budget	FY19 Proposed	\$ Change	% Change	Notes
Expenses					
Direct Operations	\$ 139.4	\$ 149.8	\$ 10.4	7.4%	Minimum wage increases FY19 in LA City/County
Contracted Support	14.6	10.1	(4.4)	-30.4%	Enhanced eligibility process
Management/Administration	<u>11.7</u>	<u>12.2</u>	<u>0.4</u>	<u>3.8%</u>	Cost inflation and wage increase
Total Operating Costs	\$ 165.7	\$ 172.1	\$ 6.4	3.8%	
Total Capital Costs	<u>\$ 10.1</u>	<u>\$ 12.0</u>	<u>\$ 1.9</u>	<u>18.8%</u>	Carryover of Federal grants for Capital Program
Total Expenses	\$ 175.8	\$ 184.1	\$ 8.3	4.7%	

Access Key Performance Indicators (KPIs)

	Standards	FY17	FY18- YTD	Goals Met
On Time Performance	$\geq 91\%$	91.5%	91.8%	Yes
Late 4 Trips (45+ min late)	$\leq 0.10\%$	0.1%	0.08%	Yes
Average Initial Hold Time	≥ 120 secs	80 secs	81 secs	Yes
Calls on Hold over 5 minutes	$\leq 5.0\%$	4.5%	4.6%	Yes

YTD through March 2018

- Access utilizes KPIs to ensure quality ADA paratransit service is delivered to its customers.
- Contractor's performance are also monitored through additional KPIs included in contracts.

Oversight And Next Steps

Oversight

- Quarterly updates to Finance, Budget & Audit Subcommittee
- Annual consolidated financial audit conducted by Metro
- Participation in advisory committees and working groups
- Regular monitoring of service and financial statistics

Next Steps

- Increase engagement with large medical facilities
- Implementation and enhancement of new technology

Recommendation

- Approve local funding request for Access Services in an amount not to exceed \$90.6 million for FY19. This amount includes:
 - Operating and Capital funds in the amount of \$88.3 million, and
 - Fund paid directly to Metrolink for its participation in Access Services Free Fare program in the amount of \$2.2 million
- Authorize the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

**Board Report**

File #: 2018-0336, **File Type:** Plan**Agenda Number:** 13.

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 20, 2018

SUBJECT: FY19 AUDIT PLAN**ACTION: ADOPT THE FY19 PROPOSED AUDIT PLAN****RECOMMENDATION**

ADOPT the FY19 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 FY19 Audit Plan was completion of the FY18 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 FY19 Proposed Audit Plan (Attachment A).

This is the fourteenth 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 are 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 patrons or employees.

FINANCIAL IMPACT

Funding for the annual audit plan has already been included in the FY19 budget in Management Audit's cost center 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

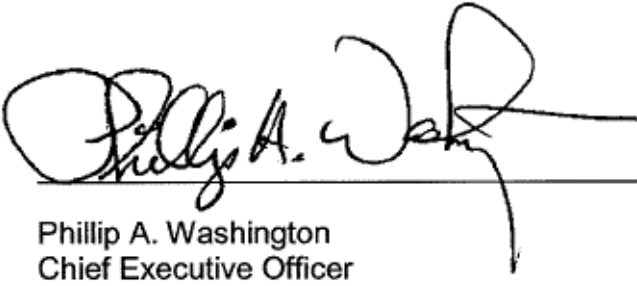
Upon Board approval, Management Audit will develop the audit schedule for FY19. Management Audit will report to the Board quarterly on its progress in completing the annual audit plan.

ATTACHMENT

Attachment A - FY19 Annual Business Plan and Proposed Audit Plan

Prepared by: Monica Del Toro, Audit Support Manager, (213) 922-7494
Amanda Hall, Sr. Director, Audit, (213) 922-4554

Reviewed by: Diana Estrada, Chief Auditor, (213) 922-2161



Phillip A. Washington
Chief Executive Officer

**FISCAL YEAR 2019
ANNUAL BUSINESS PLAN
AND
PROPOSED AUDIT PLAN**



Metro

Management Audit Services

Fiscal Year 2019 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 achievement 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

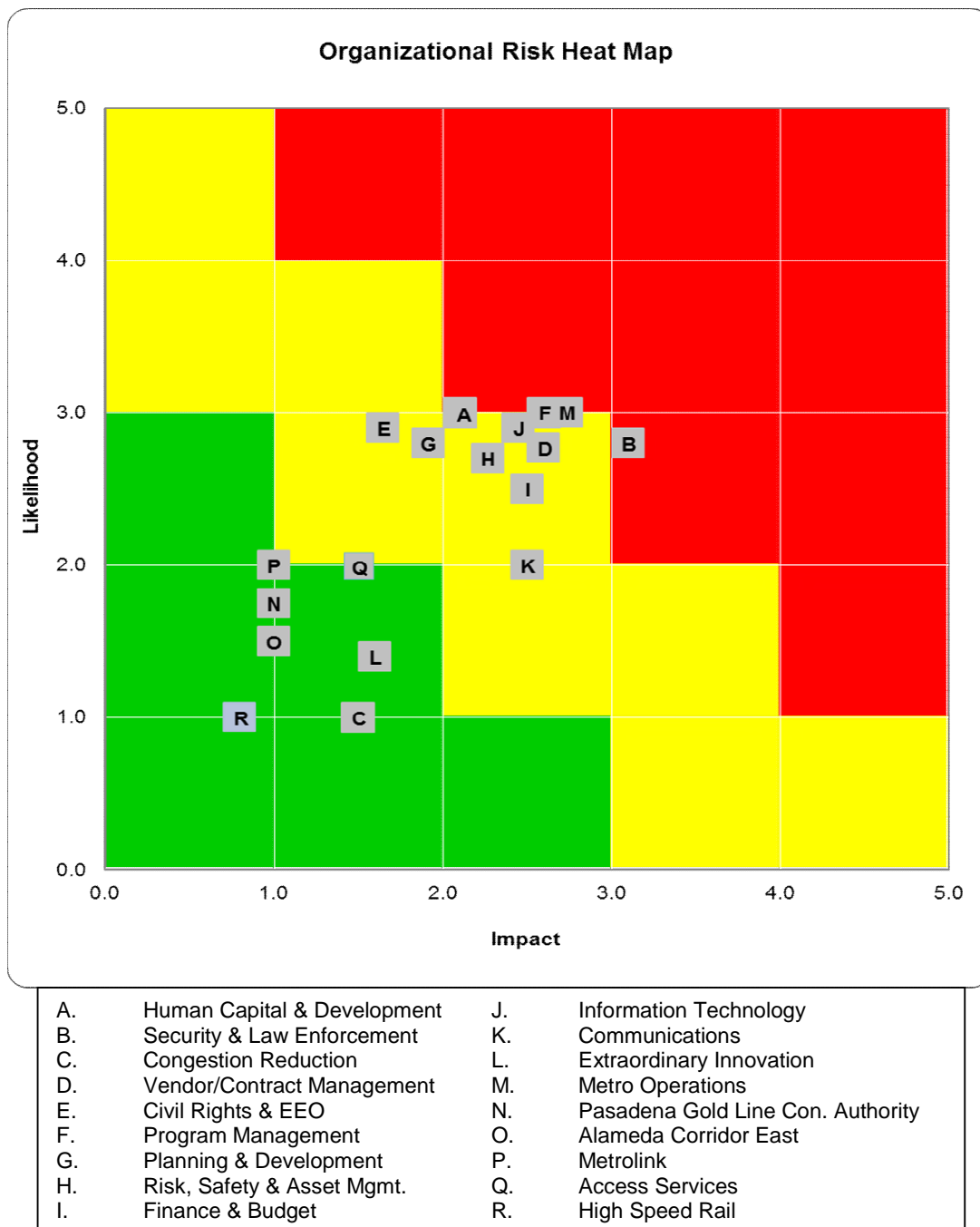
Instrumental to the development of the FY19 Audit Plan was completion of the FY18 agency-wide risk assessment. The agency-wide risk assessment is continually being refined and adjusted based upon events, issues identified during audits and agency priorities. The categorization of risks used corresponds with the current nine CEO goals identified in the Budget document:

1. Advance safety and security for our customers, the public, and Metro employees.
2. Exercise fiscal discipline to ensure financial stability.
3. Plan and deliver capital projects on time and on budget, while increasing opportunities for small business development and innovation.
4. Improve the customer experience and expand access to transportation options.
5. Increase transit use and ridership.
6. Implement an industry-leading state of good repair program.
7. Invest in workforce development.
8. Promote extraordinary innovation.
9. Contribute to the implementation of agency-wide and departmental Affirmative Action and Equal Employment Opportunity (EEO) goals.

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 safety and security, state of good repair, capital projects delivery, strategic financing alternatives, integration, replacement and upgrades of key information systems, and the agency's ability to achieve all of its goals successfully with available funding and staffing.

The agency-wide risk assessment process began by reviewing and analyzing key documents such as the annual budget, the Comprehensive Annual Financial Report (financial statements), Draft Strategic Plan, Annual Program Evaluation, Board/Committee Reports, status reports on major construction projects, and past audit reports. We conducted interviews with 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 Metro: Access Services, Metrolink, High Speed Rail, 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.



High Risk Areas

The top internal risks continue to be acquisition of qualified staff and contractors, aging infrastructure and deferred maintenance, completion of multiple capital projects, safety and security, lengthy procurement process, declining ridership, dated information systems, and fiscal discipline.

- 1) The ability to hire qualified technical staff and contractors to complete projects, while improving overall performance, continues to be a pervasive concern throughout the Agency. The right number of staff and consultants with the right skillset is critical given the aging workforce and growing initiatives that are underway. Management is addressing these concerns by exploring Talent Acquisition policy changes that will improve the overall hiring process. In addition, Metro is employing a combination of long and short term strategies such as: partnering with local institutions, expanding the veteran hiring initiative, promoting internal and external leadership training opportunities, implementing the Workforce Initiative Now (WIN-LA) Program, establishing the Women and Girls Governing Council, Transportation School and Career Pathways to develop tomorrow's workforce. To address the shortage of qualified contractors Metro has instituted various programs that target small, medium and large contractors and continuously reviews policies to improve all aspects of contracting opportunities.
- 2) Operations' overall risk score is impacted by aging infrastructure coupled with a significant amount of deferred maintenance that is being addressed, but is still considered a risk to achieving some of the agency's key goals. Additionally, competing priorities such as technological upgrades and short and long-term maintenance work pose challenges to Operations' resources. Condition assessments of equipment, rolling stock, infrastructure, and facilities are ongoing to keep up with State of Good Repair and comply with regulatory requirements. In addition, management is actively pursuing ways to expedite acquisition of rolling stock to replace aging assets. Also, the Agency is in the process of replacing outdated/unsupported key systems including the Material and Maintenance Management System (M3).
- 3) Metro is currently undertaking the largest transportation capital program in the nation. Given the increased number of projects, including the completion of 28 key projects in time for the 2028 Summer Olympics, our ability to attract qualified contractors, small businesses and staff to support completion of these projects is vital. In addition, there is a growing level of uncertainty due to constant regulatory policy changes that impact our purchasing ability. To address the shortage of qualified contractors the Agency has employed efforts including Small Business Prime (Set-Aside), Medium-Size Business Enterprise, and Contracting, Outreach & Mentorship Plan (COMP). Management is closely monitoring regulatory changes and potential impacts to Metro. To address the schedule and cost challenges associated with the completion of multiple capital projects, management is taking mitigating measures including conducting an Annual Program Evaluation (APE) of our capital program to ensure that current factors are always considered when assessing project risks associated with costs and schedules. In addition, Program Management is implementing various strategic initiatives to improve the planning and consistency of project delivery including: implementing a systematic approach to

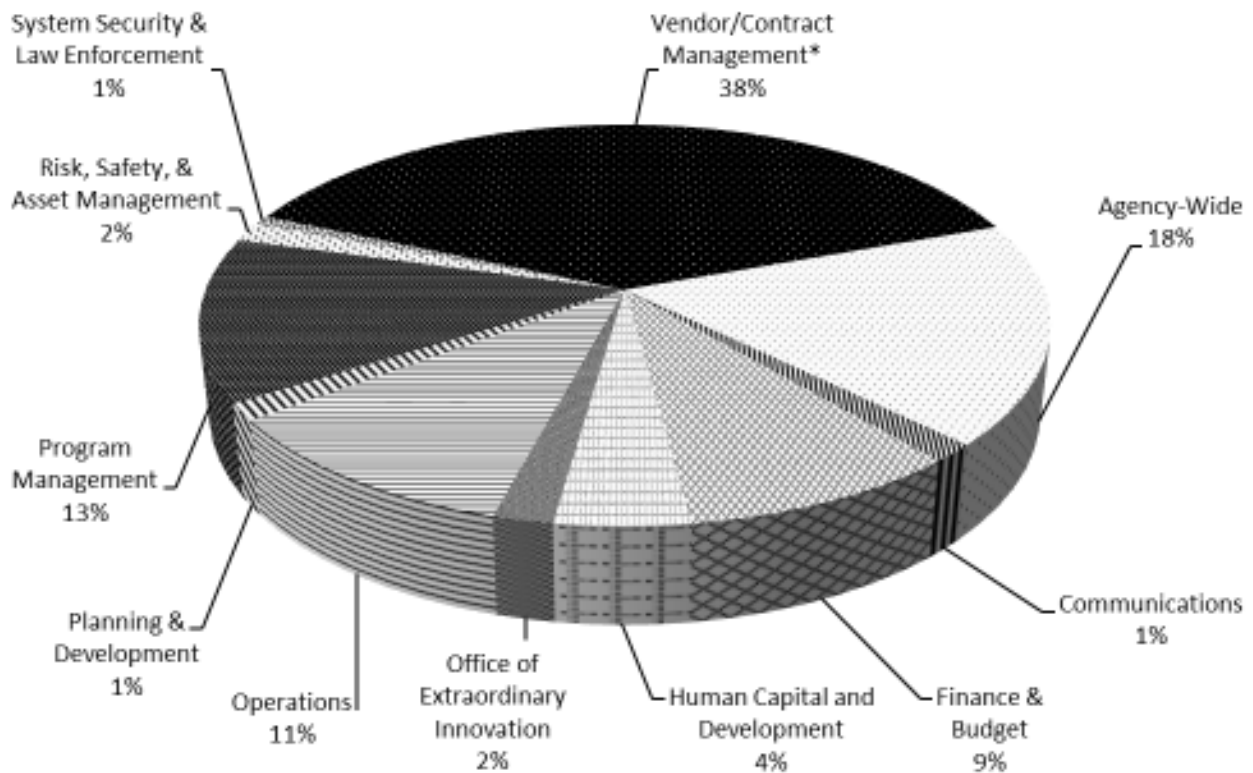
quality assurance, enhancing its project management procedures, establishing a new training program and employing best practices.

- 4) Terrorism and other crimes continue to be potential threats to the Agency and ridership. System Security and Law Enforcement has started to implement innovative ways to use technology and has partnered with the Sheriff's Department, Los Angeles Police Department, Long Beach Police Department, and the community to secure high risk areas. Increased law enforcement visibility, since the multi-agency contracts began, has resulted in a significant reduction in crime. In addition, System Security is exploring the use of various technological improvements such as motion detection lasers, "dark screen" monitoring and drones to assist them in improved monitoring and intrusion detection throughout our system. Systems Security has completed, through use of experts, a risk assessment of physical security of Metro facilities to create a prioritization plan to ensure the safety and security of staff and assets.
- 5) Procurement of goods and services is expected to increase due to our expansive capital program projects. Management has prioritized streamlining the procurement process such as expediting the change order process to improve the timely awarding of contracts to meet agency needs. This streamlining effort also includes simplifying the process for Small and Disadvantaged Businesses. In addition, Vendor / Contract Management is continuously reviewing policies and processes to improve the procurement process.
- 6) Although economic conditions continue to improve, the Agency has suffered from a steady decline in ridership. To address the declining ridership, management has undertaken a comprehensive analysis (NextGen) of all existing bus service to identify the needs of current and potential riders in order to restructure routes and schedules most effectively. Also, the Agency is evaluating all aspects of conditions to improve the overall customer experience and is employing various strategies such as utilization of digital signage, systemwide Wi-Fi, expansion of Transit Oriented Development, First/Last Mile Program, MicroTransit Pilot Program, Universal TAP, and U-Pass Program. The Agency is also heavily partnering with local jurisdictions to address the challenge of homelessness which impacts the customer experience. Metro is undertaking an extensive modernization of the Blue Line which will extend the service life of the Blue Line, improve reliability and resiliency, and enhance safety.
- 7) Information Technology risk continues to be driven by the need to integrate key systems and upgrade and replace aging systems. Having reliable, complete and timely information is becoming more critical in order to achieve efficiencies and allow informed decision-making. Management has developed a plan to upgrade and/or replace aging systems. Concerns over cyber security vulnerabilities require a more robust approach to monitor and keep up with our security strategy in ensuring system reliability and data integrity. Information Technology and Risk, Safety and Asset Management are collaborating on the business continuity disaster recovery plan to resume operations in the aftermath of a catastrophic event. Also, management has established an Information Technology governance framework to ensure the administering of IT resources by the processes of strategic planning, prioritization, decision-making, and performance measurement.

8) Metro’s ability to provide a world-class transportation system necessitates both effective fiscal management and prioritization of financial resources. This is heightened as we strive to deliver multiple complex mega projects on-time and within budget given the regulatory uncertainties and market conditions related to material and labor which impact the costs of construction and operations. In addition, a continued decline in ridership could jeopardize our share of valuable state and federal funds. Management has implemented several fiscal management tools such as the 10-year budget process, Performance Management System, and Long Range Transportation Plan Update in order to effectively plan, allocate resources, monitor performance, strengthen fiscal discipline, and ensure accountability.

AUDIT PLAN

For purposes of the audit plan, the agency has been organized into 13 departmental functions and 5 other agencies funded by MTA. The audits in the FY19 proposed audit plan are distributed across the organizational structure as follows:



* Audit requests generated by Vendor / Contract Management that support various business units.

A detailed list of audits is included in Appendix A.

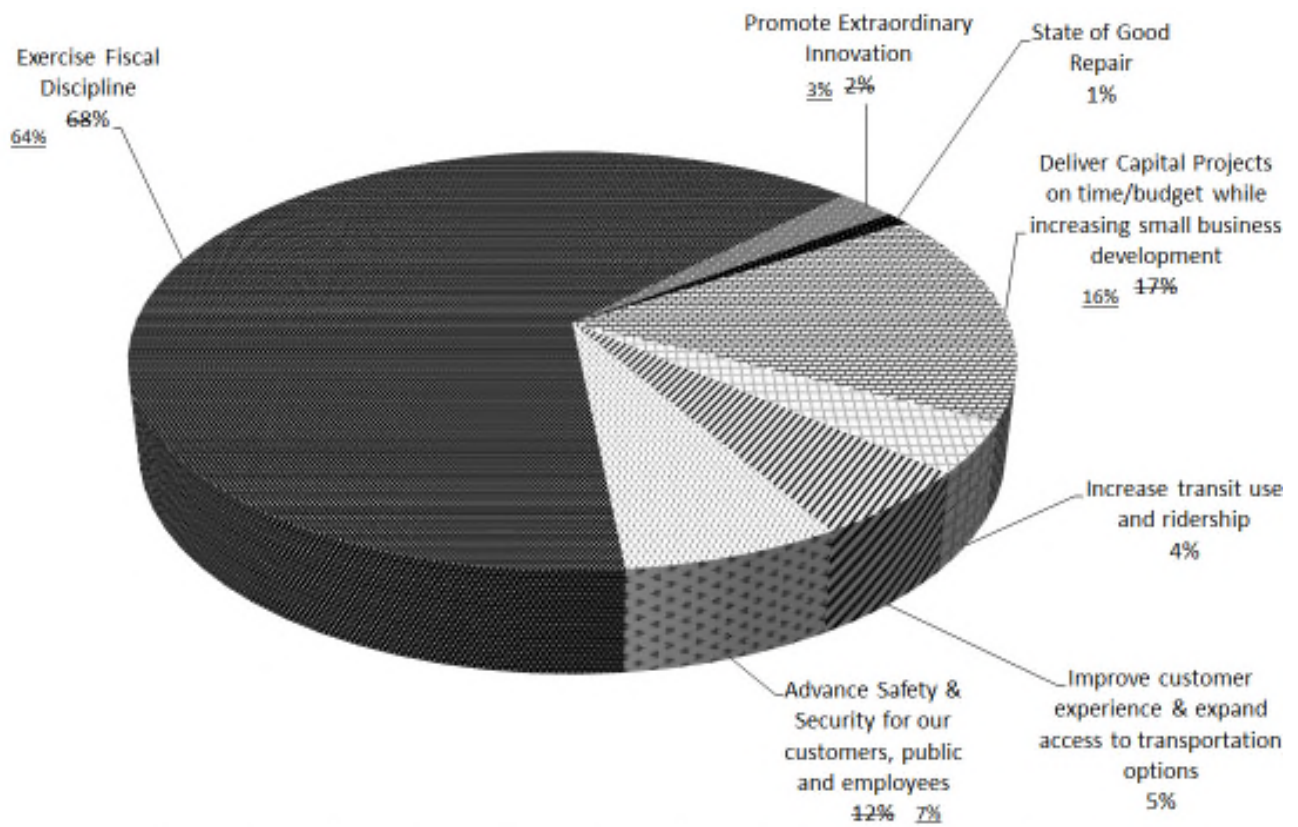
Audit Plan Strategy

The audit plan is based on the information obtained during the agency-wide risk assessment process and includes audits in those areas identified as high risk to the agency.

The projects proposed in the audit plan directly or indirectly support the nine CEO Goals for the agency:

1. Advance safety and security for our customers, the public and Metro employees.
2. Exercise fiscal discipline to ensure financial stability.
3. Plan and deliver capital projects on time and on budget, while increasing opportunities for small business development and innovation.
4. Improve the customer experience and expand access to transportation options.
5. Increase transit use and ridership.
6. Implement an industry-leading state of good repair program.
7. Invest in workforce development.
8. Promote extraordinary innovation.
9. Contribute to the implementation of agency-wide and departmental Affirmative Action and Equal Employment Opportunity (EEO) goals.

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



ALLOCATION OF AUDIT RESOURCES

Our FY19 proposed audit plan is based on 24,700 audit hours to be provided by staff and contracted subject matter experts. The audit hours are allocated as follows:

- 22,200 hours for audits identified in the plan, and
- 2,500 hours for CEO requested projects.

In developing the plan, the hours included for each audit are an estimate. There are occasions where some audits may take more or fewer hours than estimated. In

addition, urgent requests from the CEO or Executive Management may arise that require audit support. When this occurs, Management Audit will reassess the plan and may supplement internal resources with outside consultants, pending available funding. Management Audit may also use external consultants to provide subject matter expertise when necessary.

The FY19 proposed audit plan included in Appendix A attempts to provide a balanced and effective review of the entire agency constrained by Management Audit resource limitations.

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.

AUDIT PLAN AREAS

Internal Audits

The internal audits were selected based on the results of the FY18 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 FY19 proposed audit plan. Since there are more risks than available resources, we selected the risk areas based on available resources. The audits identified for the FY19 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

We strive to identify business process improvements and innovative ways to support the agency's strategic initiatives on every audit. This is in addition to our traditional assurance work on "hard controls", such as segregation of duties, safeguarding agency assets, reliability of financial and operational information, and compliance with regulations, contracts, and memorandums of understanding (MOUs). Since the agency is currently undertaking numerous major IT system enhancements and development, audit resources will also provide assurance that the internal controls of critical systems are adequate and working effectively.

Contract Pre-Award & Incurred Cost Audits

Incurred Cost Audits review costs associated with MOUs issued under the Call for Projects program or contract incurred costs. Contract Pre-award Audits review costs proposed for contracts and change orders issued by Vendor/Contract Management. The audits included in the FY19 proposed plan are based on discussions with project managers and contract administration staff. The grant audit work was completely outsourced in FY18 and will continue to be outsourced in FY19 due to a shortage of permanent staff.

The highest priority for FY19 are contract audits for large construction, corridor, and rolling stock regulatory projects followed by pre-award audits for all other projects. This

is followed by incurred cost and closeout audits in the priority list. External resources will be used if there are available funds to meet critical project deadlines.

External Financial and Compliance Audits

In 2009, Management Audit assumed the responsibility for managing the agency's planned audits by external auditors. The FY19 proposed audit plan includes hours to ensure that these audits are completed within the scope and schedule of the contracts.

Special Request Audits

The FY19 proposed audit plan also includes 2,500 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 may need audit resources to address an unanticipated issue or heightened concern.

In order to comply with Government Accountability Office's Generally Accepted Government Auditing Standards and the Institute of Internal Auditor's (IIA) International Standards for the Professional Practice of Internal Auditing Standards, internal audit must adopt a process to monitor and assess the overall effectiveness of the audit quality process. This self-assessment measures 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.

OTHER PLANNED ACTIVITIES

Audit Tracking and Follow-up

In compliance with the Standards, Management Audit tracks and follows up on the implementation of all audit recommendations from both internal and external audit groups including OIG, State of California, FTA, etc. Management Audit also reports all outstanding audit issues to the CEO and Board of Directors on a quarterly basis to ensure that any significant risks to the agency are addressed in a timely manner.

Small and Disadvantaged Business Enterprises Training

In our continuous audit streamlining efforts to support SBE/DBE goals, Management Audit Services will continue to provide ongoing training in conjunction with Vendor/Contract Management. A minimum of two half-day training sessions will be conducted annually.

MANAGEMENT AUDIT SERVICES FRAMEWORK

Metro's vision is 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 the reliability, independence and objectivity of our work, Management Audit follows 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

The Institute of Internal Auditors (IIA) defines internal auditing as: “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 the effectiveness of risk management, control, and governance processes.”

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:

- Monitoring and verifying key regulatory and legislative compliance;
- Assessing internal controls effectiveness and fiscal responsibility;
- Evaluating cost reasonableness of contracts and grants;
- Identifying and recommending business process improvements;
- Evaluating and recommending efficiencies and effectiveness of programs and functions;
- Evaluating safety and security of agency systems, programs and initiatives; and
- Tracking and reporting 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.

APPENDIX A

DETAILED LISTING OF AUDITS

CEO Goal #1 – Advance safety and security for our customers, the public, and Metro employees

	Title	Objective	Area
1.	Performance Audit of Rail Communications Network System	Evaluate adequacy of the network systems security, redundancy, and change management process.	Metro Operations
2.	Performance Audit of SCADA System	Determine the adequacy of the security controls for Metro’s SCADA system including server/workstations for Rail Operations Control room (ROC) equipment.	Metro Operations
3.	Follow-up Performance Audit of Track Allocation Process	Follow-up on implementation of agreed upon recommendations from the prior audit of Track Allocation Process.	Metro Operations
4.	Performance Audit of the Network Security for the TAP Program	Evaluate the adequacy of the network security for the TAP Program.	Finance & Budget

CEO Goal #2 – Exercise fiscal discipline to ensure financial stability

	Title	Objective	Area
1.	Pre-Award Audits	Pre-Award audits 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

FY19 Proposed Audit Plan

Appendix A

	Title	Objective	Area
3.	Incurred Cost Grant Audits	Verify costs are reasonable, allowable and allocable on cost reimbursable contracts for Caltrans, cities & county MOUs.	Planning & Development / Program Management
4.	Financial and Compliance External Audits	Complete legally mandated financial and compliance audits.	Agency-Wide
5.	Performance Audit of Use of Consultant Hours - Phase 2	Evaluate selected positions for hire versus consult decision.	Agency-Wide
6.	Performance Audit of Key Information	Evaluate the adequacy of the internal controls over the preparation of key information used by Vendor/Contract Management for contract award purposes.	Agency-Wide
7.	Performance Audit of Internal Controls Over Overtime Payments	Evaluate adequacy of internal controls over overtime payments for AFSCME Union employees for selected positions.	Agency-Wide
8.	Follow-Up on FY17 Triennial Review Findings	Evaluate the extent of corrective actions for findings identified in the FTA Triennial Review.	Agency-Wide
9.	Performance Audit of Advertising Contract	Determine advertising contractor's compliance with contract terms pertaining to Metro's revenue share.	Communications
10.	Performance Audit of Assets Funded by Metro Under Los Angeles Sheriff's Department (LASD) Contract	To determine LASD's compliance with the contract terms related to asset management.	System Security & Law Enforcement

	Title	Objective	Area
11.	Performance Audit of Benefit Eligibility	Evaluate adequacy of internal controls over eligibility process for employee dependents for medical benefits.	Human Capital & Development

Strategic Goal #3 – Plan and deliver capital projects on time and on budget while increasing opportunities for small business development and innovation

	Title	Objective	Area
1.	Buy America Post-Award and Post-Delivery	Conduct Buy America Post-Award / Post-Delivery audits for rolling stock procurements.	Vendor/Contract Management
2.	US Employment and Local Employment Program	Determine vendors’ compliance with the US Employment and Local Employment Program terms and conditions.	Vendor/Contract Management
3.	Annual Audit of Business Interruption Fund	Evaluate Business Interruption Fund’s compliance with administrative guidelines, and fund and disbursement procedures.	Vendor/Contract Management
4.	Performance Audit of Project Management for Regional Connector Transit Project	Evaluate the efficiency and effectiveness of the overall project management processes for the Regional Connector Transit Project.	Program Management

	Title	Objective	Area
5.	Performance Audit of Environmental Impact Studies / Environmental Impact Reports (EIS/EIR) Process	Evaluate the current EIS/EIR process and identify areas for parallel paths that could reduce the time to complete the EIS/EIR process.	Planning & Development / Program Management
6.	Performance Audit of Pre-Project Closeout for Crenshaw/LAX Transit Project	Evaluate state of readiness for the Crenshaw/LAX Transit Project prior to start of operations.	Program Management

Strategic Goal #4 – Improve the customer experience and expand access to transportation options

	Title	Objective	Area
1.	Performance Audit of the PCI Compliance for the TAP Program	Determine compliance with PCI requirements.	Finance & Budget
2.	Performance Audit of the Project Management for the TAP Program	Determine effectiveness of project management for the TAP Program.	Finance & Budget

Strategic Goal #5 – Increase transit use and ridership

	Title	Objective	Area
1.	Performance Audit of Business Continuity Plan - Payroll, Vendor/Contract Management, Security, Bus and Rail	Evaluate how mission essential functions included in the selected departmental COOPs relate to and are supported by existing departmental Standard Operating Procedures and Emergency Procedures (SOPs/EPs).	Agency-Wide

Strategic Goal #6 – Implement an industry-leading state of good repair program

	Title	Objective	Area
1.	Performance Audit of State of Good Repair Plan	Determine Metro’s state of readiness to comply with the FTA State of Good Repair rulemaking, including the data collection process.	Risk, Safety & Asset Mgmt. / Metro Operations

Strategic Goal #8 – Promote extraordinary innovation

	Title	Objective	Area
1.	Performance Audit of P3 Unsolicited Proposal Process	Evaluate the compliance of the P3 unsolicited proposal process with the policy.	Office of Extraordinary Innovation