

# FY21 Adopted Budget

July 1, 2020 to June 30, 2021



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### ***Ongoing Impacts of the COVID-19 Pandemic***

The Los Angeles County Metropolitan Transportation Authority, also known as Metro, is the regional transportation planning agency (RTPA) for Los Angeles County. In its role as RTPA, Metro is responsible for planning, building, and operating transit and transportation projects in the region. Metro's Board of Directors guides the agency's priorities, projects, and activities, and includes 13 members who represent various areas throughout Los Angeles County. California Public Utilities Code (PUC) Section 130105 requires the Metro Board of Directors to adopt an annual budget, which acts as the legal authorization to obligate and spend funds in order to implement Board policies and carry out regional transit and transportation programs.

In March 2020, the onset of the Coronavirus Disease 2019 (COVID-19) pandemic unexpectedly altered the trajectory of the economy. Due to the uncertainty of available resources, development of the FY21 budget was deferred, and the Metro Board adopted a continuing resolution to extend FY20 budget authorization through September 2020. This additional time for budget development allowed Metro to carefully reforecast in the context of the changing economic landscape while continuing to carry out agency activities past the period of FY20 budget authorization.

Prior to the expiration date for the continuing resolution, the Metro Board adopted the FY21 Proposed Budget on September 24, 2020. The FY21 Adopted Budget reflects revenue projections that have been reevaluated and validated by the first several months of the COVID-19 pandemic, and expenditures that have been adjusted to align with available resources. The result is a balanced budget that is a clear road map for continuing to pursue agency goals, even in the face of unforeseen circumstances.

While the FY21 Adopted Budget represents a financially responsible plan for the current fiscal year, we must be diligent and flexible through these uncertain times with the ongoing COVID-19 pandemic. After the development of the FY21 Proposed Budget was completed, one budget amendment was adopted to add \$165.2 million for Gold Line Foothill Extension 2B, for an FY21 project total of \$265.2 million. However, the schedules within this publication have not been restated to include this amendment, because additional adjustments are expected throughout the year. The FY21 budget is fluid, and this year we must remain alert and prepared to adjust our revenue projections and planned activities as necessary.

For reference, the Board Report for the FY21 Proposed Budget, which includes the budget adjustment, has been added as an attachment to this document.

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# **Message from the CEO and Organizational Chart**

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## Budget Message from the CEO

This year has been one of extraordinary challenges. The COVID-19 pandemic completely changed the world we live in, forcing every industry to reassess the way they do business. In the transportation realm, there is a unique opportunity to harness valuable lessons from this time as we look toward recovery. When the state/local Safer at Home orders were issued in March, business activity was halted, and telecommuting became the new norm. As a direct result, congestion was virtually eliminated, and air quality improved dramatically. Can the unfortunate circumstances of this pandemic help us find ways to permanently reduce congestion? What can we learn from this difficult situation? This year, Metro moves optimistically into the future, committed to improving transportation in Los Angeles County.

When the state of California was locked down earlier this year, the magnitude of the impact on sales tax revenues Metro and the region relies on were uncertain. Thanks to tight budget controls and emergency relief funding granted to Metro through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, this year's budget is balanced, streamlined, and fiscally responsible. The total FY21 Proposed Budget is \$6.0 billion, a decrease of 16.5% from the prior year, due in large part to the economic challenges of the pandemic. Despite economic challenges, the budget does not include staffing reductions, demonstrating Metro's commitment to preserving jobs. This budget also illustrates our enduring commitment to provide critical transportation services throughout the County.

The bus and rail service we provide is vital to countywide mobility, especially for the most vulnerable and the transit dependent. Thanks to the CARES Act, pre-pandemic funding levels for regional and local transit operators throughout the County have been maintained in the FY21 Proposed Budget. These additional resources have been instrumental in sustaining Metro's own bus and rail service, which is a crucial element to our region's recovery from this crisis. Throughout the pandemic, Metro's transit service transports essential workers to and from jobs that are keeping our local communities together. Metro employees and our riders are essential front-line heroes.

This year, we are reaching significant milestones to improve our transit network. First, we will see implementation of the NextGen Bus Study results, which includes the first complete redesign of the bus network in over a decade. The lessons learned from extensive outreach during the NextGen study will be applied, resulting in significant improvements to bus service. In addition to service adjustments, NextGen implementation also includes capital investments in bus infrastructure that will have long term improvements to speed and reliability. To further enhance the customer experience on our system, a new TAP mobile app will be launched this year, offering a safe, contactless way for customers to pay fares with their phones. The technology is a first for LA and will include features like trip finding, geolocation of stops and stations, integration of Metro Bike Share, and real-time fare purchase. As we reassess our tried-and-true fixed route transit services, we will also test innovative approaches, such as MicroTransit. This on-demand door-to-door service will launch in FY21, providing existing Metro customers an additional mobility option and helping to attract new transit riders to the bus and rail system.

In addition to providing and improving critical transit service, Metro also continues construction on the largest transportation public works program in the country. While we build out our transit network with construction currently in progress, planning studies underway will make additional projects shovel-ready. The infrastructure improvements we are investing in today will result in a cleaner air



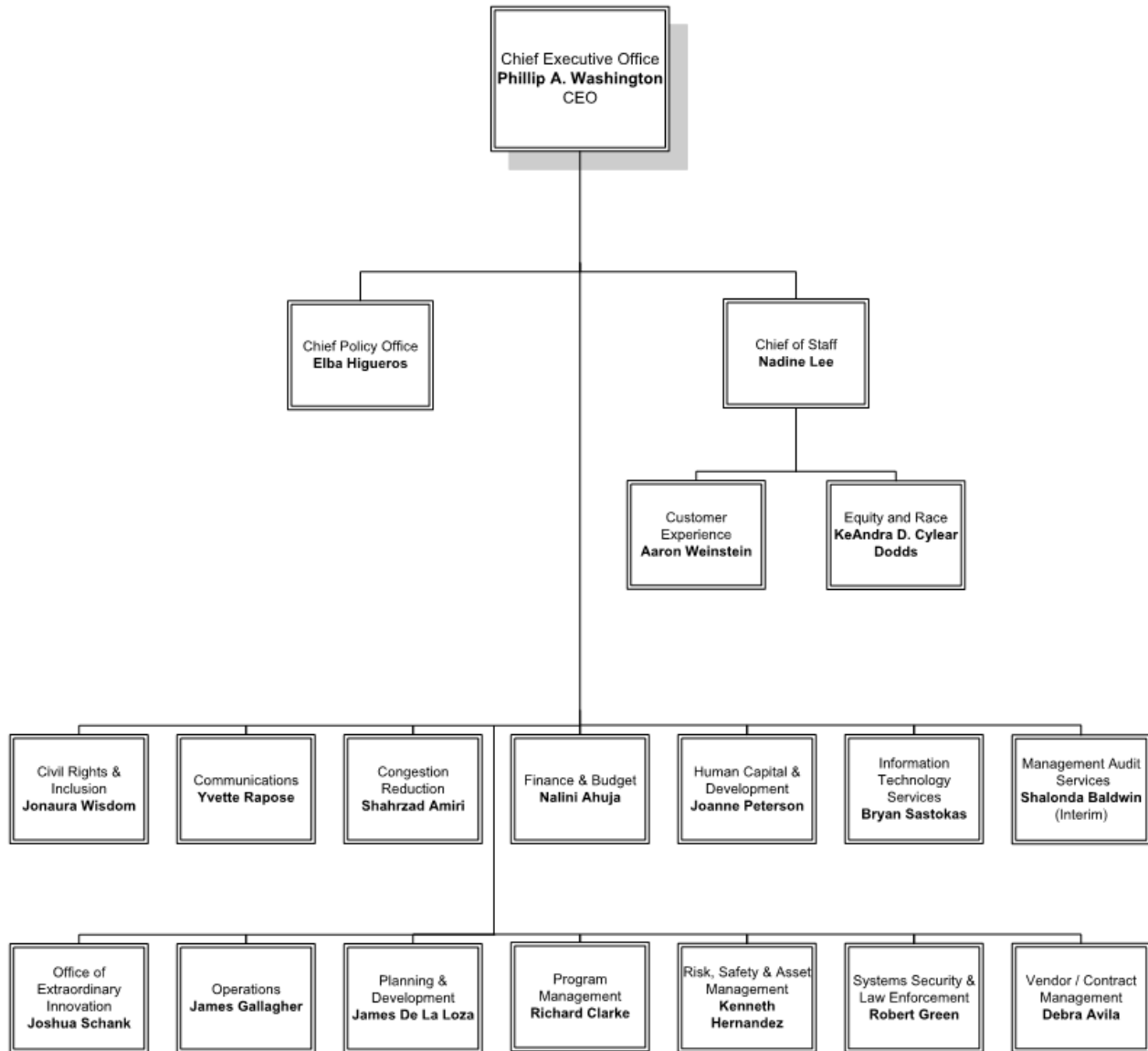
## Budget Message from the CEO

in the future, less congestion, and better mobility for all residents and visitors in Los Angeles County. While we work toward these goals, we must remember that we are more than just a transportation agency. Metro has a significant impact on the local economy and on the lives of all County residents. With this in mind, we must make careful choices focused on equity, sustainability, and reimagining the future. If we are willing to break out from established ways and get creative, we can and will make it through this pandemic and its recovery together, bigger and better than before.



Phillip A. Washington  
Chief Executive Officer

## FY21 Organizational Chart



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# Budget Highlights

## FY21 Budget Highlights

### Agency Goals

The proposed \$6.0 billion budget for FY21 is balanced and aligns resources in a fiscally responsible manner to achieve the five goals established by Vision 2028, Metro's comprehensive strategic plan.

- Provide high-quality mobility options enabling people to spend less time traveling
- Deliver outstanding trip experiences for all users of the transportation system
- Enhance communities and lives through mobility and access to opportunities
- Transform Los Angeles County through regional collaboration with state and national leadership
- Provide responsible, accountable, and trustworthy governance within the LA Metro organization

### Budget Summary

The pandemic has brought severe financial challenges this year, with uncertainties surrounding the duration and severity of long-term impacts as Metro plans for the future. The Federal Coronavirus Aid, Relief and Economic Security Act (CARES Act) provided essential Federal relief funding to Metro and other transit operators in the region. Without it, maintaining consistent levels of service would not be possible. However, the CARES Act did not cover all of Metro's losses in operations and maintenance, and provided no funding for capital expansion projects.

In response to immediate financial challenges, Metro has proposed a strategic but temporary \$1.2 billion reduction in costs to align planned activities with available resources, until the economy begins to recover.

The \$1.2 billion reduction represents the slow down experienced in the first quarter and projects a gradual economic recovery through the end of the year. These reductions affect all programs in different ways and are necessary to ensure resources are available to provide essential services. This annual budget reflects the economic constraints caused by COVID-19 while aligning resources in a fiscally responsible manner to achieve Metro's Vision 2028 goals.

Metro's transit infrastructure program has been significantly impacted; however, the budget carefully balances the resources available with project schedules to ensure on-time project delivery. Also, projects in the planning phases have been reviewed to ensure that they continue to advance toward shovel ready status. For transit service, Metro will operate, on average, at 81% of the annual pre-COVID bus and rail service level while anticipating 55% or ridership to provide a robust service network and more frequent rides for the essential workers in Los Angeles County. While the budget reflects a smaller reduction in service hours than the on-street reality of projected ridership, resources are allocated toward the first implementation of NextGen and MicroTransit. As part of reimagining the transit network, Metro looks to implement the NextGen Bus Plan, the first complete redesign of the bus network in over a decade. The goals and objectives of the NextGen Study, a cornerstone of Vision 2028, are to provide high quality mobility options to all Los Angeles County residents, reduce travel time, and improve the commuting experience of customers.

Progress will continue in FY21 on all Measure M and R projects. We will continue to work towards environmental clearance and shovel readiness which includes the building of new highways and transportation infrastructure as well as planning and providing funding for regional transportation activities. The Agency is retaining its workforce while controlling costs through vacancy savings and a reduction of overtime usage whenever applicable. As we proceed towards recovery, we must remain flexible so we can respond quickly to unexpected short-term changes. Prudent financial planning will allow us to remain financially sustainable, while reimagining the future of Los Angeles County and its transportation network as we focus on equity, sustainability, prosperity, and a better quality of life for all County residents.

## FY21 Budget Highlights

### CARES Act

The CARES Act delivered financial relief from the effects of the COVID-19 pandemic. As the Regional Transportation Planning Entity (RTPE) for Los Angeles County, the Metro Board was responsible for allocating transit related funding provided under the CARES Act to transit agencies in the County.

The first priority was to address and mitigate reductions in sales tax revenue for FY20 and FY21 to ensure funding for transit operations throughout the County were maintained and supported at pre-COVID funding levels. Each operator received their full FY20 funding allocation as adopted by the Metro Board and received funding equal to levels originally estimated for FY21, prior to the onset of the COVID-19 pandemic. As a result, each operator was “held harmless” in relation to the reduction of sales tax revenues anticipated for FY20 and FY21. Additionally, each operator received supplemental CARES Act funding to address losses in fare revenues and additional COVID-related costs. The tables below illustrate the CARES allocations.

Recipient (\$ in Millions)	CARES Allocations	Metro Allocations
Municipal Operators	\$ 148.0	
Metro (Bus/Rail/Regional) <sup>(1)</sup>	772.2	772.2
<i>Fund Exchanges</i>		
Small Operators	8.3	8.3
Tier 2 Operators	4.5	4.5
Metrolink	56.4	56.4
Access Services	33.5	33.5
<i>Direct Apportionments</i>		
Santa Clarita Transit	17.4	
Antelope Valley Transit	27.8	
<b>TOTAL CARES Act</b>	<b>\$ 1,068.0</b>	<b>\$ 874.9</b>

(1) Allocations will be based on Southern California Association of Governments (SCAG) Split Letter Addendum. \$13M in adjustments will be made through PY 5307 apportionments.

### NextGen

Metro continues to reimagine the transit network by carrying on the partnership between service councils, stakeholders, and Metro staff to complete and implement the NextGen bus plan and alternative mobility options. NextGen objectives include the incorporation of high-quality transit options to all Los Angeles County residents, enabling them to spend less time traveling while improving their commuting experience, and quality of life. The intended result is to advance equity and economic opportunities for all county residents. Stakeholder derived guiding principles are used to implement route and schedule changes, bus stop spacing service frequencies, and system speed. In addition to base NextGen principles, new mobility options such as MicroTransit will also be put in place to create a new short-trip, demand-based service option. All of these elements are integrated into the FY21 service plan.

FY21 NextGen related improvements are estimated at \$130.1 million. Currently, a total of \$15.0 million is slated for speed and reliability improvements and other service enhancement activities for FY21 and FY22. Projects include:

- Implementation of bus priority lanes on two NextGen Tier 1 corridors, prioritized through a technical analysis and outreach process performed by Metro and LADOT
- All-door boarding for two NextGen Tier 1 lines

## FY21 Budget Highlights

- Speed and delay analysis of the A (Blue) Line and E (Expo) Line
- LADOT technical support
- Stakeholder outreach on all speed and reliability projects
- Expansion of the Station Cleanliness and Evaluation Program

Project Description (\$ in thousands)	FY21 Proposed	Life of Project
<b>1 Service Enhancements</b>		
2 Analysis and Outreach - Bus Priority Lanes	\$ 865	\$ 956
3 Implementation - Bus Priority Lanes	900	2,725
4 All Door Boarding Expansion	1,569	1,569
5 Bus Zone Optimization	2,400	8,250
6 Metro Rail Speed Analysis	766	1,000
7 Station Cleanliness & Evaluation	500	500
<b>8 Service Enhancements Total</b>	<b>\$ 7,000</b>	<b>\$ 15,000</b>
<b>9 Other Improvements Benefiting NextGen Implementation</b>		
10 Patsaouras Plaza Busway Station	\$ 3,000	\$ 49,000
11 Cesar Chavez/Vignes Bus Pavilion at Union Station	1,100	2,500
12 Willowbrook/Rosa Parks Station Bus Plaza	12,200	15,000
13 Airport Metro Connector Bus Plaza	75,000	75,000
14 G Line (Orange) BRT Improvements	20,400	361,000
15 North Hollywood to Pasadena BRT	5,700	267,000
16 North San Fernando Valley (NSFV) BRT	2,500	180,000
17 Vermont Avenue Transit Corridor	3,200	425,000
<b>18 Other Improvements Total</b>	<b>\$ 123,100</b>	<b>\$ 1,374,500</b>
<b>19 Total NextGen Related Projects</b>	<b>\$ 130,100</b>	<b>\$ 1,389,500</b>

Note: Totals may not add up because of rounding.

In FY22, three more bus priority lanes will be completed. Transit Signal Priority improvements that extend green lights for buses and bus stop improvements are also planned. An updated FY22 and FY23 program plan will be presented next fiscal year.

# Resources



## Summary of Resources

Resources and Expenditures (\$ in millions)	FY20 Budget <sup>(1)</sup>	FY21 Proposed	\$ Change	% Change
1 <u>Sales Tax, TDA &amp; STA Revenues</u>				
2     Proposition A	\$ 873.0	\$ 778.1	\$ (94.9)	-10.9%
3     Proposition C	873.0	778.1	(94.9)	-10.9%
4     Measure R	873.0	778.1	(94.9)	-10.9%
5     Measure M	873.0	778.1	(94.9)	-10.9%
6     Transportation Development Act (TDA)	436.5	389.1	(47.5)	-10.9%
7     State Transit Assistance (STA)/SB1 STA <sup>(2)</sup>	215.8	158.2	(57.6)	-26.7%
8     SB1 State of Good Repair <sup>(2)</sup>	30.1	25.4	(4.7)	-15.6%
9 <b>Sales Tax, TDA, &amp; STA/SB1 Revenues Total</b>	<b>\$ 4,174.4</b>	<b>\$ 3,685.0</b>	<b>\$ (489.4)</b>	<b>-11.7%</b>
10 <u>Operating &amp; Other Revenues</u>				
11     Passenger Fares	\$ 284.5	\$ 60.3	\$ (224.2)	-78.8%
12     ExpressLanes Tolls	58.4	43.8	(14.6)	-25.0%
13     Advertising	25.6	23.8	(1.8)	-6.9%
14     Other Revenues <sup>(3)</sup>	71.1	71.0	(0.1)	-0.1%
15 <b>Operating &amp; Other Revenues Total</b>	<b>\$ 439.6</b>	<b>\$ 198.9</b>	<b>\$ (240.7)</b>	<b>-54.8%</b>
16 <u>Capital &amp; Bond Resources</u>				
17     Grants & CARES Reimbursements <sup>(4)</sup>	\$ 1,107.6	\$ 1,708.5	\$ 601.0	54.3%
18     Bond Proceeds, TIFIA & Prior Year Carryover <sup>(5)</sup>	1,487.2	424.9	(1,062.3)	-71.4%
19 <b>Capital &amp; Bond Resources Total</b>	<b>\$ 2,594.8</b>	<b>\$ 2,133.4</b>	<b>\$ (461.3)</b>	<b>-17.8%</b>
20 <b>Total Resources</b>	<b>\$ 7,208.8</b>	<b>\$ 6,017.3</b>	<b>\$ (1,191.5)</b>	<b>-16.5%</b>

Note: Totals may not add up because of rounding.

(1) Resource data in this column represents the FY20 pre-COVID Budget.

(2) Refer to the Regional Transit Allocations Chart on page 63 for STA and SB1 allocation details.

(3) Other Revenues include bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, Service Authority for Freeway Emergencies (SAFE) revenues, county buy down, auto registration fees, transit court fees, CNG credits, investment income and other miscellaneous revenues.

(4) Include grant reimbursements for preventative maintenance, operating capital, highway capital, and construction costs. FY21 Proposed also includes the Coronavirus Aid, Relief, and Economic Security (CARES) Act reimbursement for FY20 COVID-related activities.

(5) Represent use of bond proceeds, Transportation Infrastructure Finance and Innovation Act (TIFIA) drawdowns and sales tax revenue received and unspent in prior years.

## Summary of Resources

- Local sales tax and TDA revenues are projected to be \$3.5 billion, a \$427.1 million, or 10.9%, decline from the FY20 budget. Projections are based on an economic analysis of the COVID-19 pandemic's impact on taxable sales, nationally recognized forecasting sources, and Metro's own historical experience.
- State Transit Assistance (STA) and Senate Bill 1 (SB1) revenues for bus/rail operations and capital in FY21 are expected to be \$183.6 million regionwide, representing a 25.4% decrease from the FY20 budget based on State Controllers' Office (SCO) estimates.
- Fare revenues are expected to come in at \$60.3 million, a 78.8% decline from the FY20 budget, reflecting ridership projections, the fare collection impact of social distancing measures, and the impacts of fare changes adopted by the Metro Board.
- ExpressLanes toll revenues are expected to come in at \$43.8 million in FY21, a 25.0% decline from the FY20 budget, primarily due to reduced pricing and usage demand during the ongoing pandemic.
- Advertising revenues of \$23.8 million are expected in FY21, which is 6.9% below the FY20 budget.
- Other revenues are expected to come in at \$71.0 million in FY21, a 0.1% decline over FY20, and include bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, auto registration fees, transit court fees, CNG credits, investment income, and other miscellaneous revenues.
- Metro's share of the Federal stimulus funding from the CARES Act is budgeted at \$569.6 million in FY21. Other grant reimbursements, bond proceeds, sales tax carryover, and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdowns are in line with planned Transit Infrastructure Development and State of Good Repair expenditure activities.

Los Angeles County Metropolitan Transportation Authority  
FY21 Proposed Budget

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

	Type of Revenue (\$ in millions)	FY20 Budget <sup>(2)</sup>	FY21 Proposed	\$ Change	% Change	Operations Eligibility	Capital Eligibility <sup>(1)</sup>	Subsidy Eligibility
1	<b>Proposition A</b>							
2	5% Administration	\$ 43.7	\$ 38.9	\$ (4.8)	-11.0%			
3	25% Local Return	207.3	184.8	(22.5)	-10.9%			X
4	35% Rail Development	290.3	258.7	(31.6)	-10.9%	Rail	Rail	
5	40% Discretionary							
6	Transit (95% of 40%)	315.2	280.9	(34.3)	-10.9%	Bus	Bus	X
7	Incentive (5% of 40%)	16.5	14.8	(1.7)	-10.3%			X
8	<b>Estimated Tax Revenue from Proposition A</b>	<b>\$ 873.0</b>	<b>\$ 778.1</b>	<b>\$ (94.9)</b>	<b>-10.9%</b>			
9	<b>Proposition C</b>							
10	1.5% Administration	\$ 13.1	\$ 11.7	\$ (1.4)	-10.9%			
11	5% Rail/Bus Security	43.0	38.3	(4.7)	-10.9%	Bus/Rail	Bus/Rail	X
12	10% Commuter Rail	86.0	76.6	(9.3)	-10.9%		Regional Facilities	X
13	20% Local Return	172.0	153.3	(18.7)	-10.9%			X
14	25% Freeways/Highways	215.0	191.6	(23.4)	-10.9%	Note 1	Highway	X
15	40% Discretionary	343.9	306.6	(37.3)	-10.8%	Bus/Rail	Bus/Rail	X
16	<b>Estimated Tax Revenue from Proposition C</b>	<b>\$ 873.0</b>	<b>\$ 778.1</b>	<b>\$ (94.9)</b>	<b>-10.9%</b>			
17	<b>Measure R</b>							
18	1.5% Administration	\$ 13.1	\$ 11.7	\$ (1.4)	-10.9%			
19	2% Transportation Capital Metro Rail	17.2	15.3	(1.9)	-10.9%		Rail	
20	3% Transportation Capital Metrolink	25.8	23.0	(2.8)	-10.9%		Regional Rail	X
21	5% Operations - New Rail	43.0	38.3	(4.7)	-10.9%	Rail		
22	15% Local Return	129.0	115.0	(14.0)	-10.9%			X
23	20% Operations - Bus	172.0	153.3	(18.7)	-10.9%	Bus		X
24	20% Highway Capital	172.0	153.3	(18.7)	-10.9%		Highway	
25	35% Transportation Capital New Rail / Bus Rapid Transit (BRT)	300.9	268.3	(32.6)	-10.8%		Rail/BRT	
26	<b>Estimated Tax Revenue from Measure R</b>	<b>\$ 873.0</b>	<b>\$ 778.1</b>	<b>\$ (94.9)</b>	<b>-10.9%</b>			
27	<b>Measure M</b>							
28	.5% Administration <sup>(3)</sup>	\$ 4.5	\$ 4.0	\$ (0.5)	-11.1%			
29	1% Regional Rail	8.6	7.7	(0.9)	-10.9%	Regional Rail	Regional Rail	X
30	2% Metro State of Good Repair (SGR)	17.2	15.3	(1.9)	-10.9%		Rail SGR	
31	2% Active Transportation Projects (ATP)	17.2	15.3	(1.9)	-10.9%		ATP	X
32	2% ADA Paratransit / Metro Discounts	17.2	15.3	(1.9)	-10.9%			X
33	5% Rail Operations	43.0	38.3	(4.7)	-10.9%	Rail	Rail SGR	
34	17% Local Return <sup>(2)</sup>	146.2	130.3	(15.9)	-10.9%			X
35	17% Highway Construction	146.2	130.3	(15.9)	-10.9%		Highway	
36	20% Transit Operations	172.0	153.3	(18.7)	-10.9%	Bus/Rail	Bus/Rail SGR	X
37	35% Transit Construction	301.0	268.3	(32.7)	-10.9%		Rail/BRT	
38	<b>Estimated Tax Revenue from Measure M</b>	<b>\$ 873.0</b>	<b>\$ 778.1</b>	<b>\$ (94.9)</b>	<b>-10.9%</b>			
39	<b>Transportation Development Act (TDA)</b>							
40	Administration	\$ 11.1	\$ 10.1	\$ (0.9)	-8.5%			
41	2.0% Article 3 (Pedestrians & Bikeways)	8.5	7.6	(0.9)	-10.9%			X
42	91.4% Article 4 (Bus Transit)	388.9	346.3	(42.5)	-10.9%	Bus	Bus SGR	X
43	6.6% Article 8 (Transit/Streets & Highways)	28.1	25.0	(3.1)	-10.9%			X
44	<b>Estimated Tax Revenue from TDA</b>	<b>\$ 436.5</b>	<b>\$ 389.1</b>	<b>\$ (47.4)</b>	<b>-10.9%</b>			
45	<b>State Transit Assistance (STA)/SB1 <sup>(4)</sup></b>							
46	STA/SB1 STA Bus	\$ 121.0	\$ 89.6	\$ (31.5)	-26.0%	Bus	Bus SGR	X
47	STA/SB1 STA Rail	94.8	68.7	(26.1)	-27.6%	Rail	Rail SGR	
48	SB1 State of Good Repair Bus	16.9	14.4	(2.5)	-14.8%		Bus SGR	X
49	SB1 State of Good Repair Rail	13.2	11.0	(2.2)	-16.6%		Rail SGR	
50	<b>Estimated Tax Revenue from STA/SB1</b>	<b>\$ 245.9</b>	<b>\$ 183.6</b>	<b>\$ (62.3)</b>	<b>-34.2%</b>			
51	<b>Total Sales Tax, TDA &amp; STA/SB1 Revenues</b>	<b>\$ 4,174.4</b>	<b>\$ 3,685.0</b>	<b>\$ (489.4)</b>	<b>-11.7%</b>			

Note: Totals may not add up because of rounding.

Note 1: Freeway Service Patrol, Service Authority for Freeway Emergencies (SAFE), and the Vanpool Program.

<sup>(1)</sup> Represent bus and/or rail capital expansions, State of Good Repair (SGR), Highway, Regional Facilities, and Bus Rapid Transit (BRT) improvements.

<sup>(2)</sup> Sales tax and TDA revenues represent the FY20 pre-COVID Budget.

<sup>(3)</sup> One percent of the 1.5% Administration is used to supplement Local Return. This increases the Local Return total to 17% of net revenues.

<sup>(4)</sup> Refer to the Regional Transit Allocations Chart on page 63 for STA/SB1 allocation details.

# **Expenditures by Program and Program Summaries**

## Summary of Expenditures by Program

Program Type (\$ in millions)	FY20 Budget	FY21 Proposed	\$ Change	% Change
<b>1 Transportation Infrastructure Development (TID)<sup>(1)</sup></b>				
2 Transit Expansion	\$ 1,993.8	\$ 1,240.2	\$ (753.6)	-37.8%
3 Highway	388.6	246.3	(142.3)	-36.6%
<b>4 Transportation Infrastructure Development Total</b>	<b>2,382.4</b>	<b>1,486.5</b>	<b>(895.9)</b>	<b>-37.6%</b>
<b>5 Metro Transit - Operations &amp; Maintenance<sup>(1)</sup></b>				
6 Operations & Maintenance	1,820.0	1,779.3	(40.7)	-2.2%
7 Regional Operating Services	19.1	19.4	0.3	1.5%
<b>8 Metro Transit - Operations &amp; Maintenance Total</b>	<b>1,839.1</b>	<b>1,798.6</b>	<b>(40.4)</b>	<b>-2.2%</b>
<b>9 Metro Transit - State of Good Repair (SGR)<sup>(1)</sup></b>				
10 SGR Bus and Rail	441.1	414.4	(26.7)	-6.1%
11 Other Asset Improvements	52.4	42.6	(9.8)	-18.8%
<b>12 Metro Transit - State of Good Repair (SGR) Total</b>	<b>493.5</b>	<b>457.0</b>	<b>(36.5)</b>	<b>-7.4%</b>
<b>13 Subsidy Funding Programs</b>				
14 Local Agencies	779.3	702.5	(76.7)	-9.8%
15 Regional Transit	583.3	499.0	(84.4)	-14.5%
16 Regional Federal Grants	27.4	23.3	(4.1)	-15.0%
17 Fare Assistance	14.6	14.4	(0.2)	-1.6%
<b>18 Subsidy Funding Programs Total</b>	<b>1,404.7</b>	<b>1,239.2</b>	<b>(165.5)</b>	<b>-11.8%</b>
<b>19 Regional Rail</b>				
20 Metro Regional Rail	66.9	90.3	23.4	35.0%
21 Metrolink	111.3	129.2	17.9	16.1%
<b>22 Regional Rail Total</b>	<b>178.2</b>	<b>219.5</b>	<b>41.3</b>	<b>23.2%</b>
<b>23 General Planning &amp; Programs</b>				
24 Financial, Grants Mgmt and Admin	28.0	25.1	(2.9)	-10.3%
25 Other Programs	70.8	71.2	0.4	0.6%
26 Public-Private Partnership (P3)	10.3	8.1	(2.2)	-21.0%
27 Property Management	58.1	49.4	(8.6)	-14.9%
28 Transit Court	1.8	1.3	(0.5)	-28.7%
<b>29 General Planning &amp; Programs Total</b>	<b>168.9</b>	<b>155.1</b>	<b>(13.8)</b>	<b>-8.2%</b>
<b>30 Congestion Management</b>				
31 Express Lanes	76.0	39.4	(36.6)	-48.1%
32 Freeway Service Patrol	35.4	26.5	(8.9)	-25.2%
33 Kenneth Hahn Call Box Program	13.0	12.9	(0.1)	-1.1%
34 Rideshare Services	11.4	10.8	(0.6)	-5.4%
<b>35 Congestion Management Total</b>	<b>135.9</b>	<b>89.6</b>	<b>(46.3)</b>	<b>-34.0%</b>
<b>36 Debt Expense<sup>(2)</sup></b>	<b>534.9</b>	<b>509.2</b>	<b>(25.8)</b>	<b>-4.8%</b>
<b>37 Oversight and Administration</b>	<b>71.2</b>	<b>62.6</b>	<b>(8.6)</b>	<b>-12.1%</b>
<b>38 Grand Total</b>	<b>\$ 7,208.8</b>	<b>\$ 6,017.3</b>	<b>(1,191.5)</b>	<b>-16.5%</b>

Notes: Totals may not add up because of rounding.

<sup>(1)</sup> NextGen direct and related investments include \$7 million in Operations & Maintenance, \$16.3 million in State of Good Repair, and \$106.8 million in Transportation Infrastructure Development for a total of \$130.1 million in FY21.

<sup>(2)</sup> Total includes \$2.4 million in costs of administering the debt program not included in the Debt Service detail schedule.

## Program Summary

### Transportation Infrastructure Development (TID)

Despite the economic challenges of the pandemic, Metro continues to forge ahead with delivering the projects identified in the two Ordinances, Measure R and Measure M, approved by the citizens of Los Angeles County in 2008 and 2018, respectively. FY21's constrained budget of \$1.5 billion for the TID program includes all active projects in FY20 and a few new feasibility studies. Metro is methodically and systematically advancing those projects from the planning phase to their shovel readiness in accordance with their Measure M schedule. Projects already in construction continue to advance through their delivery, in some cases taking advantage of the lighter traffic on the road to progress further into their delivery schedule. Metro, recognizing the disruption that construction causes to local businesses, is expanding the Business Solutions Center to all communities where Metro transit construction is underway.

The Transportation Infrastructure Development program is divided into two groups: (1) Transit Expansion, with a proposed budget of \$1.2 billion, consists of construction of all public transit expansion modes; and (2) Highways, with a proposed budget of \$246.3 million, is focused on frontend planning, preliminary engineering and project implementation support for highway improvements.

In FY21, Crenshaw, Regional Connector, Westside Purple Line Extension, and Foothill Extension projects continue to advance through construction, with the Crenshaw line ready for revenue service in 2021 and the Regional Connector following suit in 2022. Airport Metro Connector, connecting the LAX Airport People Mover to the Crenshaw line, is poised to commence construction. The Four Pillar projects – West Santa Ana Branch, Eastside Light Rail Extension Phase 2, Sepulveda Transit Corridor, and Green Line Extension to Torrance – are in the planning phases and continue to advance towards shovel readiness per the Measure M Ordinance schedule. Additionally, Metro will embark on a feasibility study for high-quality transit service options – bus rapid transit and alternative rail service – that will serve the cities and communities along State Route 60 to the San Bernardino County border. All highway projects under Metro management are anticipated to continue their progress through their respective project schedules in FY21. Additionally, budgets for local street, intersection, signal, and on/off ramp improvements are included in the respective subregional projects and are available for drawdown by the local entities as agreed through MOUs.

In summary:

- All Measure R and M construction TID projects advance towards their respective revenue service dates.
- The Four Pillar projects – West Santa Ana Branch, Eastside Light Rail Extension Phase 2, Sepulveda Transit Corridor, and Green Line Extension to Torrance continue to advance towards shovel readiness.
- Planning efforts continue for current Measure M transit and highway projects.
- Interstate-5 North Capacity Enhancement advances towards construction with contract solicitation starting in FY21.
- Continue support for Caltrans delivery of major Highway Program projects including: SR138 Capacity Enhancements, I-5 Capacity Enhancements from SR-134 to SR-170, South Bay Improvements and Gateway Cities Improvements including I-605 Hot Spots, I-710 Early Action projects, I-5 South projects to the Orange County Line, Highway Operational Improvements in Arroyo Verdugo and in Las Virgenes / Malibu subregions, and Alameda Corridor East Phase 2 projects.

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## Program Summary

Capital Project Category (\$ in thousands)	Expenditures Through FY20	FY21 Proposed	Life of Project
<b>1 Transit Expansion</b>			
<b>2 Rail</b>			
3 Airport Metro Connector <sup>(1), (4)</sup>	\$ 154,627	\$ 80,342	\$ 234,970
4 Crenshaw/LAX Light Rail Transit	2,152,868	113,025	2,407,473
5 East San Fernando Transit Corridor	43,212	16,223	59,435
6 Expo Blvd Light Rail Transit <sup>(3)</sup>	2,278,777	1,864	2,289,523
7 Gold Line Foothill Extension 2A to Azusa	916,971	1,249	923,550
8 Gold Line Foothill Extension 2B	214,889	100,238	1,406,871
9 Regional Connector	1,293,100	145,651	1,805,442
10 Westside Purple Line Subway Extension 1	2,160,619	273,446	3,597,519
11 Westside Purple Line Subway Extension 2	1,041,596	121,482	2,440,969
12 Westside Purple Line Subway Extension 3	564,355	223,226	3,222,492
13 Systemwide	-	78,700	78,700
<b>14 Bus</b>			
15 Orange Line BRT Improvements <sup>(1), (4)</sup>	13,541	20,455	33,996
<b>16 Transit Planning Projects<sup>(2)</sup></b>			
17 BRT Connector Red/Orange Line to Gold Line <sup>(4)</sup>	7,578	5,712	13,291
18 Crenshaw Northern Extension	1,418	2,788	4,206
19 Eastside Extension Phase 1 & 2	46,261	4,480	50,741
20 Eastside Extension - Light Rail Vehicles	27,163	-	27,163
21 Eastside Light Rail Access	19,083	6,544	25,627
22 Green Line Ext: Redondo to South Bay	10,644	8,302	18,946
23 North San Fernando Valley BRT <sup>(4)</sup>	4,610	2,455	7,066
24 San Gabriel Valley Transit Feasibility Study	-	1,500	1,500
25 Sepulveda Pass Corridor	16,311	13,087	29,398
26 Vermont Transit Corridor <sup>(4)</sup>	2,322	3,177	5,499
27 West Santa Ana Branch Corridor	44,567	16,206	60,772
<b>28 Subtotal Transit Expansion</b>	<b>\$ 11,014,510</b>	<b>\$ 1,240,153</b>	<b>\$ 18,745,149</b>
<b>29 Highway Program</b>		<b>\$ 246,314</b>	
<b>30 Total Transportation Infrastructure Development</b>		<b>\$ 1,486,467</b>	

Note: Totals may not add up because of rounding.

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

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

<sup>(3)</sup> Expo project LOP reallocated to fund New Blue (\$11.5 million) and Purple Line Extension (\$200 million).

<sup>(4)</sup> NextGen related project.

### Metro Transit

The Metro Transit program is made up of two program components, Operations and Maintenance (O&M) and State of Good Repair (SGR). It reflects the resources required to operate and maintain bus and rail service, and ensures that critical infrastructure remains in a state of good repair.

Metro Transit Expenses (\$ in millions)	FY20 Budget	FY21 Proposed	\$ Change	% Change
<b>Metro Transit - Operations &amp; Maintenance (O&amp;M)</b>				
Bus	\$ 1,291.7	\$ 1,271.8	\$ (19.9)	-1.5%
Rail	547.4	526.8	(20.5)	-3.8%
<b>Metro Transit - O&amp;M Total</b>	<b>\$ 1,839.1</b>	<b>\$ 1,798.6</b>	<b>\$ (40.4)</b>	<b>-2.2%</b>
<b>Metro Transit - State of Good Repair (SGR) Total</b>	<b>\$ 493.5</b>	<b>\$ 457.0</b>	<b>\$ (36.5)</b>	<b>-7.4%</b>
<b>Metro Transit - O&amp;M and SGR Total</b>	<b>\$ 2,332.6</b>	<b>\$ 2,255.6</b>	<b>\$ (77.0)</b>	<b>-3.3%</b>

Note: Totals may not add up because of rounding.

The Metro Transit proposed budget totals \$2.3 billion, with \$1.8 billion allocated to O&M and \$457.0 million allocated to SGR. This represents a \$77.0 million, or 3.3% reduction from the FY20 Budget.

## Program Summary

### Metro Transit - Operations and Maintenance

The O&M program reflects the resources required to operate and maintain bus and rail service, deploy system-wide security at all service locations, and support operation and maintenance of regional infrastructure. It is built on planned bus and rail service levels, maintenance needs, and system support requirements. The proposed budget is a direct result of service level adjustments and cost control measures. Ridership levels and consideration for the sustainable use of available resources also drive proposed service levels and expenses needed to support recovery efforts.

O&M Expenses (\$ in millions)	FY20 Budget	FY21 Proposed	\$ Change	% Change
Labor & Fringe Benefits	\$ 1,072.5	\$ 1,123.6	\$ 51.2	4.8%
Labor - Overtime	95.5	55.7	(39.8)	-41.7%
Parts & Supplies	97.1	80.1	(17.0)	-17.5%
Fuel / Propulsion Power	60.6	44.7	(15.9)	-26.3%
Other Operating Expenses <sup>(1)</sup>	167.0	182.4	15.5	9.3%
Contract / Professional Service	285.4	262.1	(23.4)	-8.2%
Purchased Transportation	61.0	50.0	(11.0)	-18.0%
<b>O&amp;M Expenses Total</b>	<b>\$ 1,839.1</b>	<b>\$ 1,798.6</b>	<b>\$ (40.4)</b>	<b>-2.2%</b>

Note: Totals may not add up because of rounding.

<sup>(1)</sup> Other operating expenses include costs from building maintenance, utilities, lease/rental, advertising, warranties, training, travel, and non-controllable expenses such as subsidies, taxes, and chargebacks.

The O&M budget is estimated to be \$1.8 billion, reflecting a modest \$40.4 million, or 2.2%, decrease from FY20. Labor and fringe benefits make up 62.5% of the total budget. The remaining resources are for expenditures related to fuel and electricity needed to run vehicles, and parts and supplies to properly maintain vehicles. Resources required to clean and disinfect stations and facilities as well as deploying security staff to all areas of the system are included as well. To maintain increased COVID-19 cleanliness and sanitation directives, more functional resources will be deployed to perform COVID related cleaning of vehicles, stations, and peripheral equipment.

The main cost drivers for the proposed FY21 budget are projected boardings and revenue service hours. Expenditures are modeled based on projected service levels, unit costs of service, variable costs related to service levels, and fixed costs needed to manage and maintain the system and infrastructure.

Major FY21 expenditure changes are related to labor, overtime, fringe benefits, service-related consumables, and subcontracted bus lines. Metro is preserving existing staffing levels and maintaining a commitment to adhere to negotiated Collective Bargaining Agreement (CBA) provisions with Metro's five unions. There is a 5% increase in labor and fringe benefits due to the negotiated wage and benefit increase; however, this increase will be offset by reductions in overtime and service-related consumables such as of fuel, rail electricity, part/supplies, and subcontracted lines (Purchased Transportation). Although the proposed service level of 6.6 million revenue service hours reflects 81% of pre-COVID service, FY21 staffing levels will remain constant at FY20 levels.

### NextGen

The first phase of NextGen will be rolled out in FY21. To complement NextGen service implementation, Metro is investing and improving the bus and rail footprint. In FY21, \$130.1 million is committed to investment efforts. This includes \$7.0 million for speed and reliability improvements and other service enhancements; \$16.3 million for station and bus plaza expansion, and \$106.8 million for enhancement of service on BRT routes and other transit corridors. Service enhancements include:



## Program Summary

- Implementation of bus priority lanes on two NextGen Tier 1 corridors prioritized through a technical analysis and outreach process performed by Metro and LADOT
- All-Door boarding for two NextGen Tier 1 lines
- Speed and delay analysis of the A (Blue) Line and E (Expo) Line
- LADOT technical support
- Stakeholder outreach on all speed and reliability projects
- Expansion of the Station Cleanliness and Evaluation Program

In FY22, three more bus priority lanes will be completed. Transit Signal Priority improvements that will extend green lights for buses and bus stop improvements are also planned. An updated FY22 and FY23 program plan will be presented next fiscal year.

### Service

Due to the pandemic and related state and local health orders, Metro remains flexible to easily adjust to constantly changing ridership and demand levels, lifting of the state/local Safer at Home orders, changes in travel demand, and economic recovery. Service levels will need to be adjusted gradually as Los Angeles County recovers from COVID-19 restrictions.

The FY21 service plan assumes a phased-in approach to adapt to changing service needs and recovery. The plan starts with a base 6.0 million Revenue Service Hour (RSH) “enhanced Sunday service” plan, which reflects 75% of pre-COVID service that was launched in April 2020 to adjust to COVID-19 service demand.

As ridership recovers in FY21, Metro will build up to a service level of 6.6 million RSH, representing 81% of pre-COVID RSHs and 55% of pre-COVID boardings. By July 2021, service will again ramp-up to between 6.7 and 7.6 million RSH, reflecting 92% of pre-COVID service levels. Looking towards FY23, service levels are anticipated to fall between 6.7 and 8.2 million RSH. Increases in service levels for FY22 and FY23 will be made based on prudent financial management considering ridership, revenues, workforce and equipment resources, and performance. When possible, alternative short-trip options like MicroTransit will be phased into the service plan to capture a new segment of the commuter market.

	Base Enhanced Sunday Service	Phase 1 Orders Begin to Lift	Phase 2 Schools Back, Start of NextGen	Phase 3 Post-COVID	Phase 4 * Building Back Service	Phase 5 * Full Service Recovery
Revenue Service Hours (in millions)	FY20 April 2020	FY21 end of June 2020	FY21 Dec 2020	FY21 Jan - June 2021	FY22	FY23
Bus	5.0	5.6	5.6	5.6	5.6 - 6.5	5.6 - 7.1
Rail	1.0	1.0	1.0	1.0	1.1	1.1
<b>Bus and Rail Total</b>	<b>6.0</b>	<b>6.6</b>	<b>6.6</b>	<b>6.6</b>	<b>6.7 - 7.6</b>	<b>6.7 - 8.2</b>

\* Does not include Crenshaw or Regional Connector revenue service increases and adjustments

The service plan also reflects the phased implementation of NextGen, which is the first complete redesign of the bus network in over a decade. The goals and objectives of NextGen, a cornerstone of Vision 2028, will provide high quality mobility options to all Los Angeles County residents, reduce commute time, and improve the commuting experience.

### Metro Transit - State of Good Repair (SGR)

SGR focuses on maintaining, upgrading, and modernizing assets and infrastructure to ensure the transit system

## Program Summary

has state of the art equipment and peripheral systems to provide high quality transit service. The program includes projects that allow for the advancement of Metro’s Vision 2028 objectives; such as climate action and electrification of the bus fleet by the year 2030. Zero-emission electric buses are being incorporated into Metro Orange Line operations along with in-route charging infrastructure. The plan also includes delivery of 223 buses (200 near zero-emission Compressed Natural Gas (CNG) buses and 23 zero-emission electric buses) as well as payment and final acceptance of the remaining P3010 heavy rail vehicles. Other projects include resources for scheduled bus and rail vehicle maintenance, wayside system repairs and upgrades, facilities improvements, technology projects, and maintenance upgrades for regional infrastructure throughout the transit system.

The total proposed FY21 SGR budget is \$457.0 million, consisting of \$258.0 million, or 56.5%, for bus related projects, \$165.9 million, or 36.3%, for rail related projects, and \$33.1 million, or 7.2%, for regional, technology, and equipment projects. Although the FY21 budget is \$36.5 million, or 7.4%, lower than the FY20 budget, it reflects current project cash flow requirements to deliver all FY21 milestones and deliverables including:

- Complete the Orange Line order of 40 sixty-foot electric buses and construct the charging stations along the right of way.
- Receive delivery of 130 forty-foot buses and 70 sixty-foot CNG buses with near zero-emission engines.
- Continued delivery of new heavy rail cars for future replacement and expansion. Delivery, testing, and evaluation of prototype vehicles.
- Enhance the customer experience through light and heavy rail vehicle midlife modernization projects. These projects will preempt vehicle failures and increase operational performance.
- Continue major rail improvements and maintenance at rail facilities and rights of way focusing on final completion of Metro A (Blue) Line, “New Blue” elements and Metro C (Green) Line signal rehabilitation.

State of Good Repair (\$ in millions)	FY20 Budget	FY21 Proposed	\$ Change	% Change
<b>Bus</b>				
Acquisition	\$ 130.9	\$ 208.7	\$ 77.8	59.5%
Facilities Improvements	9.3	15.6	6.2	66.9%
Maintenance	48.8	33.7	(15.0)	-30.8%
<b>Bus Total</b>	<b>\$ 189.0</b>	<b>\$ 258.0</b>	<b>\$ 69.0</b>	<b>36.5%</b>
<b>Rail</b>				
Acquisition	\$ 120.7	\$ 73.8	\$ (46.8)	-38.8%
Facilities Improvements	19.2	7.6	(11.5)	-60.1%
Maintenance	44.5	45.7	1.2	2.6%
Wayside Systems <sup>(1)</sup>	83.9	38.7	(45.2)	-53.9%
<b>Rail Total</b>	<b>\$ 268.3</b>	<b>\$ 165.9</b>	<b>\$ (102.4)</b>	<b>-38.2%</b>
<b>Other Assets</b>				
Regional and Hubs	16.6	12.6	(4.0)	-24.0%
Technology	18.5	17.2	(1.3)	-6.9%
Non-Revenue & Other SGR <sup>(2)</sup>	1.2	3.2	2.1	173.2%
<b>Other Assets Total</b>	<b>36.3</b>	<b>33.1</b>	<b>(3.2)</b>	<b>-8.8%</b>
<b>SGR Total Budget<sup>(3)</sup></b>	<b>493.5</b>	<b>457.0</b>	<b>(36.5)</b>	<b>-7.4%</b>

Note: Totals may not add up because of rounding.

<sup>(1)</sup> Wayside Systems includes Non-MR/MM Major Construction.

<sup>(2)</sup> Non-Revenue & Other SGR includes TAM Project Management Support.

<sup>(3)</sup> Refer to Appendix IV for SGR projects in the planning stage.

From a modal perspective, the SGR projects are divided up into three categories; Safety and Security, Bus and Rail SGR, and Capital Infrastructure. Safety and Security projects are \$10 million, or 2%, of the proposed budget, Bus and Rail SGR projects are \$411 million, or 90%, of the proposed budget, and Capital Infrastructure projects are \$36 million, or 8%, of the total proposed budget.

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	Operating Capital by Mode (\$ in thousands)	Safety & Security	State of Good Repair	Capital Infrastructure	Mode Total
1	<b>Bus</b>	\$ 1,991	\$ 256,059	\$ 3,266	\$ 261,316
2	<b>Rail</b>	924	152,183	12,172	165,278
3	Metro A (Blue) Line	-	14,207	-	14,207
4	Metro L (Gold) Line	-	4,878	-	4,878
5	Metro C (Green) Line	332	5,753	-	6,085
6	Multiple Rail Lines	492	104,135	12,172	116,799
7	Metro B (Red)/Metro D (Purple) Lines	100	23,209	-	23,309
8	<b>Systemwide</b>	<b>5,352</b>	<b>3,213</b>	<b>2,117</b>	<b>10,681</b>
9	<b>Other - Technologies / Regional, etc.</b>	<b>1,234</b>	<b>34</b>	<b>18,426</b>	<b>19,695</b>
10	<b>Grand Total</b>	<b>\$ 9,502</b>	<b>\$ 411,489</b>	<b>\$ 35,980</b>	<b>\$ 456,970</b>

Note: Totals may not add up because of rounding.

### Subsidy Funding

Funded primarily through state and local sales tax revenue sources, Subsidy Funding Programs represent amounts passed through Metro to regional partners in order to address transportation needs at the local level. Approximately 90% (\$1.1B) of the Subsidy Funding Program is made up of direct allocations to cities (Local Return), Formula Allocation Procedure (FAP) funding to Municipal and small operators, and Metro supported American with Disabilities Act (ADA) provided in the Los Angeles County by Access Services. The program further includes Regional Federal Grants, Mero Board approved local grant funding for various programs including Active Transportation Program (ATP), Open Streets Program, and upgrades to Municipal Operator Fareboxes, Transit Oriented Development (TOD) Planning Grants, and others.

The proposed FY21 Budget includes \$1.2 billion for Subsidy Funding Programs, a decrease of 11.8% from the FY20 Budget. This decrease is primarily due to the expected decline in sales tax revenues as a result of the economic downturn due to the pandemic.

	Subsidy Funding Program (\$ in millions)	FY20 Budget	FY21 Proposed	\$ Change	% Change
	<b>Local Agencies</b>				
1	<b>Allocation by Population</b>				
2	Local Returns (Prop A, Prop C, Measure R, and Measure M)	\$ 654.5	\$ 583.3	\$ (71.2)	-10.9%
3	Transportation Development Act Articles 3 & 8	37.5	29.0	(8.4)	-22.5%
4	<b>Allocation by Population Subtotal</b>	<b>\$ 692.0</b>	<b>\$ 612.4</b>	<b>\$ (79.6)</b>	<b>-11.5%</b>
5	<b>Call for Projects</b>	<b>\$ 55.3</b>	<b>\$ 50.4</b>	<b>\$ (4.9)</b>	<b>-8.8%</b>
6	<b>Other</b>				
7	Transit Oriented Development and Other Sustainability Programs	11.7	12.0	0.3	2.9%
8	Taylor Yard Bridge	0.7	8.0	7.3	1012.0%
9	Federal Transportation Earmark	5.5	4.4	(1.1)	-20.9%
10	CRD Toll Revenue Grant Program	10.6	4.3	(6.4)	-60.0%
11	Open Street Grant Program	3.4	3.1	(0.3)	-9.0%
12	Municipal Farebox Upgrades Project	-	2.8	2.8	100.0%
13	Other Transit Projects and Programs	0.1	5.2	5.1	4052.6%
14	<b>Other Subtotal</b>	<b>\$ 32.0</b>	<b>\$ 39.8</b>	<b>\$ 7.7</b>	<b>24.1%</b>
15	<b>Local Agencies Total</b>	<b>\$ 779.3</b>	<b>\$ 702.5</b>	<b>\$ (76.7)</b>	<b>-9.8%</b>
16	<b>Regional and Local Transit</b>				
17	Municipal and Local Operators	473.1	401.4	(71.7)	-15.2%
18	Access Services	110.3	97.6	(12.7)	-11.5%
19	<b>Regional and Local Transit Total</b>	<b>\$ 583.3</b>	<b>\$ 499.0</b>	<b>\$ (84.4)</b>	<b>-14.5%</b>
20	<b>Regional Federal Grants</b>	<b>\$ 27.4</b>	<b>\$ 23.3</b>	<b>\$ (4.1)</b>	<b>-15.0%</b>
21	<b>Fares Subsidy (LIFE Program) <sup>(1)</sup></b>	<b>\$ 14.6</b>	<b>\$ 14.4</b>	<b>\$ (0.2)</b>	<b>-1.6%</b>
22	<b>Subsidy Funding Programs Total</b>	<b>\$ 1,404.7</b>	<b>\$ 1,239.2</b>	<b>\$ (165.5)</b>	<b>-11.8%</b>

Note: Totals may not add up because of rounding.

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

### Regional Rail

The Regional Rail program consists of Metro's Operating and Capital support of the Metrolink commuter rail system and Metro managed regional rail capital expansion, development, construction, and corridor studies. The proposed FY21 budget of \$219.5 million represents a \$41.3 million increase from FY20. \$23.3 million of

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## Program Summary

this increase is due to anticipated real estate acquisition for Link Union Station project, following the state grant approval in June 2020.

Funding for Metrolink commuter rail operations anticipates a 30% reduction in service for the first half the year, with a return to a 100% level of operating service in the second half of FY21. The \$17.9 million increase in funding to Metrolink is due to the \$35 million fare revenue supplement provided to Metrolink in the same spirit as the CARES Act, which provides revenue loss reimbursement.

	Regional Rail Projects (\$ in millions)	FY20 Budget	FY21 Proposed	\$ Change	% Change
1	<b>Metro Regional Rail</b>				
2	Link Union Station	\$ 25.8	\$ 55.2	\$ 29.4	114.0%
3	Rosecrans / Marquardt Grade Separation	25.9	26.5	0.6	2.2%
4	Brighton to Roxford Double Tracking	3.4	3.2	(0.2)	-5.4%
5	High Desert Corridor (rail service development study)	-	1.5	1.5	
6	Doran Street Grade Separation	3.4	1.5	(1.9)	-56.3%
7	Lone Hill to CP White	0.7	0.5	(0.1)	-22.3%
10	Other Regional Rail Projects	7.8	1.9	(5.9)	-75.8%
11	<b>Metro Regional Rail Total</b>	<b>\$ 66.9</b>	<b>\$ 90.3</b>	<b>\$ 23.3</b>	<b>34.8%</b>
12	<b>Metrolink</b>				
13	Metrolink Operating	\$ 81.2	\$ 109.2	\$ 28.0	34.5%
14	Metrolink Capital & State of Good Repair	30.1	20.0	(10.1)	-33.5%
15	<b>Metrolink Total</b>	<b>\$ 111.3</b>	<b>\$ 129.2</b>	<b>\$ 17.9</b>	<b>16.1%</b>
16	<b>Regional Rail Program Total</b>	<b>\$ 178.2</b>	<b>\$ 219.5</b>	<b>\$ 41.3</b>	<b>23.2%</b>

Note: Totals may not add up because of rounding.

### General Planning and Programs

This program consists of other mobility initiatives that support the agency's goals of improved mobility, air quality, and sustainability. The proposed FY21 Budget of \$155.1 million represents a \$13.8 million, or 8.2% decrease from the FY20 Budget. The proposed operational budget for Bike Share, Parking, Transit Court, and Union Station are aligned to the adjusted service level and customer demand amidst the pandemic in FY21. Other key activities include Public-Private Partnership (P3) development on West Santa Ana Branch and Sepulveda Transit Corridor, Rail to Rail/River Active Transportation Corridor Segment A construction and Segment B supplemental planning study, Los Angeles River Bike Path Phase 2 environmental clearance and design, first/last mile planning work on Purple Line Extension, Crenshaw/LAX, Gold Line Foothill Extension 2B, Airport Metro Connector, Centinela Grade Separation preliminary design work, and continuation of the Union Station capital projects including Parking Lot G Enhancement, Historical Ceiling Repair and Restoration, Data Infrastructure, Domestic and Fire Water Separation and Basement Drainage System Renovation.

	General Planning & Programs (\$ in millions)	FY20 Budget	FY21 Proposed	\$ Change	% Change
1	<b>Financial, Grants Management and Admin</b>				
2	Administrative and Planning Support	\$ 20.0	\$ 19.1	\$ (0.9)	-4.6%
3	Financial Planning and Grants Management	8.0	6.0	(2.0)	-24.5%
4	<b>Financial, Grants Management and Admin Total</b>	<b>\$ 28.0</b>	<b>\$ 25.1</b>	<b>\$ (2.9)</b>	<b>-10.3%</b>
5	<b>Other Programs</b>				
6	Active Transportation incl Bike	\$ 37.6	\$ 39.0	\$ 1.4	3.7%
7	First Last Mile	2.1	3.1	1.0	48.8%
8	Sustainability	21.2	15.7	(5.5)	-25.8%
9	System Connectivity Program and Studies	9.9	13.4	3.5	34.9%
10	<b>Other Programs Total</b>	<b>\$ 70.8</b>	<b>\$ 71.2</b>	<b>\$ 0.4</b>	<b>0.6%</b>
11	<b>P3</b>	<b>\$ 10.3</b>	<b>\$ 8.1</b>	<b>\$ (2.2)</b>	<b>-21.0%</b>
12	<b>Property Management</b>				
13	Art and Design	\$ 1.6	\$ 1.5	\$ (0.0)	-2.2%
14	Joint Development	6.1	5.3	(0.7)	-12.3%
15	Parking	11.4	10.2	(1.2)	-10.6%
16	Property Maintenance and Contract Management	18.2	19.1	0.9	5.1%
17	Transit Oriented Communities	3.9	2.8	(1.1)	-28.7%
18	Union Station	16.8	10.4	(6.4)	-38.2%
19	<b>Property Management Total</b>	<b>\$ 58.1</b>	<b>\$ 49.4</b>	<b>\$ (8.6)</b>	<b>-14.9%</b>
20	<b>Transit Court</b>	<b>\$ 1.8</b>	<b>\$ 1.3</b>	<b>\$ (0.5)</b>	<b>-28.7%</b>
21	<b>Grand Total</b>	<b>\$ 168.9</b>	<b>\$ 155.1</b>	<b>\$ (13.8)</b>	<b>-8.2%</b>

Note: Totals may not add up because of rounding.

## Program Summary

### Congestion Management

The proposed FY21 Budget for the Congestion Management Program of \$89.6 million represents a \$46.3 million or 34.0% decrease from the FY20 Budget. The program adjusted ExpressLanes California Highway Patrol (CHP) enforcement, ExpressLanes Service Center, SoCal511 funding and various contracts under Freeway Service Patrol to match the decreased traffic on freeways and ExpressLanes. Funding for Incremental Transit Services subsidy and Net-Toll Revenue grants were reduced to match estimated invoicing by cities. Ridership will operate at the FY20 level. Planning for ExpressLanes expansion for I-105 and I-605 will be on schedule. I-10 extension and I-405 and I-10 vanpool pilot projects will ramp up in the second half of the fiscal year.

### Debt Service

Debt issuance is based on cash flow need and is authorized by applicable federal and state legislation and the local sales tax ordinances. The Board-adopted Debt Policy establishes parameters for the issuance and management of debt that follow best practices and set affordability limits.

In FY21, it is anticipated that Crenshaw/LAX, Westside Purple Line Section 1, the new bus and light/heavy rail vehicles procurement, local traffic system, and other projects, will utilize debt proceeds. As of July 1, 2020, Metro has \$5.67 billion of outstanding debt. The annual debt service cost in FY21 is estimated at \$506.8 million, a decrease of 4.8% over last year's FY20 Budget of \$531.6 million, primarily due to lower set asides of sales tax revenue required for debt service based on the repayment schedule structure at the time of the original bond issuance.

	Funding Demand of Debt Service (\$ in thousands)	FY20 Budget				FY21 Proposed			
		Bus	Rail	Highway	Total	Bus	Rail	Highway	Total
1	Resources								
2	Proposition A 35% Rail Set Aside <sup>(1)</sup>	\$ -	\$ 166,018.9	\$ -	\$ 166,018.9	\$ -	\$ 165,053.3	\$ -	\$ 165,053.3
3	Proposition A 40% Discretionary	1,851.9	-	-	1,851.9	1,492.0	-	-	1,492.0
4	Proposition C 40% Discretionary	2,650.0	62,123.2	-	64,773.2	2,308.3	54,113.5	-	56,421.8
5	Proposition C 10% Commuter Rail	-	10,898.0	-	10,898.0	-	8,366.7	-	8,366.7
6	Proposition C 25% Street & Highways	-	-	113,539.8	113,539.8	-	-	112,265.4	112,265.4
7	Measure R Transit Capital - New Rail 35%	-	205,970.9	-	205,970.9	-	197,585.0	-	197,585.0
8	Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
9	Measure R Transit Capital - Metro Rail 2%	-	2,885.7	-	2,885.7	-	2,087.2	-	2,087.2
10	Measure R Highway Capital 20%	-	-	-	-	-	-	-	-
11	Measure R BAB Federal Subsidy	-	10,423.8	-	10,423.8	-	10,457.1	-	10,457.1
12	<b>Total Funding Demand Debt Service</b>	<b>\$ 4,501.9</b>	<b>\$ 458,320.4</b>	<b>\$ 113,539.8</b>	<b>\$ 576,362.1</b>	<b>\$ 3,800.3</b>	<b>\$ 437,662.8</b>	<b>\$ 112,265.4</b>	<b>\$ 553,728.5</b>
13	(Premium)/Discount Amortization <sup>(2)</sup>	(349.7)	(35,606.5)	(8,820.8)	(44,777.0)	(322.4)	(37,125.9)	(9,523.2)	(46,971.5)
14	<b>Total Debt Service Expense</b>	<b>\$ 4,152.2</b>	<b>\$ 422,713.9</b>	<b>\$ 104,719.0</b>	<b>\$ 531,585.1</b>	<b>\$ 3,477.9</b>	<b>\$ 400,536.9</b>	<b>\$ 102,742.2</b>	<b>\$ 506,757.0</b>
15	<b>Debt Service (Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add up because of rounding.

<sup>(1)</sup> Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: \$4.3 million in FY20 and \$4.4 million in FY21.

<sup>(2)</sup> Amortizing the difference between the market value of the debt instrument and the face value of the debt instrument over the life of the debt.

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## Program Summary

	Outstanding Debt Principal Balance (\$ in thousands)	Beginning FY20 Balance				Beginning FY21 Balance			
		Bus	Rail	Highway	Total	Bus	Rail	Highway	Total
16	Proposition A <sup>(3)</sup>	\$13,129.4	\$1,177,005.6	\$ -	\$ 1,190,135.0	\$ 9,468.8	\$1,047,496.2	\$ -	\$ 1,056,965.0
17	Proposition C <sup>(3)</sup>	25,468.2	701,788.6	1,091,203.1	1,818,460.0	22,189.8	600,624.2	1,079,211.0	1,702,025.0
18	Measure R <sup>(4)</sup>	-	2,395,430.8	-	2,395,430.8	-	2,908,513.0	-	2,908,513.0
19	Transportation Development Act Article 4	-	-	-	-	-	-	-	-
20	<b>Total Outstanding Debt Principal Balance <sup>(5)</sup></b>	<b>\$38,597.7</b>	<b>\$4,274,225.0</b>	<b>\$1,091,203.1</b>	<b>\$ 5,404,025.8</b>	<b>\$31,658.7</b>	<b>\$4,556,633.4</b>	<b>\$ 1,079,211.0</b>	<b>\$ 5,667,503.0</b>

Note: Totals may not add up because of rounding.

<sup>(3)</sup> PC 2019-AB new money bonds in the amount of \$545.0 million were issued in February 2019, PA 2019-A refunding bonds in the amount of \$57.7 million were issued in April 2019, and PC 2019-C refunding bonds in the amount of \$47.3M were issued in June 2019.

<sup>(4)</sup> The first Measure R Bond was issued in November 2010 in the amount of \$732.4 million. The 2nd Measure R Bond was issued in November 2016 in the amount of \$522.1 million. Also included are \$106.0 million Measure R revolving credit and \$1,757.8 million Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. The TIFIA loans are used to fund Crenshaw, Regional Connector and Westside Extension Phase I and II. Repayment of TIFIA loans will come from Measure R Transit Capital - New Rail 35% contingency fund and commenced in FY20.

<sup>(5)</sup> The Debt Service Expense and Outstanding Principal Balance excludes USG Building General Revenue Bonds of \$12.3 million Debt Service and \$70.0 million Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process.

	Tax Revenue Source for Debt Servicing (\$ in millions)	FY21 Net Sales Tax Revenue	FY21 Debt Service <sup>(1)</sup>	Maximum Annual Debt Service <sup>(2)</sup>	Max Additional Bond Issuance Allowed	% of Allowable Revenue Used
1	<b>PROPOSITION A (PA)</b>					
2	Proposition A 35% Rail Set Aside <sup>(3)</sup>	\$ 258.7	\$ 154.7	\$ 225.1	\$ 1,032.5	68.7%
3	Proposition A 40% Discretionary <sup>(4)</sup>	295.7	1.5	N/A	N/A	100.0%
4						
5	<b>PROPOSITION C (PC)</b>					
6	Proposition C 10% Commuter Rail <sup>(5)</sup>	76.6	8.0	30.7	332.1	26.1%
7	Proposition C 25% Street & Highways <sup>(6)</sup>	191.6	111.0	115.0	57.9	96.5%
8	Proposition C 40% Discretionary <sup>(7)</sup>	306.6	54.4	122.6	999.8	44.4%
9						
10	<b>MEASURE R (MR)</b>					
11	Measure R Transit Capital - New Rail 35% <sup>(8)</sup>	268.2	90.2	233.4	1,567.4	38.6%
12	Measure R Highway Capital 20% <sup>(9)</sup>	153.3	-	92.0	1,006.5	0.0%
13	Measure R Transit Capital - Metrolink 3% <sup>(10)</sup>	23.0	-	20.0	218.9	0.0%
14	Measure R Transit Capital - Metro Rail 2% <sup>(11)</sup>	15.3	2.1	13.3	123.1	15.8%
15						
16	<b>MEASURE M (MM)</b>					
17	Measure M Transit Construction 35% <sup>(12)</sup>	268.2	-	233.4	3,421.3	0.0%
18	Measure M Highway Construction 17% <sup>(12)</sup>	130.3	-	113.4	1,661.8	0.0%
19	Measure M Metro Active Transportation Program 2% <sup>(12)</sup>	15.3	-	13.3	195.5	0.0%
20	Measure M Metro State of Good Repair 2% <sup>(12)</sup>	15.3	-	13.3	195.5	0.0%
21	Measure M Regional Rail 1% <sup>(12)</sup>	7.7	-	6.7	97.8	0.0%

Note: Totals may not add up because of rounding.

<sup>(1)</sup> All of the debt service amounts are for senior debt; CP and TIFIA loans are not included because they are subject to different tests outside of the debt policy.

<sup>(2)</sup> Per Board approved debt policy.

<sup>(3)</sup> Debt policy limits annual debt service to 87% of PA 35% tax revenue.

<sup>(4)</sup> No further debt issuance is permitted pursuant to the debt policy.

<sup>(5)</sup> Debt policy limits annual debt service to 40% of PC 10% tax revenue.

<sup>(6)</sup> Debt policy limits annual debt service to 60% of PC 25% tax revenue.

<sup>(7)</sup> Debt policy limits annual debt service to 40% of PC 40% tax revenue.

<sup>(8)</sup> Debt policy limits annual debt service to 87% of MR 35% tax revenue.

<sup>(9)</sup> Debt policy limits annual debt service to 60% of MR 20% tax revenue.

<sup>(10)</sup> Debt policy limits annual debt service to 87% of MR 3% tax revenue.

<sup>(11)</sup> Debt policy limits annual debt service to 87% of MR 2% tax revenue.

<sup>(12)</sup> Debt policy limits annual debt service to 87% of MM 35%, MM 17%, MM ATP 2%, MM SGR 2%, MM Regional Rail 1% tax revenue.

## Program Summary

### Oversight and Administration

For Oversight and Administration, the proposed FY21 Budget of \$62.6 million is a 12.1% overall reduction from FY20 Budget. Oversight and Administration is mostly driven by labor and benefits which assumes non-contract vacancy savings. This program prioritizes legally mandated activities such as financial and compliance audits and contractual obligations such as software and hardware licensing costs. Due to tight cost controls, there are significant decreases in areas of training, travel, and supplies.

Despite these reductions, there is budget to continue moving forward on Agency priorities and key initiatives that include the creation of the Race and Equity department as well as a new Customer Experience department. In addition, Metro is advancing initiatives and studies from the Women and Girls Governing Council. Climate actions such as the Traffic Reduction Study will lead to a more sustainable future. Other activities and programs including the Comprehensive Pricing Study and Mobility on Demand pilot which seek to reimagine the future transportation network in Los Angeles County.

# **Expenditures by Department and Type**



## Summary of Expenditures by Department

Department Name (\$ in millions)	FY20 Budget	FY21 Proposed	\$ Change	% Change
<b>1 Board of Directors</b>				
2 Board Office	\$ 0.6	\$ 0.5	\$ (0.1)	-19.3%
3 County Counsel	34.6	22.8	(11.8)	-34.2%
4 Ethics Office	1.4	1.7	0.3	22.3%
5 Inspector General	7.8	7.3	(0.6)	-7.2%
6 Office Of Board Secretary	1.7	1.3	(0.5)	-26.4%
<b>7 Board of Directors Total</b>	<b>46.1</b>	<b>33.5</b>	<b>(12.7)</b>	<b>-27.5%</b>
8 Chief Executive Office	2.4	2.6	0.2	10.3%
9 Chief Policy Office	6.1	6.3	0.1	2.2%
10 Communications	82.8	80.8	(2.0)	-2.5%
11 Congestion Reduction	139.6	87.0	(52.6)	-37.7%
12 Finance And Budget	1,778.7	1,549.9	(228.8)	-12.9%
13 Human Capital & Development	60.4	51.9	(8.6)	-14.2%
14 Information Technology	77.5	79.2	1.6	2.1%
15 Management Audit Services	7.3	5.7	(1.6)	-21.8%
16 Office Of Civil Rights & Inclusion	4.3	4.0	(0.3)	-6.1%
17 Office Of Extraordinary Innovation	14.6	11.8	(2.8)	-19.0%
18 Operations	1,939.7	1,943.6	3.9	0.2%
19 Planning And Development	281.4	278.9	(2.5)	-0.9%
20 Program Management	2,474.5	1,605.4	(869.1)	-35.1%
21 Risk/Safety And Asset Management	29.6	30.8	1.1	3.8%
22 System Security And Law Enforcement	182.4	169.1	(13.4)	-7.3%
23 Vendor/Contract Management	81.1	76.9	(4.2)	-5.2%
<b>24 Grand Total</b>	<b>\$ 7,208.8</b>	<b>\$ 6,017.3</b>	<b>\$ (1,191.5)</b>	<b>-16.5%</b>

Note: Totals may not add up because of rounding.

## Summary of Expenditures by Type

Expenditures by Type (\$ in millions)	FY20 Budget	FY21 Proposed	\$ Change	% Change
1 Labor & Benefits	\$ 1,398.0	\$ 1,398.1	\$ 0.2	0.0%
2 Asset Acquisitions for Transit & Highway Projects	1,769.4	1,187.2	(582.1)	-32.9%
3 Regional Transit/Highway Subsidies	1,870.6	1,631.5	(239.2)	-12.8%
4 Contract and Professional Services	1,258.4	974.6	(283.8)	-22.5%
5 Materials & Supplies	247.7	206.7	(41.0)	-16.5%
6 PL/PD and Other Insurance	117.7	100.5	(17.3)	-14.7%
7 Debt	543.2	516.3	(26.8)	-4.9%
8 Training & Travel	3.9	2.4	(1.6)	-39.8%
<b>9 Grand Total</b>	<b>\$ 7,208.8</b>	<b>\$ 6,017.3</b>	<b>\$ (1,191.5)</b>	<b>-16.5%</b>

Note: Totals may not add up because of rounding.

## Cost Inflation and Areas of Risk

### Cost Inflation

- The Consumer Price Index (CPI), as measured by the Bureau of Labor Statistics, is projected to increase by 2.3% in FY21 for the Los Angeles area. CPI is a measure of the average change over time in the prices paid by urban consumers for a market basket of consumer goods and services.
- Metro looks to protect its existing employees from the economic impact of this pandemic by retaining its workforce while controlling cost through vacancy savings and reduction in overtime usage whenever applicable. The FY21 budget maintains Full Time Equivalent (FTE) levels at the FY20 budget level largely due to the fact that payroll and employment are reimbursable through the CARES Act and possible future stimulus.
- Wage and salary increases as well as health and welfare benefits for represented employees are based on the fourth year terms of the respective Board-adopted contracts with an average labor increase of 4.5%.

### Areas of Risk

- This budget assumes a gradual recovery beginning in September, with a full recovery anticipated in June 2021.
- Further decline in sales tax revenues from the current estimate as a result of extended Stay At Home orders due to the ongoing COVID-19 pandemic.
- Costs that rise faster than the inflation factor built into the budget for goods/services used to deliver Metro's projects and services.
- Uncertainty regarding if/when business activity and consumer purchases will return to pre-COVID levels.
- Uncertainty regarding public willingness to return to public transit post-COVID.
- Changes in Metro's share of federal and state funding that is dependent on legislative or other action.
- Unplanned/unfunded projects added post Budget adoption.
- State of Good Repair capital projects encountering unplanned acceleration or changes in scope.
- Life of Project (LOP) construction budget adoptions outpaces Measures R and M Ordinance cost estimates.
- Greater than planned CNG cost per therm based on changing natural gas reserves, triggering implementation of CNG hedging agreements.

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# **Full-Time Equivalents (FTEs)**

## Summary of FTEs by Department

	Department Name	FY20 Budget	FY21 Proposed	Change	% Change
1	<b>Board of Directors</b>				
2	County Counsel	3	3	-	-
3	Ethics Office	6	6	-	-
4	Inspector General	23	23	-	-
5	Office Of Board Secretary	9	9	-	-
6	<b>Board of Directors Total</b>	<b>41</b>	<b>41</b>	<b>-</b>	<b>-</b>
7	Chief Executive Office	4	4	-	-
8	Chief Policy Office	19	19	-	-
9	Communications	344	344	-	-
10	Congestion Reduction	28	28	-	-
11	Finance And Budget	232	232	-	-
12	Human Capital & Development	224	224	-	-
13	Information Technology	148	148	-	-
14	Management Audit Services	26	26	-	-
15	Office Of Civil Rights & Inclusion	18	18	-	-
16	Office Of Extraordinary Innovation	15	15	-	-
17	Operations	8,005	8,005	-	-
18	Planning And Development	164	164	-	-
19	Program Management	291	291	-	-
20	Risk/Safety And Asset Management	101	101	-	-
21	System Security And Law Enforcement	214	214	-	-
22	Vendor/Contract Management	345	345	-	-
23	<b>Total FTE's</b>	<b>10,219</b>	<b>10,219</b>	<b>-</b>	<b>-</b>
24	<b>Total Agencywide Represented</b>	<b>8,482</b>	<b>8,482</b>	<b>-</b>	<b>-</b>
25	<b>Total Agencywide Non-Represented</b>	<b>1,737</b>	<b>1,737</b>	<b>-</b>	<b>-</b>
26	<b>Grand Total</b>	<b>10,219</b>	<b>10,219</b>	<b>-</b>	<b>-</b>

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FY21 Proposed Budget

## FTEs by Department Detail

	Department Name	FY20 Budget	FY21 Proposed	Change
1	<b>Board Of Directors</b>			
2	County Counsel	3	3	-
3	Ethics Office	6	6	-
4	Inspector General	23	23	-
5	Office Of Board Secretary	9	9	-
6	<b>Board Of Directors Total Non-Represented</b>	<b>41</b>	<b>41</b>	<b>-</b>
7	<b>Chief Executive Office Total Non-Represented</b>	<b>4</b>	<b>4</b>	<b>-</b>
8	<b>Chief Policy Office<sup>(1)</sup></b>			
9	<b>Represented</b>	3	3	-
10	<b>Non-Represented</b>	16	16	-
11	<b>Chief Policy Office Total Represented &amp; Non-Represented</b>	<b>19</b>	<b>19</b>	<b>-</b>
12	<b>Communications</b>			
13	Community Relations	49	49	-
14	Creative Services	18	18	-
15	Customer Care	193	193	-
16	Executive Office, Communications	4	4	-
17	Government Relations	6	6	-
18	Marketing	57	57	-
19	Public Relations	17	17	-
20	<b>Communications Total</b>	<b>344</b>	<b>344</b>	<b>-</b>
21	<b>Represented</b>	<b>195</b>	<b>195</b>	<b>-</b>
22	<b>Non-Represented</b>	<b>149</b>	<b>149</b>	<b>-</b>
23	<b>Communications Total Represented &amp; Non-Represented</b>	<b>344</b>	<b>344</b>	<b>-</b>
24	<b>Congestion Reduction Total Non-Represented</b>	<b>28</b>	<b>28</b>	<b>-</b>
25	<b>Finance and Budget</b>			
26	Accounting	72	72	-
27	Office Of Management & Budget	63	63	-
28	TAP Operations	78	78	-
29	Finance & Treasury	19	19	-
30	<b>Finance and Budget Total</b>	<b>232</b>	<b>232</b>	<b>-</b>
31	<b>Represented</b>	<b>69</b>	<b>69</b>	<b>-</b>
32	<b>Non-Represented</b>	<b>163</b>	<b>163</b>	<b>-</b>
33	<b>Finance and Budget Total Represented &amp; Non-Represented</b>	<b>232</b>	<b>232</b>	<b>-</b>
34	<b>Human Capital &amp; Development</b>			
35	<b>Represented</b>	<b>119</b>	<b>119</b>	<b>-</b>
36	<b>Non-Represented</b>	<b>105</b>	<b>105</b>	<b>-</b>
37	<b>Human Capital &amp; Development Total Represented &amp; Non-Represented</b>	<b>224</b>	<b>224</b>	<b>-</b>
38	<b>Information Technology<sup>(1)</sup></b>			
39	<b>Represented</b>	<b>48</b>	<b>48</b>	<b>-</b>
40	<b>Non-Represented</b>	<b>100</b>	<b>100</b>	<b>-</b>
41	<b>Information Technology Total Represented &amp; Non-Represented</b>	<b>148</b>	<b>148</b>	<b>-</b>
42	<b>Management Audit Services Total Non-Represented</b>	<b>26</b>	<b>26</b>	<b>-</b>
43	<b>Office Of Civil Rights Total Non-Represented</b>	<b>18</b>	<b>18</b>	<b>-</b>
44	<b>Office Of Extraordinary Innovation Total Non-Represented</b>	<b>15</b>	<b>15</b>	<b>-</b>

<sup>(1)</sup> FY20 has been restated to reflect an organizational change for the Records Office moving from Information Technology to Chief Policy Office.

Los Angeles County Metropolitan Transportation Authority  
FY21 Proposed Budget

## FTEs by Department Detail

	Department Name	FY20 Budget	FY21 Proposed	Change
45	<b>Operations</b>			
46	Bus Maintenance	1,650	1,650	-
47	Central Oversight And Analysis	40	40	-
48	Maintenance And Engineering	911	911	-
49	Operations Efficiency & Management	18	18	-
50	Operations Liaison	8	8	-
51	Rail Maintenance	520	520	-
52	Rail Transportation	665	665	-
53	Service Development	78	78	-
54	Transportation	4,057	4,057	-
55	Vehicle Engineering & Acquisition	58	58	-
56	<b>Operations Total</b>	<b>8,005</b>	<b>8,005</b>	<b>-</b>
57	<b>Represented</b>	<b>7,692</b>	<b>7,692</b>	<b>-</b>
58	<b>Non-Represented</b>	<b>313</b>	<b>313</b>	<b>-</b>
59	<b>Operations Total Represented &amp; Non-Represented</b>	<b>8,005</b>	<b>8,005</b>	<b>-</b>
60	<b>Planning and Development</b>			
61	Financial Planning, Programming & Grants	38	38	-
62	Long Range Transportation Plan And Mobility Corridor	59	59	-
63	Office Of Chief Planning Officer	5	5	-
64	Real Estate, Transit Oriented Communities & Transportation	62	62	-
65	<b>Planning and Development Total Non-Represented</b>	<b>164</b>	<b>164</b>	<b>-</b>
66	<b>Program Management</b>			
67	Highway Project Delivery	26	26	-
68	Program Control	58	58	-
69	Program Management, Transit	196	196	-
70	Regional Rail	11	11	-
71	<b>Program Management Total Non-Represented</b>	<b>291</b>	<b>291</b>	<b>-</b>
72	<b>Risk/Safety and Asset Management</b>			
73	<b>Represented</b>	<b>2</b>	<b>2</b>	<b>-</b>
74	<b>Non-Represented</b>	<b>99</b>	<b>99</b>	<b>-</b>
75	<b>Risk/Safety and Asset Management Total Represented &amp; Non-Represented</b>	<b>101</b>	<b>101</b>	<b>-</b>
76	<b>System Security and Law Enforcement</b>			
77	<b>Represented</b>	<b>189</b>	<b>189</b>	<b>-</b>
78	<b>Non-Represented</b>	<b>25</b>	<b>25</b>	<b>-</b>
79	<b>System Security and Law Enforcement Total Represented &amp; Non-Represented</b>	<b>214</b>	<b>214</b>	<b>-</b>
80	<b>Vendor/Contract Management</b>			
81	Diversity & Economic Opportunity	32	32	-
82	Procurement	90	90	-
83	Supply Chain Management	223	223	-
84	<b>Vendor/Contract Management Total</b>	<b>345</b>	<b>345</b>	<b>-</b>
85	<b>Represented</b>	<b>165</b>	<b>165</b>	<b>-</b>
86	<b>Non-Represented</b>	<b>180</b>	<b>180</b>	<b>-</b>
87	<b>Vendor/Contract Management Total Represented &amp; Non-Represented</b>	<b>345</b>	<b>345</b>	<b>-</b>
88	<b>Total FTEs</b>	<b>10,219</b>	<b>10,219</b>	<b>-</b>
89	<b>Total Agencywide Represented</b>	<b>8,482</b>	<b>8,482</b>	<b>-</b>
90	<b>Total Agencywide Non-Represented</b>	<b>1,737</b>	<b>1,737</b>	<b>-</b>
91	<b>Grand Total</b>	<b>10,219</b>	<b>10,219</b>	<b>-</b>

# Funds



## Governmental Funds

### Statement of Revenues, Expenditures, and Changes in Fund Balances for the Years Ending June 30, 2020 and 2021

Governmental Funds (\$ in millions)	Special Revenue Fund		General Fund		Total	
	FY20 Budget	FY21 Proposed	FY20 Budget	FY21 Proposed	FY20 Budget	FY21 Proposed
<b>1 REVENUES</b>						
2 Sales Tax <sup>(1)</sup>	\$ 4,182.1	\$ 3,692.6	\$ -	\$ -	\$ 4,182.1	\$ 3,692.6
3 Intergovernmental Grants <sup>(2)</sup>	45.1	148.5	38.6	29.1	83.7	177.6
4 Investment Income	0.1	0.0	4.1	1.6	4.2	1.6
5 Lease and Rental	-	-	17.3	14.8	17.3	14.8
6 Licenses and Fines	-	-	0.4	0.5	0.4	0.5
7 Federal Fuel Credits & Other	-	-	19.9	26.8	19.9	26.8
<b>8 Revenues Total</b>	<b>\$ 4,227.3</b>	<b>\$ 3,841.1</b>	<b>\$ 80.2</b>	<b>\$ 72.9</b>	<b>\$ 4,307.6</b>	<b>\$ 3,913.9</b>
<b>9 EXPENDITURES</b>						
10 Subsidies	\$ 1,664.5	\$ 1,492.3	\$ 48.3	\$ 36.9	\$ 1,712.7	\$ 1,529.2
11 Operating Expenditures	337.7	242.7	186.9	171.9	524.5	414.6
12 Debt & Interest Expenditures	-	-	-	-	-	-
13 Debt Principal Retirement	-	-	-	-	-	-
<b>14 Expenditures Total</b>	<b>\$ 2,002.2</b>	<b>\$ 1,735.0</b>	<b>\$ 235.1</b>	<b>\$ 208.8</b>	<b>\$ 2,237.3</b>	<b>\$ 1,943.8</b>
<b>15 TRANSFERS</b>						
16 Transfers In	\$ 74.9	\$ 131.3	\$ 129.4	\$ 141.4	\$ 204.3	\$ 272.7
17 Transfers (Out)	(3,045.3)	(2,337.3)	(136.6)	(38.3)	(3,181.9)	(2,375.7)
18 Proceeds from Financing	43.6	42.8	-	-	43.6	42.8
<b>19 Transfers Total</b>	<b>\$ (2,926.8)</b>	<b>\$ (2,163.2)</b>	<b>\$ (7.2)</b>	<b>\$ 103.1</b>	<b>\$ (2,934.0)</b>	<b>\$ (2,060.1)</b>
<b>20 Net Change in Fund Balances</b>	<b>\$ (701.6)</b>	<b>\$ (57.1)</b>	<b>\$ (162.1)</b>	<b>\$ (32.9)</b>	<b>\$ (863.7)</b>	<b>\$ (90.0)</b>
21 Fund Balances - Beginning of Year <sup>(3)</sup>	\$ 1,903.1	\$ 1,516.9	\$ 273.7	\$ 177.1	\$ 2,176.8	\$ 1,693.9
<b>22 Fund Balances - End of Year</b>	<b>\$ 1,201.5</b>	<b>\$ 1,459.8</b>	<b>\$ 111.6</b>	<b>\$ 144.2</b>	<b>\$ 1,313.1</b>	<b>\$ 1,604.0</b>

Note: Totals may not add up because of rounding.

<sup>(1)</sup> Includes TDA, STA, SB1 and SAFE revenues in addition to Proposition A and C, and Measure R and M sales tax revenues.

<sup>(2)</sup> Includes grant revenues from Federal, State and Local sources including tolls.

<sup>(3)</sup> Due to the impact of economic downturn from COVID-19 and postponed budget adoption in September 2020, the beginning FY21 fund balances reflect anticipated FY20 Year End actual fund balance as of August 2020.

Los Angeles County Metropolitan Transportation Authority  
**FY21 Proposed Budget**

**Governmental Funds**

**Estimated Fund Balances for the Year Ending June 30, 2021**

Fund Type (\$ in millions)	FY21 Estimated Ending Fund Balance
<b>1 PROPOSITION A</b>	
2 Discretionary Transit (95% of 40%) <sup>(1)</sup>	\$ 102.3
3 Discretionary Incentive (5% of 40%)	29.0
4 Rail (35%) <sup>(2)</sup>	3.5
5 Interest	11.7
<b>6 Proposition A Total</b>	<b>\$ 146.6</b>
<b>7 PROPOSITION C</b>	
8 Discretionary (40%) <sup>(1)</sup>	\$ 151.0
9 Security (5%) <sup>(1)</sup>	37.6
10 Commuter Rail (10%)	(23.2)
11 Street & Highway (25%) <sup>(2)</sup>	3.3
12 Interest	-
<b>13 Proposition C Total</b>	<b>\$ 168.6</b>
<b>14 MEASURE R</b>	
15 Administration (1.5%)	\$ -
16 Transit Capital - Metrolink (3%)	(1.7)
17 Transit Capital - Metro Rail (2%)	1.6
18 Transit Capital - New Rail (35%)	22.6
19 Highway Capital (20%) <sup>(3)</sup>	113.3
20 New Rail Operations (5%)	-
21 Bus Operations (20%) <sup>(1)</sup>	8.2
<b>22 Measure R Total</b>	<b>\$ 143.9</b>
<b>23 MEASURE M</b>	
24 Administration (0.5%)	\$ -
25 Local Return (17%)	-
26 Metro Rail Operations (5%)	-
27 Transit Operations (20%) <sup>(1)</sup>	5.9
28 ADA Paratransit for the Disabled Metro Discounts for Seniors and Students (2%)	-
29 Transit Construction (35%)	61.8
30 Metro State of Good Repair (2%)	23.6
31 Highway Construction (17%) <sup>(3)</sup>	479.3
32 Metro Active Transportation Program (2%)	31.2
33 Regional Rail (1%)	(0.7)
34 MM Interest	-
<b>35 Measure M Total</b>	<b>\$ 601.1</b>
<b>36 TRANSPORTATION DEVELOPMENT ACT (TDA)</b>	
37 Article 3 <sup>(1)</sup>	\$ 15.2
38 Article 4 <sup>(1)</sup>	149.0
39 Article 8 <sup>(1)</sup>	25.5
<b>40 TDA Total</b>	<b>\$ 189.8</b>
<b>41 STATE TRANSIT ASSISTANCE (STA)</b>	
42 Revenue Share <sup>(1)</sup>	\$ 17.0
43 Population Share	-
<b>44 STA Total</b>	<b>\$ 17.0</b>
<b>45 THE ROAD RECOVERY AND ACCOUNTABILITY ACT OF 2017 (SB1-SGR)</b>	
46 Revenue Share <sup>(1)</sup>	\$ 8.6
47 Population Share	-
<b>48 SB1-SGR Total</b>	<b>\$ 8.6</b>
<b>49 THE ROAD RECOVERY AND ACCOUNTABILITY ACT OF 2017 (SB1-STA)</b>	
50 Revenue Share <sup>(1)</sup>	\$ 20.0
51 Population Share	-
<b>52 SB1-STA Total</b>	<b>\$ 20.0</b>
<b>53 PTMISEA <sup>(4)</sup> Total</b>	<b>\$ -</b>
<b>54 SAFE Fund <sup>(3)</sup> Total</b>	<b>\$ 28.9</b>
<b>55 Other Special Revenue Funds <sup>(3)</sup> Total</b>	<b>\$ 135.2</b>
<b>56 GENERAL FUND</b>	
57 Administration - Propositions A and C, and TDA	\$ (16.9)
58 Mandatory Operating Reserve <sup>(5)</sup>	161.1
59 General Fund / Other <sup>(3)</sup>	-
<b>60 General Fund Total</b>	<b>\$ 144.2</b>
<b>61 Total Estimated FY20 Ending Fund Balances</b>	<b>\$ 1,604.0</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Committed - Previously allocated to Metro, Municipal Operators and cities. See "Restricted/Committed/Reserved Fund Balance" schedule.

<sup>(2)</sup> The fund balance is reduced by \$200M that reserved for Purple Line Extension Section I.

<sup>(3)</sup> Restricted by legislation and Board approved projects & programs. See "Restricted/Committed/Reserved Fund Balance" schedule.

<sup>(4)</sup> PTMISEA stands for Public Transportation Modernization, Improvement, and Service Enhancement Account. Committed for capital projects.

<sup>(5)</sup> Required by the Board approved Financial Stability Policy.

Los Angeles County Metropolitan Transportation Authority  
FY21 Proposed Budget

## Enterprise Fund Bus & Rail Operations

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

	Resources and Expenses (\$ in millions)	FY20 Budget	FY21 Proposed				Regional Activities
			Total	Bus	Rail	Transit Court	
1	<b>Transit Operations Resources</b>						
2	<b>Transit Fares and Other Revenues</b>						
3	Fares <sup>(1)</sup>	\$ 284.5	\$ 60.3	\$ 44.0	\$ 16.3	\$ -	\$ -
4	Advertising	25.6	23.8	20.8	3.0	-	-
5	Other Revenues <sup>(2)</sup>	12.9	13.9	12.8	-	1.2	-
6	<b>Transit Fares and Other Revenues Total</b>	<b>\$ 323.0</b>	<b>\$ 98.0</b>	<b>\$ 77.6</b>	<b>\$ 19.3</b>	<b>\$ 1.2</b>	<b>\$ -</b>
7	<b>Federal and State Grants</b>						
8	Federal Preventive Maintenance	\$ 244.8	\$ 257.2	\$ 153.8	\$ 103.4	\$ -	\$ -
9	Federal CARES	-	569.6	385.8	183.8	-	-
10	Federal & States Grants	46.2	-	-	-	-	-
11	<b>Federal and State Grants Total</b>	<b>\$ 291.0</b>	<b>\$ 826.8</b>	<b>\$ 539.6</b>	<b>\$ 287.2</b>	<b>\$ -</b>	<b>\$ -</b>
12	<b>Local Subsidies</b>						
13	Prop A (40% Bus & 35% Rail)	\$ 284.5	\$ 148.8	\$ 145.2	\$ 3.6	\$ -	\$ -
14	Prop C (40% Bus/Rail, 5% Security & Interest)	147.3	73.1	32.5	21.2	-	19.4
15	Measure R (20% Bus & 5% Rail)	165.5	128.0	92.7	35.3	-	-
16	Measure M (20% Bus, 5% Rail & 2% SGR)	169.5	126.2	91.4	34.9	-	-
17	TDA Article 4	217.4	190.6	184.1	-	-	6.5
18	STA, SB1 STA & SB1 SGR	237.6	203.9	82.2	121.7	-	-
19	Toll & Revenue Grant	4.4	4.4	4.4	-	-	-
20	General Fund & Other Funds	0.6	0.2	0.1	-	-	-
21	<b>Local Subsidies Total</b>	<b>\$ 1,226.8</b>	<b>\$ 875.1</b>	<b>\$ 632.4</b>	<b>\$ 216.7</b>	<b>\$ -</b>	<b>\$ 25.9</b>
22	<b>Transit Operations Resources Total</b>	<b>\$ 1,840.9</b>	<b>\$ 1,799.9</b>	<b>\$ 1,249.6</b>	<b>\$ 523.3</b>	<b>\$ 1.2</b>	<b>\$ 25.9</b>
23	<b>Transit Capital Resources</b>						
24	Federal, State & Local Grants	\$ 719.0	\$ 794.9	\$ 123.7	\$ 671.2	\$ -	\$ -
25	Local & State Sales Tax <sup>(3)</sup>	1,145.3	512.3	68.5	443.8	-	-
26	Other Capital Financing	637.5	397.7	150.0	247.7	-	-
27	<b>Transit Capital Resources Total</b>	<b>\$ 2,501.8</b>	<b>\$ 1,704.9</b>	<b>\$ 342.3</b>	<b>\$ 1,362.6</b>	<b>\$ -</b>	<b>\$ -</b>
28	<b>Transit Operations &amp; Capital Resources Total</b>	<b>\$ 4,342.6</b>	<b>\$ 3,504.8</b>	<b>\$ 1,591.8</b>	<b>\$ 1,885.9</b>	<b>\$ 1.2</b>	<b>\$ 25.9</b>
29	<b>Transit Operations Expenses</b>						
30	Labor & Benefits	\$ 1,097.4	\$ 1,121.6	\$ 799.4	\$ 291.7	\$ 0.5	\$ 30.0
31	Fuel & Propulsion Power	60.6	44.7	15.6	29.1	-	-
32	Materials & Supplies	146.7	136.7	91.0	43.8	0.0	1.8
33	Contract & Professional Services	281.5	257.9	113.8	127.3	0.6	16.2
34	PL/PD & Other Insurance	50.6	42.7	38.0	4.8	-	-
35	Purchased Transportation	65.3	54.0	54.0	-	-	-
36	Allocated Overhead <sup>(4)</sup>	63.6	79.9	60.6	8.9	0.2	10.3
37	Regional Chargeback	0.0	0.0	24.8	8.4	-	(33.2)
38	Other Expenses <sup>(5)</sup>	75.0	62.4	52.3	9.3	0.0	0.8
39	<b>Transit Operations Expenses Total</b>	<b>\$ 1,840.9</b>	<b>\$ 1,799.9</b>	<b>\$ 1,249.6</b>	<b>\$ 523.3</b>	<b>\$ 1.2</b>	<b>\$ 25.9</b>
40	<b>Transit Capital Expenses Operating</b>	<b>\$ 2,406.3</b>	<b>\$ 1,639.8</b>	<b>\$ 322.4</b>	<b>\$ 1,317.4</b>	<b>\$ -</b>	<b>\$ -</b>
41	<b>Transit Capital Expenses Planning</b>	<b>\$ 95.5</b>	<b>\$ 65.1</b>	<b>\$ 19.9</b>	<b>\$ 45.2</b>	<b>\$ -</b>	<b>\$ -</b>
42	<b>Total Capital Expenses <sup>(6)</sup></b>	<b>\$ 2,501.8</b>	<b>\$ 1,704.9</b>	<b>\$ 342.3</b>	<b>\$ 1,362.6</b>	<b>\$ -</b>	<b>\$ -</b>
43	<b>Transit Operations &amp; Capital Expenses Total</b>	<b>\$ 4,342.6</b>	<b>\$ 3,504.8</b>	<b>\$ 1,591.8</b>	<b>\$ 1,885.9</b>	<b>\$ 1.2</b>	<b>\$ 25.9</b>
44	<b>Transit Operations &amp; Capital (Deficit)/Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add up because of rounding.

- (1) Fare revenues includes \$300 thousand from TAP card sales.
- (2) Other Revenues includes interest income, parking charges, vending revenues, county buy down, transit court and other miscellaneous revenues.
- (3) Includes funding from Sales Tax, General Fund, State Repayment of Capital Project Loans, and State Proposition 1B cash funds.
- (4) Year-to-year changes in overhead distribution reflect changes in overhead allocation approved by Federal funding partners.
- (5) Other Expenses includes utilities and credits, taxes, advertisement/settlement, travel/mileage/meals and training/seminar/periodicals.
- (6) Capital expenses for operations and construction project planning are combined for reporting purposes.

## Enterprise Fund Other Operations

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

	Resources and Expenses (\$ in millions)	FY20 Budget	FY21 Proposed				
			Total	Union Station	Express-Lanes	Bike Share	Park & Ride
1	<b>Other Transit Operations Resources</b>						
2	<b>Toll Fares and Other Revenues</b>						
3	Tolls & Violation Fines	\$ 58.4	\$ 43.8	\$ -	\$ 43.8	\$ -	\$ -
4	Rental & Lease Income	5.1	3.7	2.9	-	0.3	0.4
5	<b>Total Toll Fares and Other Revenues</b>	<b>\$ 63.5</b>	<b>\$ 47.5</b>	<b>\$ 2.9</b>	<b>\$ 43.8</b>	<b>\$ 0.3</b>	<b>\$ 0.4</b>
6	<b>Other Transit Operations Expenses</b>						
7	Labor & Benefits	\$ 5.6	\$ 5.1	\$ 0.4	\$ 2.1	\$ 0.4	\$ 2.1
8	Materials & Supplies	-	-	-	0.1	-	0.1
9	Contract & Professional Services	78.1	47.5	0.2	27.5	13.8	6.0
10	PL/PD & Other Insurance	0.1	0.2	0.2	-	-	-
11	Allocated Overhead	2.4	1.9	0.2	0.9	0.2	0.7
12	Other Expenses	2.7	-	-	-	-	-
13	<b>Total Other Transit Operations Expenses</b>	<b>\$ 89.0</b>	<b>\$ 54.9</b>	<b>\$ 1.0</b>	<b>\$ 30.5</b>	<b>\$ 14.4</b>	<b>\$ 8.9</b>
14	<b>Operating (Deficit)/Surplus</b>	<b>\$ (25.5)</b>	<b>\$ (7.4)</b>	<b>\$ 1.9</b>	<b>\$ 13.3</b>	<b>\$ (14.1)</b>	<b>\$ (8.5)</b>
15	<b>Other Transit Operations Resources</b>						
16	<b>Federal and State Grants</b>						
17	Federal CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18	<b>Total Federal and State Grants</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
19	<b>Local Subsidies</b>						
20	Propositions A & C	\$ 11.5	\$ 14.0	\$ -	\$ -	\$ 5.6	\$ 8.4
21	General Fund	3.3	0.1	-	-	-	0.1
22	City of LA	9.2	8.5	-	-	8.5	-
23	<b>Total Local Subsidies</b>	<b>\$ 24.0</b>	<b>\$ 22.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 14.1</b>	<b>\$ 8.5</b>
24	<b>Total Other Transit Operations Resources</b>	<b>\$ 24.0</b>	<b>\$ 22.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 14.1</b>	<b>\$ 8.5</b>
25	<b>Net Income</b>	<b>\$ (1.5)</b>	<b>\$ 15.2</b>	<b>\$ 1.9</b>	<b>\$ 13.3</b>	<b>\$ -</b>	<b>\$ -</b>
26	<b>Other Operations Non-Operating Expenses</b>						
27	Toll Grant Revenue to Bus Operations	\$ 4.4	\$ 4.4	\$ -	\$ 4.4	\$ -	\$ -
28	Congestion Pricing Program	4.6	2.5	-	2.5	-	-
29	Capital Projects	-	3.4	3.4	-	-	-
30	Congestion Relief Transit Operating Subsidy	6.9	6.4	-	6.4	-	-
31	Congestion Relief Toll Revenue Grant Program <sup>(1)</sup>	10.6	4.3	-	4.3	-	-
32	<b>Total Other Operations Non-Operating Expenses</b>	<b>\$ 26.5</b>	<b>\$ 16.6</b>	<b>\$ 3.4</b>	<b>\$ 17.6</b>	<b>\$ -</b>	<b>\$ -</b>
33	<b>Change in Net Asset</b>	<b>\$ (28.0)</b>	<b>\$ (5.8)</b>	<b>\$ (1.5)</b>	<b>\$ (4.3)</b>	<b>\$ -</b>	<b>\$ -</b>
34	<b>Net Asset - Beginning of Year</b>	<b>\$ 161.3</b>	<b>\$ 155.9</b>	<b>\$ 1.5</b>	<b>\$ 154.4</b>	<b>\$ -</b>	<b>\$ -</b>
35	<b>Net Asset - End of Year</b>	<b>\$ 133.2</b>	<b>\$ 150.1</b>	<b>\$ -</b>	<b>\$ 150.1</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add up because of rounding.

<sup>(1)</sup> Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.

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# **Appendix I**

## **Legally Separate Entities**

## Public Transportation Services Corporation

Public Transportation Services Corporation (PTSC) is a nonprofit public benefit corporation. PTSC was created in December 1996 in order to transfer certain functions performed by the LACMTA and the employees related to those functions to this new corporation. The PTSC conducts essential public transportation activities including: planning, programming funds for transportation projects within Los Angeles County, construction, providing certain business services to the County's Service Authority for Freeway Emergencies (SAFE) and the Southern California Regional Rail Authority (SCRRA), and providing security services to the operation of the Metro Bus and Rail systems. PTSC allows the employees of the corporation to participate in the California Public Employees Retirement System (PERS).

### Statement of Revenues, Expenses and Changes in Retained Earnings for the Years Ending June 30, 2020 and 2021

PTSC (\$ in millions)	FY20 Budget	FY21 Proposed
1 Revenue	\$ 452.2	\$ 433.6
2 Expenses	452.2	433.6
3 Increase(decrease) in retained earnings	-	-
4 Retained earnings - beginning of year	-	-
5 <b>Retained Earnings - End of Year</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add up because of rounding.

## Service Authority for Freeway Emergencies (SAFE)

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

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

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

### Statement of Revenues, Expenditures and Changes in Fund Balances for the Years Ending June 30, 2020 and 2021

Service Authority for Freeway Emergencies (\$ in millions)	FY20 Budget	FY21 Proposed
1 Revenues	\$ 7.9	\$ 7.5
2 Expenditures	8.1	7.4
3 Excess (deficiency) of revenue over	(0.3)	0.1
4 Other financing and sources (uses) - transfer out	-	-
5 Fund balances - beginning of year	27.3	27.0
6 <b>Fund Balances - End of Year</b>	<b>\$ 27.0</b>	<b>\$ 27.1</b>

Note: Totals may not add up because of rounding.

# **Appendix II**

# **Service Statistics**



Los Angeles County Metropolitan Transportation Authority  
FY21 Proposed Budget

## Bus and Rail Operating Statistics

Statistic	Bus			Rail			Total		
	FY20 Budget	FY21 Proposed	% Change	FY20 Budget	FY21 Proposed	% Change	FY20 Budget	FY21 Proposed	% Change
<b>Service Provided (000)</b>									
Revenue Service Hours (RSH)	7,094	5,657	-20.3%	1,135	994	-12.4%	8,229	6,651	-19.2%
Revenue Service Miles (RSM)	74,606	59,489	-20.3%	25,127	21,575	-14.1%	99,733	81,064	-18.7%
<b>Service Consumed (000)</b>									
Unlinked Boardings	273,427	151,796	-44.5%	107,358	56,248	-47.6%	380,785	208,045	-45.4%
Passenger Miles	1,143,317	643,553	-43.7%	685,309	368,015	-46.3%	1,828,626	1,011,568	-44.7%
<b>Operating Revenue (000)</b>									
Fare Revenue <sup>(1)</sup>	\$ 199,602	\$ 43,780	-78.1%	\$ 78,371	\$ 16,220	-79.3%	\$ 277,973	\$ 60,000	-78.4%
Advertising/Other	35,200	33,607	-4.5%	2,100	3,053	45.4%	37,300	36,660	-1.7%
Total	\$ 234,802	\$ 77,387	-67.0%	\$ 80,471	\$ 19,273	-76.0%	\$ 315,273	\$ 96,660	-69.3%
<b>Operating Cost Data (000)</b>									
Transportation	\$ 448,242	\$ 469,998	4.9%	\$ 77,765	\$ 79,160	1.8%	\$ 526,007	\$ 549,158	4.4%
Maintenance	361,730	339,500	-6.1%	254,792	253,660	-0.4%	616,523	593,160	-3.8%
Regional	24,632	24,667	0.1%	8,559	8,391	-2.0%	33,191	33,058	-0.4%
Other & Support Cost	434,930	415,332	-4.5%	202,585	182,056	-10.1%	637,515	597,388	-6.3%
Total	\$ 1,269,535	\$ 1,249,497	-1.6%	\$ 543,702	\$ 523,266	-3.8%	\$ 1,813,237	\$ 1,772,763	-2.2%
<b>Subsidy Data (000):</b>	\$ 1,034,733	\$ 1,172,109	13.3%	\$ 463,231	\$ 503,993	8.8%	\$ 1,497,964	\$ 1,676,102	11.9%
<b>Per Boarding Statistics</b>									
Fare Revenue	\$ 0.73	\$ 0.29	-60.5%	\$ 0.73	\$ 0.29	-60.5%	\$ 0.73	\$ 0.29	-60.5%
Operating Cost	\$ 4.64	\$ 8.23	77.3%	\$ 5.06	\$ 9.30	83.7%	\$ 4.76	\$ 8.52	78.9%
Subsidy	\$ 3.78	\$ 7.72	104.0%	\$ 4.31	\$ 8.96	107.7%	\$ 3.93	\$ 8.06	104.8%
Passenger Miles	4.18	4.24	1.4%	6.38	6.54	2.5%	4.80	4.86	1.2%
Fare Recovery %	15.7%	3.5%	-77.7%	14.4%	3.1%	-78.5%	15.3%	3.4%	-77.9%
<b>Per RSH Statistics</b>									
Revenue	\$ 33.10	\$ 13.68	-58.7%	\$ 70.90	\$ 19.39	-72.6%	\$ 38.31	\$ 14.53	-62.1%
Boardings	38.54	26.83	-30.4%	94.59	56.60	-40.2%	46.27	31.28	-32.4%
Passenger Miles	161.16	113.76	-29.4%	603.82	370.31	-38.7%	222.21	152.10	-31.6%
Transportation Cost	\$ 63.18	\$ 83.08	31.5%	\$ 68.52	\$ 79.65	16.3%	\$ 63.92	\$ 82.57	29.2%
Maintenance Cost	\$ 50.99	\$ 60.01	17.7%	\$ 224.50	\$ 255.24	13.7%	\$ 74.92	\$ 89.19	19.0%
Regional Cost	\$ 3.47	\$ 4.36	25.6%	\$ 7.54	\$ 8.44	12.0%	\$ 4.03	\$ 4.97	23.2%
Other & Support Cost	\$ 61.31	\$ 73.42	19.8%	\$ 178.50	\$ 183.19	2.6%	\$ 77.47	\$ 89.82	15.9%
Total Cost	\$ 178.95	\$ 220.88	23.4%	\$ 479.05	\$ 526.53	9.9%	\$ 220.34	\$ 266.55	21.0%
Subsidy	\$ 145.85	\$ 207.20	42.1%	\$ 408.15	\$ 507.14	24.3%	\$ 182.03	\$ 252.02	38.5%
<b>Per Passenger Mile Statistics</b>									
Revenue	\$ 0.21	\$ 0.12	-41.4%	\$ 0.12	\$ 0.05	-60.4%	\$ 0.17	\$ 0.10	-44.6%
Transportation Cost	\$ 0.39	\$ 0.73	86.3%	\$ 0.11	\$ 0.22	89.6%	\$ 0.29	\$ 0.54	88.7%
Maintenance Cost	\$ 0.32	\$ 0.53	66.7%	\$ 0.37	\$ 0.69	85.4%	\$ 0.34	\$ 0.59	73.9%
Regional Cost	\$ 0.02	\$ 0.04	77.9%	\$ 0.01	\$ 0.02	82.6%	\$ 0.02	\$ 0.03	80.0%
Other & Support Cost	\$ 0.38	\$ 0.65	69.7%	\$ 0.30	\$ 0.49	67.3%	\$ 0.35	\$ 0.59	69.4%
Total Cost	\$ 1.11	\$ 1.94	74.9%	\$ 0.79	\$ 1.42	79.2%	\$ 0.99	\$ 1.75	76.7%
Subsidy	\$ 0.91	\$ 1.82	101.2%	\$ 0.68	\$ 1.37	102.6%	\$ 0.82	\$ 1.66	102.3%
<b>FTE's per Hundred<sup>(2)</sup></b>									
Operators per RSH	5.58	6.94	24.5%	3.41	3.89	14.2%	5.26	6.46	22.9%
Mechanics per RSM	0.12	0.14	24.4%	0.09	0.12	22.9%	0.11	0.14	23.7%
Service Attendants RSM	0.07	0.09	24.5%	0.05	0.06	16.6%	0.07	0.08	22.3%
Maintenance of Way (MOW)	-	-	-	3.21	3.09	-3.8%	3.21	3.09	-3.8%
Inspectors per RM <sup>(3)</sup>									
Transit Operations Supervisors per RSH	0.69	0.86	24.5%	2.38	2.72	14.4%	0.94	1.16	23.0%

(1) FY20 fare revenues do not include \$279 thousand in revenues from TAP card sales.

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

(3) Per route mile (RM).

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## Service Level Details

### Revenue Service Hours

	Mode	FY20 Budget	FY21 Proposed	Change
1	<b>Bus</b>			
2	Local & Rapid	6,307,605	5,122,039	(1,185,566)
3	Silver Line	128,324	83,680	(44,644)
4	Orange Line	144,209	78,450	(65,759)
5	Purchased Transportation	514,238	372,768	(141,470)
6	<b>Bus Subtotal</b>	<b>7,094,376</b>	<b>5,656,937</b>	<b>(1,437,440)</b>
7	<b>Rail</b>			
8	Blue Line	203,944	199,894	(4,050)
9	Green Line	126,849	103,378	(23,471)
10	Gold Line	263,149	210,866	(52,284)
11	Expo Line	231,610	185,968	(45,643)
12	Red Line	309,401	293,696	(15,705)
13	<b>Rail Subtotal</b>	<b>1,134,953</b>	<b>993,801</b>	<b>(141,152)</b>
14	<b>Revenue Service Hours Total</b>	<b>8,229,329</b>	<b>6,650,738</b>	<b>(1,578,591)</b>

Note: Totals may not add up because of rounding.

### Boardings (000)

	Mode	FY20 Budget	FY21 Proposed	Change
	<b>Bus</b>			
	Local & Rapid	249,681	137,906	(111,775)
	Silver Line	4,319	3,122	(1,198)
	Orange Line	6,979	3,804	(3,175)
	Purchased Transportation	12,447	6,964	(5,483)
	<b>Bus Subtotal</b>	<b>273,427</b>	<b>151,796</b>	<b>(121,630)</b>
	<b>Rail</b>			
	Blue Line	18,848	9,429	(9,420)
	Green Line	9,652	5,074	(4,578)
	Gold Line	15,970	8,344	(7,626)
	Expo Line	19,771	10,195	(9,575)
	Red Line	43,117	23,206	(19,911)
	<b>Rail Subtotal</b>	<b>107,358</b>	<b>56,248</b>	<b>(51,110)</b>
	<b>Boardings Total</b>	<b>380,785</b>	<b>208,045</b>	<b>(172,740)</b>

### Revenue Service Miles

	Mode	FY20 Budget	FY21 Proposed	Change
1	<b>Bus</b>			
2	Local & Rapid	64,811,036	52,893,990	(11,917,047)
3	Silver Line	2,373,994	1,555,864	(818,130)
4	Orange Line	2,018,926	1,103,822	(915,104)
5	Purchased Transportation	5,402,067	3,935,622	(1,466,445)
6	<b>Bus Subtotal</b>	<b>74,606,023</b>	<b>59,489,298</b>	<b>(15,116,726)</b>
7	<b>Rail</b>			
8	Blue Line	4,203,929	4,058,662	(145,268)
9	Green Line	3,603,143	2,762,837	(840,306)
10	Gold Line	6,237,179	4,820,306	(1,416,873)
11	Expo Line	3,842,548	3,060,411	(782,137)
12	Red Line	7,239,983	6,872,486	(367,497)
13	<b>Rail Subtotal</b>	<b>25,126,782</b>	<b>21,574,702</b>	<b>(3,552,080)</b>
14	<b>Revenue Service Miles Total</b>	<b>99,732,805</b>	<b>81,064,000</b>	<b>(18,668,806)</b>

Note: Totals may not add up because of rounding.

### Passenger Miles (000)

	Mode	FY20 Budget	FY21 Proposed	Change
	<b>Bus</b>			
	Local & Rapid	992,168	553,870	(438,298)
	Silver Line	44,314	32,915	(11,399)
	Orange Line	46,407	24,371	(22,036)
	Purchased Transportation	60,428	32,398	(28,029)
	<b>Bus Subtotal</b>	<b>1,143,317</b>	<b>643,553</b>	<b>(499,763)</b>
	<b>Rail</b>			
	Blue Line	140,665	72,337	(68,328)
	Green Line	62,700	38,084	(24,617)
	Gold Line	138,478	73,238	(65,240)
	Expo Line	136,491	72,545	(63,946)
	Red Line	206,975	111,811	(95,164)
	<b>Rail Subtotal</b>	<b>685,309</b>	<b>368,015</b>	<b>(317,295)</b>
	<b>Passenger Miles Total</b>	<b>1,828,626</b>	<b>1,011,568</b>	<b>(817,058)</b>

Los Angeles County Metropolitan Transportation Authority  
**FY21 Proposed Budget**

**Activity Based All Bus Cost Model**

	Activities	FY20 Budget		FY21 Proposed		Inc/(Dec)	
		\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
1	<b><u>Transportation</u></b>						
2	Wages & Benefits	\$ 409,969	\$ 62.3	\$ 417,761	\$ 79.1	\$ 7,792	\$ 16.8
3	Materials & Supplies	481	0.1	828	0.2	347	0.1
4	Services	712	0.1	13,002	2.5	12,290	2.4
5	Field Supervision	14,172	2.2	14,528	2.7	356	0.6
6	Control Center	9,540	1.4	9,942	1.9	402	0.4
7	Training	8,117	1.2	8,861	1.7	744	0.4
8	Scheduling & Planning	5,251	0.8	5,075	1.0	(177)	0.2
9	<b>Total Transportation</b>	<b>\$ 448,242</b>	<b>\$ 68.1</b>	<b>\$ 469,998</b>	<b>\$ 88.9</b>	<b>\$ 21,756</b>	<b>\$ 20.8</b>
10	<b><u>Division Maintenance</u></b>						
11	Wages & Benefits	\$ 170,849	\$ 26.0	\$ 176,680	\$ 33.4	\$ 5,831	\$ 7.5
12	Materials & Supplies	45,765	7.0	38,924	7.4	(6,841)	0.4
13	Services	188	0.0	110	0.0	(78)	(0.0)
14	Fuel	28,879	4.4	17,048	3.2	(11,831)	(1.2)
15	Fueling Contractor Reimbursement	0	0.0	0	0.0	0	0.0
16	<b>Subtotal Division Maintenance</b>	<b>\$ 245,681</b>	<b>\$ 37.3</b>	<b>\$ 232,763</b>	<b>\$ 44.0</b>	<b>\$ (12,919)</b>	<b>\$ 6.7</b>
17	<b><u>Central Maintenance</u></b>						
18	Wages & Benefits	\$ 22,155	\$ 3.4	\$ 22,768	\$ 4.3	\$ 613	\$ 0.9
19	Materials & Supplies	6,935	1.1	5,931	1.1	(1,004)	0.1
20	Services	260	0.0	152	0.0	(108)	(0.0)
21	<b>Subtotal Central Maintenance</b>	<b>\$ 29,350</b>	<b>\$ 4.5</b>	<b>\$ 28,851</b>	<b>\$ 5.5</b>	<b>\$ (499)</b>	<b>\$ 1.0</b>
22	<b><u>Other Maintenance</u></b>						
23	Facilities	\$ 58,870	\$ 8.9	\$ 52,173	\$ 9.9	\$ (6,697)	\$ 0.9
24	Support	18,133	2.8	15,552	2.9	(2,581)	0.2
25	Non-Revenue Vehicles	9,149	1.4	9,058	1.7	(92)	0.3
26	Training	2,707	0.4	2,647	0.5	(59)	0.1
27	<b>Subtotal Other Maintenance</b>	<b>\$ 88,859</b>	<b>\$ 13.5</b>	<b>\$ 79,430</b>	<b>\$ 15.0</b>	<b>\$ (9,429)</b>	<b>\$ 1.5</b>
28	<b>Total Maintenance</b>	<b>\$ 363,890</b>	<b>\$ 55.3</b>	<b>\$ 341,043</b>	<b>\$ 64.5</b>	<b>\$ (22,846)</b>	<b>\$ 9.2</b>

Los Angeles County Metropolitan Transportation Authority  
FY21 Proposed Budget

**Activity Based All Bus Cost Model**

Activities	FY20 Budget		FY21 Proposed		Inc/(Dec)	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
<b>Other Operating</b>						
Transit Security	\$ 66,634	\$ 10.1	\$ 69,200	\$ 13.1	\$ 2,566	\$ 3.0
Workers' Comp	63,166	9.6	53,290	10.1	(9,876)	0.5
Casualty & Liability	45,239	6.9	38,275	7.2	(6,964)	0.4
Revenue	30,658	4.7	31,799	6.0	1,141	1.4
Utilities	15,748	2.4	18,009	3.4	2,261	1.0
Building Costs	5,524	0.8	6,228	1.2	704	0.3
Service Development	15,040	2.3	14,278	2.7	(762)	0.4
Other Metro Operations	11,733	1.8	8,969	1.7	(2,764)	(0.1)
Safety	3,519	0.5	3,736	0.7	217	0.2
Transitional Duty Program	1,641	0.2	2,668	0.5	1,027	0.3
Copy Services	917	0.1	1,057	0.2	140	0.1
<b>Total Other Operating</b>	<b>\$ 259,819</b>	<b>\$ 39.5</b>	<b>\$ 247,508</b>	<b>\$ 46.8</b>	<b>\$ (12,311)</b>	<b>\$ 7.4</b>
<b>Support Departments</b>						
Procurement	\$ 30,311	\$ 4.6	\$ 30,810	\$ 5.8	\$ 499	\$ 1.2
ITS	31,509	4.8	38,597	7.3	7,088	2.5
Communications	19,638	3.0	22,432	4.2	2,793	1.3
Finance	10,718	1.6	9,696	1.8	(1,022)	0.2
CEO	11,873	1.8	11,021	2.1	(852)	0.3
Human Resources	7,469	1.1	9,042	1.7	1,574	0.6
Construction	876	0.1	591	0.1	(284)	(0.0)
Real Estate	4,787	0.7	2,255	0.4	(2,532)	(0.3)
Administration	3,190	0.5	3,870	0.7	680	0.3
Management Audit Services	2,422	0.4	2,326	0.4	(96)	0.1
Board Oversight	790	0.1	606	0.1	(184)	(0.0)
Regional	0	0.0	0	0.0	0	0.0
Overhead	0	0.0	0	0.0	0	0.0
<b>Total Support Departments</b>	<b>\$ 123,584</b>	<b>\$ 18.8</b>	<b>\$ 131,246</b>	<b>\$ 24.8</b>	<b>\$ 7,662</b>	<b>\$ 6.1</b>
<b>Total Local &amp; Rapid Bus Costs</b>	<b>\$ 1,195,534</b>	<b>\$ 181.7</b>	<b>\$ 1,189,795</b>	<b>\$ 225.2</b>	<b>\$ (5,739)</b>	<b>\$ 43.5</b>
<b>Purchased Transportation</b>						
Contracted Service	\$ 64,715	\$ 125.8	\$ 50,855	\$ 136.4	\$ (13,860)	\$ 10.6
Security	5,207	10.1	4,882	13.1	(326)	3.0
Administration	4,078	7.9	3,965	10.6	(113)	2.7
<b>Total Purchased Transportation</b>	<b>\$ 74,001</b>	<b>\$ 143.9</b>	<b>\$ 59,702</b>	<b>\$ 160.2</b>	<b>\$ (14,299)</b>	<b>\$ 16.3</b>
<b>Grand Total Bus Costs</b>	<b>\$ 1,269,535</b>	<b>\$ 178.9</b>	<b>\$ 1,249,497</b>	<b>\$ 220.9</b>	<b>\$ (20,038)</b>	<b>\$ 41.9</b>

Revenue Service Hours (RSH)	FY20 Budget	FY21 Proposed	Inc/(Dec)
Directly Operated	6,580	5,284	(1,296)
Purchased Transportation	514	373	(141)
<b>Total Bus RSH (in 000s)</b>	<b>7,094</b>	<b>5,657</b>	<b>(1,437)</b>

## Activity Based Total Rail Cost Model

	Activities	FY20 Budget		FY21 Proposed		Inc/(Dec)	
		\$000	\$/RSH	\$000	\$/RSH	\$	\$/RSH
1	<b>Transportation</b>						
2	Wages & Benefits	\$ 59,890	\$ 52.8	\$ 60,543	\$ 60.9	\$ 653	\$ 8.2
3	Materials & Supplies	141	0.1	215	0.2	73	0.1
4	Other	16	0.0	3	0.0	(13)	(0.0)
5	Control Center	14,164	12.5	14,942	15.0	778	2.6
6	Training	3,553	3.1	3,457	3.5	(96)	0.4
7	<b>Total Transportation Costs</b>	<b>\$ 77,765</b>	<b>\$ 68.5</b>	<b>\$ 79,160</b>	<b>\$ 79.7</b>	<b>\$ 1,394</b>	<b>\$ 11.1</b>
8	<b>Maintenance</b>						
9	<u><b>Vehicle Maintenance</b></u>						
10	Wages & Benefits	\$ 75,206	\$ 66.3	\$ 70,225	\$ 70.7	\$ (4,981)	\$ 4.4
11	Materials & Supplies	18,733	16.5	14,867	15.0	(3,866)	(1.6)
12	Services	264	0.2	150	0.2	(114)	(0.1)
13	Other	42	0.0	-	0.0	(42)	(0.0)
14	<b>Subtotal Vehicle Maintenance</b>	<b>\$ 94,246</b>	<b>\$ 83.0</b>	<b>\$ 85,242</b>	<b>\$ 85.8</b>	<b>\$ (9,003)</b>	<b>\$ 2.7</b>
15	<u><b>Wayside Maintenance</b></u>						
16	Wages & Benefits	\$ 46,961	\$ 41.4	\$ 54,328	\$ 54.7	\$ 7,367	\$ 13.3
17	Materials & Supplies	4,239	3.7	5,116	5.2	877	1.4
18	Services	1,512	1.3	1,020	1.0	(492)	(0.3)
19	Propulsion Power	33,709	29.7	29,060	29.2	(4,649)	(0.5)
20	Other	64	0.1	49	0.1	(15)	(0.0)
21	<b>Subtotal Wayside Maintenance</b>	<b>\$ 86,486</b>	<b>\$ 76.2</b>	<b>\$ 89,573</b>	<b>\$ 90.1</b>	<b>\$ 3,087</b>	<b>\$ 13.9</b>
22	<u><b>Other Maintenance</b></u>						
23	Maintenance Support	\$ 6,299	\$ 5.6	\$ 5,633	\$ 5.7	\$ (666)	\$ 0.1
24	Non-Revenue Vehicles	3,735	3.3	3,525	3.6	(210)	0.3
25	Facilities Maintenance	64,525	56.9	70,219	70.7	5,694	13.8
26	<b>Subtotal Other Maintenance</b>	<b>\$ 74,560</b>	<b>\$ 65.7</b>	<b>\$ 79,378</b>	<b>\$ 79.9</b>	<b>\$ 4,818</b>	<b>\$ 14.2</b>
27	<b>Total Maintenance Costs</b>	<b>\$ 255,291</b>	<b>\$ 224.9</b>	<b>\$ 254,193</b>	<b>\$ 255.8</b>	<b>\$ (1,098)</b>	<b>\$ 30.8</b>

## Activity Based Total Rail Cost Model

	Activities	FY20 Budget		FY21 Proposed		Inc/(Dec)	
		\$000	\$/RSH	\$000	\$/RSH	\$	\$/RSH
28	<b>Other Operating Costs</b>						
29	Transit Security	\$ 97,133	\$ 85.6	\$ 83,016	\$ 83.5	\$ (14,117)	\$ (2.1)
30	Revenue	24,575	21.7	20,250	20.4	(4,326)	(1.3)
31	Service Development	190	0.2	183	0.2	(7)	0.0
32	Safety	8,761	7.7	8,839	8.9	79	1.2
33	Casualty & Liability	4,703	4.1	4,842	4.9	138	0.7
34	Workers' Comp	10,954	9.7	9,456	9.5	(1,498)	(0.1)
35	Transitional Duty Program	239	0.2	573	0.6	333	0.4
36	Utilities	11,056	9.7	7,965	8.0	(3,091)	(1.7)
37	Other Metro Operations	7,142	6.3	5,595	5.6	(1,548)	(0.7)
38	Building Costs	495	0.4	1,225	1.2	730	0.8
39	Copy Services	68	0.1	149	0.2	80	0.1
40	<b>Total Other Operating Costs</b>	<b>\$ 165,317</b>	<b>\$ 145.7</b>	<b>\$ 142,092</b>	<b>\$ 143.0</b>	<b>\$ (23,225)</b>	<b>\$ (2.7)</b>
41	<b>Support Department Costs</b>						
42	Board Oversight	\$ 30	\$ 0.0	\$ 11	\$ 0.0	\$ (19)	\$ (0.0)
43	CEO	3,529	3.1	821	0.8	(2,707)	(2.3)
44	Management Audit Services	169	0.2	292	0.3	123	0.1
45	Procurement	15,409	13.6	16,396	16.5	987	2.9
46	Communication	11,014	9.7	9,897	10.0	(1,116)	0.3
47	Real Estate	6,381	5.6	7,970	8.0	1,590	2.4
48	Finance	1,023	0.9	2,061	2.1	1,037	1.2
49	Human Resources	672	0.6	1,485	1.5	813	0.9
50	ITS	6,344	5.6	8,111	8.2	1,766	2.6
51	Administration	618	0.5	560	0.6	(59)	0.0
52	Construction	140	0.1	217	0.2	77	0.1
53	<b>Total Support Department Costs</b>	<b>\$ 45,329</b>	<b>\$ 39.9</b>	<b>\$ 47,822</b>	<b>\$ 48.1</b>	<b>\$ 2,493</b>	<b>\$ 8.2</b>
54	<b>Grand Total Rail Costs</b>	<b>\$ 543,702</b>	<b>\$ 479.1</b>	<b>\$ 523,266</b>	<b>\$ 526.5</b>	<b>\$ (20,436)</b>	<b>\$ 47.5</b>
55	<b>Total Rail RSH (in 000s)</b>		<b>1,135</b>		<b>994</b>		<b>(141)</b>

Note: Totals may not add up because of rounding.

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# **Appendix III**

## **Transportation Infrastructure Development (TID) Project List**



Los Angeles County Metropolitan Transportation Authority  
FY21 Proposed Budget

## TID - Transit Expansion Project List

	Project Description (\$ in thousands)	Expenditures Through FY20	FY21 Proposed	Life of Project
1	<b>Transit Expansion</b>			
2	<b>Bus</b>			
3	<b>Orange Line<sup>(1)</sup></b>			
4	Orange Line BRT Improvements: Construction <sup>(6)</sup>	\$ 10,056	\$ 20,438	\$ 30,494
5	Orange Line BRT Improvements: Planning	3,485	17	3,502
6	<b>Orange Line BRT Improvements Total</b>	<b>\$ 13,541</b>	<b>\$ 20,455</b>	<b>\$ 33,996</b>
7	<b>Bus Total</b>	<b>\$ 13,541</b>	<b>\$ 20,455</b>	<b>\$ 33,996</b>
8	<b>Rail</b>			
9	<b>Airport Connector<sup>(1)</sup></b>			
10	Airport Metro Connector: Planning	\$ 55,673	\$ 544	\$ 56,218
11	Airport Metro Connector: Construction <sup>(6)</sup>	98,954	79,798	178,752
12	<b>Airport Connector Total</b>	<b>\$ 154,627</b>	<b>\$ 80,342</b>	<b>\$ 234,970</b>
13	<b>Crenshaw</b>			
14	Crenshaw/LAX Business Interruption Fund	\$ 17,141	\$ 1,300	\$ 18,441
15	Crenshaw/LAX Fare Gates	5,168	648	7,800
16	Crenshaw/LAX Insurance Betterment <sup>(2)</sup>	5,276	-	5,276
17	Crenshaw/LAX Light Rail Transit: Construction	1,928,887	80,894	2,148,000
18	Crenshaw/LAX Light Rail Transit: Closeout	-	3,075	30,000
19	Crenshaw/LAX Light Rail Transit: Planning Phase 1 <sup>(2)</sup>	5,526	-	-
20	Crenshaw/LAX Light Rail Transit: Planning Phase 2 <sup>(2)</sup>	20,023	-	-
21	Crenshaw Pre-Revenue Service	14,087	26,869	40,956
22	Southwestern Maintenance Yard	156,760	240	157,000
23	<b>Crenshaw Total</b>	<b>\$ 2,152,868</b>	<b>\$ 113,025</b>	<b>\$ 2,407,473</b>
24	<b>East San Fernando Transit Corridor<sup>(1)</sup></b>			
25	East San Fernando Transit Corridor: Construction	24,930	15,108	40,039
26	East San Fernando Transit Corridor: Planning	18,281	1,115	19,396
27	<b>East San Fernando Transit Corridor Total</b>	<b>\$ 43,212</b>	<b>\$ 16,223</b>	<b>\$ 59,435</b>
28	<b>Expo</b>			
29	Expo Blvd Light Rail Transit Phase 1: Expo Authority Incurred <sup>(2)</sup>	\$ 847,083	\$ -	\$ 967,400
30	Expo Blvd Light Rail Transit Phase 1: Metro Incurred <sup>(2)</sup>	61,821	-	-
31	Expo 1 Light Rail Vehicle	50,198	-	-
32	Division 22 Paint & Body Shop <sup>(2)</sup>	10,322	-	11,000
33	Expo Blvd Light Rail Transit Phase 2 - Holdback <sup>(2)</sup>	39,049	-	-
34	Expo Blvd Light Rail Transit Phase 2 - Non-Holdback <sup>(2)</sup>	123,101	-	-
35	Expo Blvd Light Rail Transit Phase 2: Construction <sup>(2), (5)</sup>	924,896	-	1,288,658
36	Expo Blvd Light Rail Transit Phase 2: Planning <sup>(2)</sup>	396	-	-
37	Expo 2 Insurance Betterment <sup>(2)</sup>	2,463	-	2,463
38	Expo Phase 2 Betterments <sup>(2)</sup>	3,051	-	3,900
39	Expo Phase 2 Bikeway <sup>(2)</sup>	15,501	-	16,102
40	Expo 2 Light Rail Vehicle	200,401	-	-
41	Expo Closeout	497	1,864	-
42	<b>Expo Total</b>	<b>\$ 2,278,777</b>	<b>\$ 1,864</b>	<b>\$ 2,289,523</b>
43	<b>Gold Line Foothill 2A to Azusa</b>			
44	Foothill Extension Insurance Betterment <sup>(2)</sup>	\$ 2,080	\$ -	\$ 2,080
45	Gold Line Foothill Extension to Azusa: Construction	646,503	1,249	714,033
46	Gold Line Foothill Extension to Azusa: Planning <sup>(2)</sup>	427	-	-
47	Gold Line Foothill Maintenance Facility - Metro 75% <sup>(2)</sup>	207,119	-	207,437
48	Light Rail Vehicle	60,842	-	-
49	<b>Gold Line Foothill 2A to Azusa Total</b>	<b>\$ 916,971</b>	<b>\$ 1,249</b>	<b>\$ 923,550</b>
50	<b>Gold Line Foothill 2B</b>			
51	Gold Line Foothill Extension 2B: Planning <sup>(2)</sup>	\$ 30,885	\$ -	\$ -
52	Gold Line Foothill Extension 2B: Construction	161,233	100,238	1,406,871
53	Light Rail Vehicle	22,770	-	-
54	<b>Gold Line Foothill 2B Total</b>	<b>\$ 214,889</b>	<b>\$ 100,238</b>	<b>\$ 1,406,871</b>

Note: Totals may not add up because of rounding.

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

<sup>(2)</sup> Project completed or in closeout phase.

<sup>(5)</sup> Expo project LOP reallocated to fund New Blue (\$11.5M) and Purple Line Extension (\$200M).

<sup>(6)</sup> NextGen related project.

## TID - Transit Expansion Project List

	Project Description (\$ in thousands)	Expenditures Through FY20	FY21 Proposed	Life of Project
55	<b>Regional Connector</b>			
56	Regional Connector Business Interruption Fund	\$ 3,004	\$ 1,150	\$ 4,154
57	Regional Connector Insurance Betterment <sup>(2)</sup>	4,007	-	4,007
58	Regional Connector: Construction	1,220,147	144,139	1,750,841
59	Regional Connector: Construction -Non-FFGA	38,207	362	46,441
60	Regional Connector: Planning <sup>(2)</sup>	27,736	-	-
61	<b>Regional Connector Total</b>	<b>\$ 1,293,100</b>	<b>\$ 145,651</b>	<b>\$ 1,805,442</b>
62	<b>Westside Purple 1</b>			
63	Div 20 Portal Widening & Turnback Facility	\$ 227,140	\$ 91,146	\$ 801,750
64	Non-Revenue Vehicle <sup>(2)</sup>	854	-	854
65	Westside Extension Business Interruption Fund	8,381	1,150	9,531
66	Westside Insurance Betterment <sup>(2)</sup>	6,505	-	6,505
67	Westside Subway Extension Section 1: Construction	1,872,351	181,150	2,778,880
68	Westside Subway Extension: Planning Phase 1 <sup>(2)</sup>	8,505	-	-
69	Westside Subway Extension: Planning Phase 2 <sup>(2)</sup>	36,882	-	-
70	<b>Westside Purple 1 Total</b>	<b>\$ 2,160,619</b>	<b>\$ 273,446</b>	<b>\$ 3,597,519</b>
71	<b>Westside Purple 2</b>			
72	Westside Subway Extension Section 2: Construction	1,038,218	120,980	2,440,969
73	Westside Purple Line Ext. 2: Planning	3,377	502	-
74	<b>Westside Purple 2 Total</b>	<b>\$ 1,041,596</b>	<b>\$ 121,482</b>	<b>\$ 2,440,969</b>
75	<b>Westside Purple 3</b>			
76	Westside Subway Extension Section 3: Construction	563,480	223,226	3,222,492
77	Westside Purple Line Ext. 3: Planning	875	-	-
78	<b>Westside Purple 3 Total</b>	<b>\$ 564,355</b>	<b>\$ 223,226</b>	<b>\$ 3,222,492</b>
79	<b>Rail Total</b>	<b>\$ 10,821,013</b>	<b>\$ 1,076,746</b>	<b>\$ 18,388,245</b>
80	<b>System Wide</b>			
81	Anticipated Measure R & M Projects <sup>(3)</sup>	-	\$ 78,700	\$ 78,700
82	<b>Transit Construction Total</b>	<b>\$ 10,834,553</b>	<b>\$ 1,175,901</b>	<b>\$ 18,500,941</b>
83	<b>Transit Planning<sup>(4)</sup></b>			
84	BRT Connector Red/Orange Line to Gold Line <sup>(6)</sup>	\$ 7,578	\$ 5,712	\$ 13,291
85	Crenshaw Northern Extension	1,418	2,788	4,206
86	Eastside Extension Phase 1 & 2	46,261	4,480	50,741
87	Eastside Extension - Light Rail Vehicles	27,163	-	27,163
88	Eastside Light Rail Access	19,083	6,544	25,627
89	Green Line Extension: Redondo to South Bay	10,644	8,302	18,946
90	North San Fernando Valley BRT <sup>(6)</sup>	4,610	2,455	7,066
91	San Gabriel Valley Transit Feasibility Study	-	1,500	1,500
92	Sepulveda Pass Transit Corridor	16,311	13,087	29,398
93	Vermont Transit Corridor <sup>(6)</sup>	2,322	3,177	5,499
94	West Santa Ana Branch Corridor	44,567	16,206	60,772
95	<b>Transit Planning Total</b>	<b>\$ 179,957</b>	<b>\$ 64,251</b>	<b>\$ 244,208</b>
96	<b>Transit Expansion Total</b>	<b>\$ 11,014,510</b>	<b>\$ 1,240,153</b>	<b>\$ 18,745,149</b>

Note: Totals may not add up because of rounding.

<sup>(2)</sup> Project completed or in closeout phase.

<sup>(3)</sup> Separate Board authorization is required for new projects or LOP budget changes.

<sup>(4)</sup> No Board LOP during planning phase; project is funded on an annual basis.

<sup>(6)</sup> NextGen related project.

Los Angeles County Metropolitan Transportation Authority  
**FY21 Proposed Budget**

**TID - Highway Project List**

	Project Description (\$ in thousands)	FY21 Proposed		
		Highway Subsidies	Non-Subsidies	Total
1	<b>Highway Program</b>			
2	<b>Measure R &amp; M Construction &amp; Subregional Projects</b>			
3	Alameda Corridor East Grade Separations Phase II	\$ 50,000	\$ 88	\$ 50,088
4	Countywide Soundwall Constructions	213	15,213	15,426
5	High Desert Corridor (Environmental)	500	99	599
6	Highway Efficiency Program (North County)	435	-	435
7	Highway Efficiency, Noise Mitigation and Arterial Program	435	-	435
8	Highway Operational Improvements in Arroyo Verdugo Subregion	7,800	-	7,800
9	Highway Operational Improvements in Las Virgenes/Malibu subregion	9,832	-	9,832
10	I-105 Express Lanes	-	2,911	2,911
11	I-5 Capacity Enhancement from SR-134 to SR-170	15,234	35	15,269
12	I-5 Corridor Improvements (I-605 to SR-710)	-	7	7
13	I-405 Sepulveda Express Lanes	-	1,997	1,997
14	I-405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)	19,301	1,290	20,591
15	Interstate 5/St. Route 14 Capacity Enhancement (NC Operational Improvements)	1,500	-	1,500
16	Interstate 5 Capacity Enhancement from I-605 to Orange County Line	15,000	-	15,000
17	Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	-	13,527	13,527
18	Interstate 605 Corridor "Hot Spot" Interchanges	6,253	13,596	19,849
19	SR-710 North Gap Closure (Tunnel)	-	183	183
20	SR-710 South and/or Early Action Projects	10,988	6,145	17,133
21	South Bay Highway Operational Improvements	435	-	435
22	SR-57/SR-60 Interchange Improvements	-	6,862	6,862
23	SR-710 N Corridor Mobility Improvements	6,122	2,000	8,122
24	SR-138 Capacity Enhancements	15,630	-	15,630
25	Transportation System and Mobility Improvement Program (SB #50)	15,789	-	15,789
26	Transportation System and Mobility Improvement Program (SB #66)	435	-	435
27	<b>Measure R &amp; M Construction &amp; Subregional Projects Total</b>	<b>\$ 175,902</b>	<b>\$ 63,953</b>	<b>\$ 239,855</b>
28	<b>Other</b>			
29	Caltrans Property Maintenance	\$ -	\$ 1,300	\$ 1,300
30	I-210 Barrier Replacement	-	2,424	2,424
31	I-405 Car Pool Lane - Closeout	-	160	160
32	Highway Planning	-	2,575	2,575
33	<b>Other Total</b>	<b>\$ -</b>	<b>\$ 6,459</b>	<b>\$ 6,459</b>
34	<b>Highway Program Total</b>	<b>\$ 175,902</b>	<b>\$ 70,412</b>	<b>\$ 246,314</b>

Note: Totals may not add up because of rounding.

# **Appendix IV**

## **Metro Transit - State of Good Repair (SGR) Project List**

## Metro Transit - SGR Project List

	Project Description (\$ in thousands)	Expenditures Through FY20	FY21 Proposed	Life of Project
1	<b>SGR Bus &amp; Rail</b>			
2	<b>Bus Acquisition</b>			
3	40' Compressed Natural Gas Buses	\$ 216,588	\$ 90,519	\$ 420,913
4	60' Zero Emission Buses	28,919	33,474	80,003
5	60' Zero Emission Buses - Grant Funded	977	340	5,110
6	60' Compressed Natural Gas Buses	65,710	83,601	149,311
7	40' Zero Emission Buses	1,225	767	128,982
8	<b>Bus Acquisition Total</b>	<b>\$ 313,419</b>	<b>\$ 208,701</b>	<b>\$ 784,320</b>
9	<b>Bus Facilities Improvements</b>			
10	El Monte Busway Access Road	\$ 732	\$ 138	\$ 1,426
11	Bus Facility Pavement Replacement	3,880	10	4,249
12	Fuel Storage Tanks-FY20-FY22	4,007	4,892	23,433
13	Orange Line Reclaimed Water Project	173	109	400
14	Division 1 Improvements (Bus Operations Subcommittee Funded)	13,454	5,063	20,866
15	Sound Enclosure BRT Freeway Stations	3,599	38	5,838
16	Bus Facility Improvements III	18,431	1,418	21,650
17	Fire Alarm Panel Replacement Throughout Metro Facilities	511	1,021	3,474
18	Compressed Natural Gas Detection And Alarm	1,749	295	4,586
19	Bus Division Improvements IV	2,450	1,113	28,000
20	Bus Facility Lighting Retrofit	2,204	17	4,250
21	Central Maintenance Facility Building 5 Vent & Air	380	304	1,225
22	Union Station Cesar Chavez Bus Improvements <sup>(5)</sup>	2,028	1,160	3,530
23	Metro Orange Line In-Road Warning Lights <sup>(2), (4)</sup>	164	33	198
24	<b>Bus Facilities Improvements Total</b>	<b>\$ 53,764</b>	<b>\$ 15,612</b>	<b>\$ 123,125</b>
25	<b>Bus Maintenance</b>			
26	Live View Monitor System	\$ 242	\$ 550	\$ 875
27	NABI Compo And New Flyer Midlife	74,070	27,074	158,138
28	Bus Engine Replacement	1,219	1,998	13,518
29	Farebox Upgrade (FY19)	36,568	4,023	45,000
30	Collision Avoidance Demo <sup>(2)</sup>	367	92	2,000
31	<b>Bus Maintenance Total</b>	<b>\$ 112,465</b>	<b>\$ 33,737</b>	<b>\$ 219,531</b>
32	<b>Non-Revenue Vehicles</b>			
33	FY19 Non-Revenue Vehicle Replacement	\$ 2,101	\$ 1,000	\$ 8,994
34	FY20 Non-Revenue Vehicle Replacement	41	2,213	8,800
35	<b>Non-Revenue Vehicles Total</b>	<b>\$ 2,142</b>	<b>\$ 3,213</b>	<b>\$ 17,794</b>

Note: Totals may not add up because of rounding.

<sup>(2)</sup> Life of Project (LOP) budget in development; project is funded on an annual basis.

<sup>(4)</sup> Projects captured under General Planning and Programs.

<sup>(5)</sup> NextGen related project.

## Metro Transit - SGR Project List

	Project Description (\$ in thousands)	Expenditures Through FY20	FY21 Proposed	Life of Project
36	<b>Rail Facilities Improvements</b>			
37	Metro Blue Line Artwork	\$ 101	\$ 50	\$ 477
38	Sound Enclosure LRT Freeway Stations	2,034	263	8,609
39	Division 21 Midway Yard, Etc.	308	525	1,024
40	Vertical System Modern Elevators	5,308	328	8,000
41	Fire Control Panel Upgrade	4,394	322	5,000
42	Escalator Replacement/Modernization At Metro Red Line	17,232	17	20,756
43	Metro Red Line Platform Gates Replacement	1,934	19	3,500
44	Blue & Expo Tunnel Artwork	65	65	453
45	Metro Art Enhancement	1	33	147
46	Rail Facility Improvements	6,680	1,322	24,400
47	Rail Facility Lighting Retrofit Division 2	344	484	4,205
48	Electric Vehicle Charging Station At Metro Rail	81	34	175
49	Elevator Modernization and Escalator Replacement	336	1,000	126,692
50	Metro Green Line/Gold Line TPSS Battery Replacement	83	781	1,872
51	ETEL/PTEL Replacement	828	277	2,440
52	Fare Gate Project	6,477	50	7,187
53	Metro Red Line Fire Control Panel Replacement <sup>(1), (2)</sup>	-	300	3,000
54	Systemwide Signage Upgrade <sup>(1)</sup>	-	1,768	24,100
55	<b>Rail Facilities Improvements Total</b>	<b>\$ 46,206</b>	<b>\$ 7,640</b>	<b>\$ 242,037</b>
56	<b>Rail Fleet Procurement</b>			
57	Model P3010 LRV Project Plus Options	\$ 707,461	\$ 68,337	\$ 785,047
58	LRV Design, Procure And Management	25,992	2,500	30,000
59	Heavy Rail Vehicle Procurement	28,047	3,001	130,901
60	<b>Rail Fleet Procurement Total</b>	<b>\$ 761,500</b>	<b>\$ 73,838</b>	<b>\$ 945,948</b>
61	<b>Rail Vehicle Maintenance</b>			
62	Model P2000 Vehicle Component Overhauls	\$ 26,317	\$ 18	\$ 26,360
63	Heavy Rail Vehicle Midlife	43,411	15,492	105,110
64	Division 20 Wheel Press Machine	2,080	1,563	4,000
65	Model P2000 Light Rail Vehicle Midlife Modernization	62,023	21,647	160,800
66	Model MRLA650 Vehicle Component Overhauls	3,934	1,751	8,120
67	Model P865/2020 Vehicle Blueline Fleet Midlife	28,582	1,126	30,000
68	Model P2550 Light Rail Vehicle	6,757	3,623	35,008
69	Model P2550 Light Rail Vehicle Mid-Life Overhaul	1,621	467	160,000
70	<b>Rail Vehicle Maintenance Total</b>	<b>\$ 174,724</b>	<b>\$ 45,686</b>	<b>\$ 529,397</b>

Note: Totals may not add up because of rounding.

<sup>(1)</sup> New projects marked in this table are proposed for Board adoption.

<sup>(2)</sup> Life of Project (LOP) budget in development; project is funded on an annual basis.

Los Angeles County Metropolitan Transportation Authority  
**FY21 Proposed Budget**

**Metro Transit - SGR Project List**

	Project Description (\$ in thousands)	Expenditures Through FY20	FY21 Proposed	Life of Project
71	<b>Wayside Systems</b>			
72	Heavy Rail Subway SCADA System Replacement	\$ 12,201	\$ 851	\$ 15,883
73	Metro Green Line Emergency Trip System	5,168	332	5,500
74	Metro Green Line Negative Grounding Devices	714	119	1,500
75	Fiber Optic Main Loop Upgrade	2,503	939	4,250
76	Metro Red Line Gas Analyzer Upgrade	2,797	100	4,000
77	Systemwide Corrosion Protection	5,804	1,270	13,000
78	Metro Red Line Electronic Access Control	1,253	150	2,319
79	Replacement Of UPS/Batteries	2,208	872	3,684
80	Metro Green Line Track Circuits And TWC System	9,212	4,880	28,851
81	Metro Blue Line Resignaling Rehabilitation	97,359	6,366	111,791
82	Metro Blue Line/Gold Line Train Control Battery Replacement	365	482	1,686
83	Metro Green Line Switch Machine Overhaul	180	377	2,764
84	Metro Green Line Remote Terminal Unit Refurbishment	548	377	1,431
85	Metro Blue Line Trip System Replacement	1,311	1,174	8,307
86	Metro Blue Line Track & System Refurbishment	95,356	5,393	102,280
87	Correct Side Door Opening <sup>(3)</sup>	-	170	16,000
88	Digital Rail Radio System	16,711	889	25,000
89	Metro Red Line Tunnel Lighting Rehabilitation	6,901	690	9,000
90	Metro Red Line TWC Rehabilitation	501	227	1,800
91	Maintenance Of Way Tools and Equipment	1,301	150	3,326
92	OCS Inspection System	-	169	1,259
93	<b>Wayside Systems Total</b>	<b>\$ 262,392</b>	<b>\$ 25,977</b>	<b>\$ 363,630</b>
94	<b>SGR Bus &amp; Rail Total</b>	<b>\$ 1,726,612</b>	<b>\$ 414,404</b>	<b>\$ 3,225,782</b>
95	<b>Other Asset Improvements</b>			
96	<b>Non MR/MM Major Construction</b>			
97	Rosa Parks/Willowbrook <sup>(5)</sup>	\$ 85,005	\$ 12,172	\$ 128,348
98	Emergency Security Operations	22,824	547	112,700
99	<b>Non MR/MM Major Construction Total</b>	<b>\$ 107,830</b>	<b>\$ 12,719</b>	<b>\$ 241,048</b>
100	<b>Regional &amp; Hubs</b>			
101	Patsaouras Bus Plaza Station Improvements <sup>(5)</sup>	\$ 45,028	\$ 3,046	\$ 50,913
102	Chatsworth ADA Improvements	-	300	4,000
103	Building Renovation Plan	31,139	4,156	42,842
104	Muni Ticket Vending Machine Installations	310	220	1,728
105	TAP CRM Enhancements (Phase 2.1)	1,898	500	3,300
106	TAP MPV Enhancements (Phase 4)	-	50	732
107	Gateway New Led Lighting	64	53	2,589
108	Rail Operations Center/Bus Operations	154	1,268	24,000
109	Track and Tunnel Intrusion Detection <sup>(1)</sup>	-	2,855	8,873
110	<b>Regional &amp; Hubs Total</b>	<b>\$ 78,592</b>	<b>\$ 12,448</b>	<b>\$ 138,976</b>

Note: Totals may not add up because of rounding.

<sup>(1)</sup> New projects marked in this table are proposed for Board adoption.

<sup>(3)</sup> Separate Board approval of LOP budget is required when project is defined.

<sup>(5)</sup> NextGen related project.

## Metro Transit - SGR Project List

	Project Description (\$ in thousands)	Expenditures Through FY20	FY21 Proposed	Life of Project
111	<b>Technology</b>			
112	Financial & Budget System Integration	\$ 1,488	\$ 200	\$ 4,200
113	FIS R12 Upgrade	11,877	150	12,900
114	Internet-Based Customer Help Desk	870	272	1,142
115	Mobile & Tablet Applications	-	183	978
116	Agency Information Security & Compliance Program	5,784	934	7,814
117	Enterprise Telephone & United Messaging System	2,898	1,150	9,646
118	E-Discovery & Legal Hold Management	1,073	189	3,800
119	Technology Enhancement For Customer Experience	970	383	2,227
120	Enterprise Safety Management	1,008	682	2,488
121	Enterprise Asset Management System	8,458	7,798	45,800
122	Human Capital System Project	1,406	350	3,980
123	Real Estate Management System	72	743	1,748
124	Connected Facilities Project	818	1,000	7,454
125	Windows 10 Upgrade	965	300	1,975
126	Payroll System Replacement Program	18	365	22,856
127	Oracle E-Business System Upgrade <sup>(1)</sup>	-	1,000	2,636
128	Platform Refresh Program <sup>(1)</sup>	-	600	2,000
129	Data Center Modernization <sup>(1)</sup>	-	500	5,500
130	Workstation Refresh Program (FY21-FY22) <sup>(1)</sup>	-	600	2,700
131	<b>Technology Total</b>	<b>\$ 37,706</b>	<b>\$ 17,400</b>	<b>\$ 141,844</b>
132	<b>Other Asset Improvements Total</b>	<b>\$ 224,128</b>	<b>\$ 42,566</b>	<b>\$ 521,869</b>
133	<b>SGR &amp; Other Asset Improvements Total</b>	<b>\$ 1,950,741</b>	<b>\$ 456,970</b>	<b>\$ 3,747,651</b>
134	<b>Other Operating Capital <sup>(4)</sup></b>			
135	Parking Guidance System	\$ 2,737	\$ 1,308	\$ 5,025
136	Bike Share Tap Integration	1,385	23	1,650
137	Data Infrastructure	969	930	1,900
138	Domestic & Fire Water Separation	300	680	1,300
139	Renovate Basement Drainage System	199	480	900
140	Historic Ceiling Repair and Restoration	2,500	930	4,150
141	Parking Lot G - Enhancements	1,492	3,230	5,950
142	Ticket Concourse Restaurant	1,000	30	7,250
143	Bike Locker Capital Improvements <sup>(1)</sup>	-	355	3,000
144	Division Lactation Rooms <sup>(1), (6)</sup>	-	-	1,827
145	<b>Other Operating Capital Total</b>	<b>\$ 10,583</b>	<b>\$ 7,969</b>	<b>\$ 32,952</b>

Note: Totals may not add up because of rounding.

<sup>(1)</sup> New projects marked in this table are proposed for Board adoption.

<sup>(4)</sup> Projects captured under General Planning and Programs.

<sup>(6)</sup> FY21 start up budget of \$253,000 is included as part of the Operating budget.



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# **Appendix V**

## **Regional Transit Allocations**

Los Angeles County Metropolitan Transportation Authority  
**FY21 Proposed Budget**

## Regional Transit Allocations

State and Local (\$ in thousands)	FY21 Estimated Revenue	FY20 Impact	Carryover FY19 Budget vs Actual	Interest FY19 Actual	FY21 Total Funds
<b>1 Transportation Development Act</b>					
<b>2 Planning &amp; Administration</b>					
3 Planning - Metro	\$ 3,890.5	\$ (456.5)			\$ 3,434.0
4 Planning - SCAG	2,917.9	(342.4)			2,575.5
5 Administration - Metro	3,305.2	(112.4)			3,192.9
<b>6 Planning &amp; Administration Total</b>	<b>\$ 10,113.6</b>	<b>\$ (911.3)</b>			<b>\$ 9,202.4</b>
7 Article 3 Pedestrian & Bikeways 2.0%	\$ 7,578.7	\$ (894.8)	\$ (24.1)	\$ 88.9	\$ 6,748.7
8 Article 4 Bus Transit 91.4%	346,322.6	(40,892.2)	(1,103.0)	4,062.4	308,389.8
9 Article 8 Streets & Highways 6.6%	25,035.0	(2,951.8)	(79.7)	293.7	22,297.2
<b>10 Transportation Development Act Total<sup>(1)</sup></b>	<b>\$ 389,050.0</b>	<b>\$ (45,650.0)</b>	<b>\$ (1,206.9)</b>	<b>\$ 4,445.0</b>	<b>\$ 346,638.1</b>
<b>11 Proposition A</b>					
12 Administration 5.0%	\$ 38,905.0	\$ (4,565.0)	\$ 127.4		\$ 34,467.4
13 Local Return <sup>(2)</sup> 25.0%	184,798.8	n/a	n/a		184,798.8
14 Rail Development 35.0%	258,718.3	(30,357.3)	847.3		229,208.3
15 Bus Transit: <sup>(3),(4)</sup> 40.0%					
16 95% of 40% Capped at CPI of 2.3%	255,631.3	-	n/a		255,631.3
17 95% of 40% Over CPI	25,262.8	(32,959.3)	n/a		(7,696.5)
18 Bus Transit Subtotal	280,894.1	(32,959.3)	-		247,934.8
19 5% of 40% Incentive	14,783.9	(1,734.7)	48.4		13,097.6
<b>20 Proposition A Total<sup>(1)</sup></b>	<b>\$ 778,100.0</b>	<b>\$ (69,616.3)</b>	<b>\$ 1,023.1</b>		<b>\$ 709,506.9</b>
<b>21 Proposition C</b>					
22 Administration 1.5%	\$ 11,671.5	\$ (1,369.5)	\$ 38.2		\$ 10,340.2
23 Rail/Bus Security 5.0%	38,321.4	(4,496.5)	125.4		33,950.3
24 Commuter Rail 10.0%	76,642.9	(8,993.1)	250.7		67,900.5
25 Local Return <sup>(2)</sup> 20.0%	153,285.7	n/a	n/a		153,285.7
26 Freeways and Highways 25.0%	191,607.1	(22,482.6)	626.8		169,751.3
27 Discretionary 40.0%	306,571.4	(35,972.2)	1,003.0		271,602.2
<b>28 Proposition C Total<sup>(1)</sup></b>	<b>\$ 778,100.0</b>	<b>\$ (73,313.9)</b>	<b>\$ 2,044.1</b>		<b>\$ 706,830.2</b>

Note: Totals may not add up because of rounding.

<sup>(1)</sup> The revenue estimate is projected to decline 14.5% over the FY20 revenue estimate based on several economic forecasts evaluated by LACMTA.

<sup>(2)</sup> Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received. Carryover represents the funds that had not been spent, and past the lapsing period and will be re-allocated to all the cities based on the formula.

<sup>(3)</sup> Consumer price index (CPI) of 2.30% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.

<sup>(4)</sup> Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.

Los Angeles County Metropolitan Transportation Authority  
FY21 Proposed Budget

## Regional Transit Allocations

State and Local (\$ in thousands)		FY21 Estimated Revenue	FY20 Impact	Carryover FY19 Budget vs Actual	Interest FY19 Actual	FY21 Total Funds
29	<b>State Transit Assistance</b> <sup>(5)</sup>					
30	Bus (PUC 99314 Rev Base Share)	\$ 49,286.0	\$ (9,090.7)	\$ 13,410.3	\$ 731.0	\$ 54,336.5
31	Rail (PUC 99313 Population Share)	37,786.0	(8,010.3)	11,963.6	434.1	42,173.5
32	<b>State Transit Assistance Total</b>	<b>\$ 87,072.0</b>	<b>\$ (17,101.0)</b>	<b>\$ 25,373.9</b>	<b>\$ 1,165.1</b>	<b>\$ 96,510.0</b>
33	<b>SB 1 State Transit Assistance</b> <sup>(5), (6)</sup>					
34	Bus (PUC 99314 Rev Base Share) <sup>(7)</sup>	\$ 40,272.0	\$ (7,536.1)	\$ 10,546.4	\$ 603.2	\$ 43,885.5
35	Rail (PUC 99313 Population Share)	30,875.0	(6,639.9)	9,465.0	358.2	34,058.4
36	<b>SB 1 State Transit Assistance Total</b>	<b>\$ 71,147.0</b>	<b>\$ (14,176.0)</b>	<b>\$ 20,011.4</b>	<b>\$ 961.4</b>	<b>\$ 77,943.8</b>
37	<b>SB 1 State Of Good Repair</b> <sup>(6)</sup>					
38	Bus (PUC 99314 Rev Base Share) <sup>(7)</sup>	\$ 14,367.0	\$ 3,520.0	\$ (777.9)	\$ 440.3	\$ 17,549.4
39	Rail (PUC 99313 Population Share)	11,008.0	2,436.1	(41.8)	350.2	13,752.5
40	<b>SB 1 State Of Good Repair Total</b>	<b>\$ 25,375.0</b>	<b>\$ 5,956.1</b>	<b>\$ (819.7)</b>	<b>\$ 790.5</b>	<b>\$ 31,301.9</b>
41	<b>Measure R</b>					
42	Administration 1.5%	\$ 11,671.5	\$ (1,369.5)	\$ 41.9	\$ 1,334.5	\$ 11,678.4
43	Transit Capital - "New Rail" 35.0%	268,250.0	(31,475.7)	963.0	5,333.4	243,070.7
44	Transit Capital - Metrolink 3.0%	22,992.9	(2,697.9)	82.5	713.9	21,091.4
45	Transit Capital - Metro Rail 2.0%	15,328.6	(1,798.6)	55.0	(1,150.7)	12,434.3
46	Highway Capital 20.0%	153,285.7	(17,986.1)	550.3	7,767.3	143,617.1
47	Operations "New Rail" 5.0%	38,321.4	(4,496.5)	137.6	(280.5)	33,681.9
48	Operations Bus 20.0%	153,285.7	(17,986.1)	550.3	(850.2)	134,999.7
49	Local Return <sup>(2)</sup> 15.0%	114,964.3	n/a	n/a	n/a	114,964.3
50	<b>Measure R Total</b> <sup>(1)</sup>	<b>\$ 778,100.0</b>	<b>\$ (77,810.4)</b>	<b>\$ 2,380.6</b>	<b>\$ 12,867.6</b>	<b>\$ 715,537.8</b>
51	<b>Measure M</b>					
52	Local Return Supplemental & Administration:					
53	Administration 0.5%	\$ 4,007.2	\$ (470.2)	\$ (40.3)	\$ 83.1	\$ 3,579.8
54	Supplemental transfer to Local Return <sup>(2), (8)</sup> 1.0%	7,664.3	n/a	n/a	n/a	7,664.3
55	<b>Local Return Supplemental &amp; Administration Total</b>	<b>\$ 11,671.5</b>	<b>\$ (470.2)</b>	<b>\$ (40.3)</b>	<b>\$ 83.1</b>	<b>\$ 11,244.1</b>
56	Local Return Base <sup>(2), (8)</sup> 16.0%	\$ 122,628.6	n/a	n/a	n/a	\$ 122,628.6
57	Metro Rail Operations 5.0%	38,321.4	(4,496.5)	(385.5)	6.5	33,446.0
58	Transit Operations ( Metro & Municipal Providers) 20.0%	153,285.7	(17,986.1)	(1,541.8)	(655.3)	133,102.5
59	ADA Paratransit/Metro Discounts for Seniors & Students 2.0%	15,328.6	(1,798.6)	(154.2)	535.2	13,911.0
60	Transit Construction 35.0%	268,250.0	(31,475.7)	(2,698.2)	8,797.0	242,873.0
61	Metro State of Good Repairs 2.0%	15,328.6	(1,798.6)	(154.2)	(66.9)	13,308.9
62	Highway Construction 17.0%	130,292.8	(15,288.2)	(1,310.6)	5,535.6	119,229.7
63	Metro Active Transportation Program 2.0%	15,328.6	(1,798.6)	(154.2)	518.9	13,894.7
64	Regional Rail 1.0%	7,664.3	(899.3)	(77.1)	111.8	6,799.6
65	<b>Measure M Total</b> <sup>(1)</sup>	<b>\$ 778,100.0</b>	<b>\$ (76,011.8)</b>	<b>\$ (6,516.1)</b>	<b>\$ 14,865.9</b>	<b>\$ 710,438.0</b>
66	<b>Total Funds Available</b>	<b>\$ 3,685,044.0</b>	<b>\$ (367,723.3)</b>	<b>\$ 42,290.5</b>	<b>\$ 35,095.6</b>	<b>\$ 3,394,706.8</b>
67	<b>Total Planning &amp; Admin Allocations</b> (lines 6, 12, 22, 42, and 53)	<b>\$ 76,368.8</b>	<b>\$ (8,685.4)</b>	<b>\$ 167.2</b>	<b>\$ 1,417.6</b>	<b>\$ 69,268.2</b>

Note: Totals may not add up because of rounding.

(1) The revenue estimate is projected to decline 14.5% over the FY20 revenue estimate based on several economic forecasts evaluated by MTA.

(2) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received. Carryover represents the funds that had not been spent, and past the lapsing period and will be re-allocated to all the cities based on the formula.

(5) STA Revenue estimate from the State Controller's office is reduced by 14.2% for the revenue base share and population-base share due to anticipated shortfall of FY21 revenue.

(6) The SGR program is one of 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 funded from the increase in Vehicle License Fee. In order to be eligible for SGR funding, eligible agencies must comply with various reporting requirements.

(7) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.

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

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# **Appendix VI**

# **Abbreviations**

## Abbreviations

<b>ADA</b>	Americans with Disabilities Act	<b>MPV</b>	Mobile Phone Validator
<b>ATP</b>	Active Transportation Program	<b>MR</b>	Measure R
<b>BRT</b>	Bus Rapid Transit	<b>N/S</b>	North/South
<b>CARES</b>	Coronavirus Aid, Relief and Economic Security Act	<b>NABI</b>	North American Bus Industries
<b>CBA</b>	Collective Bargaining Agreement	<b>OCS</b>	Overhead Catenary System
<b>CEO</b>	Chief Executive Office	<b>O&amp;M</b>	Operations and Maintenance
<b>CHP</b>	California Highway Patrol	<b>P3</b>	Public-Private Partnership
<b>CMAQ</b>	Congestion Mitigation and Air Quality	<b>PA</b>	Proposition A
<b>CMF</b>	Central Maintenance Facility	<b>PC</b>	Proposition C
<b>CNG</b>	Compressed Natural Gas	<b>PERS</b>	California Public Employees Retirement System
<b>CP</b>	Commercial Paper	<b>PL/PD</b>	Public Liability/Property Damage
<b>CPI</b>	Consumer Price Index	<b>PTMISEA</b>	Public Transportation Modernization, Improvement and Service Enhancement Account
<b>CRA</b>	Community Redevelopment Agency	<b>PTSC</b>	Public Transportation Services Corporation
<b>CRM</b>	Customer Relations Management	<b>PUC</b>	Public Utilities Code
<b>ETEL</b>	Emergency Telephone	<b>PY</b>	Prior Year
<b>EV</b>	Electric Vehicle	<b>R12</b>	Release 12 of FIS
<b>FAP</b>	Formula Allocation Procedure	<b>RM</b>	Route Mile
<b>FFGA</b>	Full Funding Grant Agreement	<b>RSH</b>	Revenue Service Hour
<b>FIS</b>	Financial Information System	<b>RSM</b>	Revenue Service Mile
<b>FTE</b>	Full-Time Equivalent	<b>RTPE</b>	Regional Transportation Planning Entity
<b>FY</b>	Fiscal Year	<b>SAFE</b>	Service Authority for Freeway Emergencies
<b>HOV</b>	High Occupancy Vehicle	<b>SB1</b>	Senate Bill 1 (The Road Repair Accountability Act of 2017)
<b>HRV</b>	Heavy Rail Vehicle	<b>SCADA</b>	Supervisory Control and Data Acquisition System
<b>I</b>	Interstate	<b>SCAG</b>	Southern California Association of Governments
<b>ITS</b>	Information Technology Services	<b>SCO</b>	State Controller's Office
<b>K</b>	Thousand	<b>SCRRA</b>	Southern California Regional Rail Authority
<b>LA</b>	Los Angeles	<b>SGR</b>	State of Good Repair
<b>LACMTA</b>	Los Angeles County Metropolitan Transportation Authority	<b>SR</b>	State Route
<b>LADOT</b>	Los Angeles Department of Transportation	<b>STA</b>	State Transit Assistance
<b>LAX</b>	Los Angeles International Airport	<b>TAP</b>	Transit Access Pass
<b>LED</b>	Light-Emitting Diode	<b>TDA</b>	Transportation Development Act
<b>LIFE</b>	Low Income Fare is Easy	<b>TID</b>	Transportation Infrastructure Development
<b>LOP</b>	Life of Project	<b>TIFIA</b>	Transportation Infrastructure & Innovation Act
<b>LRT</b>	Light Rail Transit	<b>TOD</b>	Transit Oriented Development
<b>LRV</b>	Light Rail Vehicle	<b>TPSS</b>	Traction Power Substation
<b>M</b>	Million	<b>TWC</b>	Train to Wayside Communications
<b>MATIS</b>	Motorist Aid and Traveler Information System	<b>UPS</b>	Uninterruptible Power Supply
<b>Metro</b>	Los Angeles County Metropolitan Transportation Authority	<b>US</b>	Union Station
<b>MetroLink</b>	Southern California Regional Rail Authority	<b>USG</b>	Union Station Gateway
<b>MGL</b>	Metro Green Line		
<b>MM</b>	Measure M		
<b>MOW</b>	Maintenance of Way		
<b>MOU</b>	Memorandum of Understanding		

# **Board Report- FY21 Annual Budget**





**Board Report**

**File #:** 2020-0522, **File Type:** Public Hearing

**Agenda Number:** 10.

**BUDGET PUBLIC HEARING  
FINANCE, BUDGET, AND AUDIT COMMITTEE  
SEPTEMBER 16, 2020**

**SUBJECT: FISCAL YEAR 2021 (FY21) BUDGET**

**ACTION: ADOPT THE FY21 BUDGET**

**RECOMMENDATION**

CONSIDER:

- A. ADOPTING the proposed FY21 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
  - 1. AUTHORIZING \$6.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted Metro Vision 2028 strategic plan; and
  - 2. AUTHORIZING a total of 10,219 FTEs with 8,482 Represented FTEs and 1,737 Non-Represented FTEs which did not change from FY20 authorized levels; and
  - 3. APPROVING the Life of Project (LOP) budgets for new capital projects with LOP exceeding \$5.0 million presented in Attachment A; and
  - 4. AMENDING the proposed budget to include \$165.2 million for Gold Line Foothill Extension 2B for a total of \$265.2 million, finalized after budget closed; and
- B. APPROVING the Reimbursement Resolution declaring Metro’s intention to issue debt in FY21 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

**ISSUE**

California Public Utilities Code Section 130105 requires Metro to adopt an annual budget to manage the revenues and expenses of the agency’s projects and programs. The budget is the legal authorization to obligate and spend funds and to implement Board policy. It includes all operating, capital, planning and programming, subsidy funds, debt service requirements, and general fund activities for the fiscal year. The legal level of control is at the fund level. Total annual expenditures cannot exceed the final appropriation by the Board at the fund level except for capital expenditures,

which is authorized on a life-of-project basis.

In May, Metro Board of Directors adopted a Continuing Resolution to extend FY20 Budget authorization through the first quarter of FY21 which provided an opportunity to reset the financial forecast due to the COVID-19 pandemic. All Metro activities have been reassessed to reprogram the resources available for Metro and regional activities in the upcoming year within the current economic constraints to arrive at the FY21 Proposed Budget.

Since May 2020, staff has provided a series of status updates on the FY21 Budget development process to the Board. Meanwhile, an extensive public outreach process was launched to communicate the budget proposal and to collect public comments as the budget development was in progress. On September 1, 2020, copies of the FY21 Proposed Budget in its entirety were made available to the public at [www.metro.net](http://www.metro.net) <<http://www.metro.net>>, and in printed copies through the Records Management Center (RMC) at [RMC@metro.net](mailto:RMC@metro.net) <<mailto:RMC@metro.net>> and on the plaza level of the Gateway building. The public hearing is scheduled on September 16, 2020. As of August 16, 2020, advanced public notification of this hearing was issued through advertisements posted in over 11 news publications, in different languages.

## **DISCUSSION**

The proposed FY21 budget is balanced at \$6.0 billion, a decrease of \$1.2 billion or 16.5%, from the \$7.2 billion FY20 budget. The \$1.2 billion reduction represents the slowdown experienced in the first quarter and the gradual build-up through the end of the year that parallels the projected economic recovery curve. This annual budget reflects the reductions in costs due to economic constraints caused by COVID-19 while aligning resources in a fiscally responsible manner to achieve the following Metro Vision 2028 goals:

- Provide high-quality mobility options that enable people to spend less time traveling.
- Deliver outstanding trip experiences for all users of the transportation system.
- Enhance communities and lives through mobility and access to opportunity.
- Transform Los Angeles County through regional collaboration and national leadership.
- Provide responsive, accountable, and trustworthy governance within the LA Metro organization.

## **Coronavirus Aid, Relief, and Economic Security (CARES) Act**

The Coronavirus Aid, Relief and Economic Security (CARES) Act delivered some financial relief from the effects of the COVID-19 pandemic. As the Regional Transportation Planning Entity (RTPE) for Los Angeles County, the Metro Board was responsible for allocating transit-related funding provided under the CARES Act to transit agencies in the County.

The highest priority was to address and mitigate reductions in sales tax revenue for FY20 and FY21 to ensure funding for transit operations throughout the County were maintained and supported at pre-COVID funding levels. While CARES funding provided this much needed relief funding for transit operations in the region and Metro operations, it did not cover all Metro losses in operations and

provided no funding for capital projects.

**Service and NextGen**

Metro remains an essential service provider to Los Angeles County’s population by operating bus and rail services that are transporting people to jobs and connecting communities. On average, Metro will provide bus and rail revenue service hours at 81% of pre-COVID levels, while anticipating 55% of pre-COVID levels of ridership delivering a robust service network and more frequent rides for the essential workers in Los Angeles County. The service plan assumes a phased-in flexible approach to building up service levels as the County recovers from the COVID-19 pandemic along with implementation of NextGen and alternative service options such as MicroTransit. During this pandemic, Metro will further prioritize enhanced cleaning, sanitizing, and PPE availability.

The goals and objectives of the NextGen Study are to provide high quality mobility options to all Los Angeles County residents, reduce travel time, and improve customer commuting experience. From the extensive outreach conducted, the lessons learned will significantly improve the bus network. One of the objectives of NextGen is to speed up the service, so more miles can be run in less time. Further, NextGen will utilize Metro’s resources to advance equity and economic opportunity for all County residents.

Working in tandem with NextGen service implementation to improve speed and reliability, NextGen will also include bus lane prioritization, All-Door boarding, speed and delay analysis, and other enhancements as detailed in the following table.

	Project Description (\$ in thousands)	FY21 Proposed	Life of Project
1	<b>Service Enhancements</b>		
2	Analysis and Outreach - Bus Priority Lanes	\$ 865	\$ 956
3	Implementation - Bus Priority Lanes	900	2,725
4	All Door Boarding Expansion	1,569	1,569
5	Bus Zone Optimization	2,400	8,250
6	Metro Rail Speed Analysis	766	1,000
7	Station Cleanliness & Evaluation	500	500
8	<b>Service Enhancements Total</b>	<b>\$ 7,000</b>	<b>\$ 15,000</b>
9	<b>Other Improvements Benefiting NextGen Implementation</b>		
10	Patsaouras Plaza Busway Station	\$ 3,000	\$ 49,000
11	Cesar Chavez/Vignes Bus Pavilion at Union Station	1,100	2,500
12	Willowbrook/Rosa Parks Station Bus Plaza	12,200	15,000
13	Airport Metro Connector Bus Plaza	75,000	75,000
14	G Line (Orange) BRT Improvements	20,400	361,000
15	North Hollywood to Pasadena BRT	5,700	267,000
16	North San Fernando Valley (NSFV) BRT	2,500	180,000
17	Vermont Avenue Transit Corridor	3,200	425,000
18	<b>Other Improvements Total</b>	<b>\$ 123,100</b>	<b>\$ 1,374,500</b>
19	<b>Total NextGen Related Projects</b>	<b>\$ 130,100</b>	<b>\$ 1,389,500</b>

Note: Totals may not add up because of rounding.

NextGen projects include bus priority lanes on two NextGen Tier 1 corridors which are to be prioritized through a technical analysis and outreach process performed by Metro and LADOT, All-Door Boarding for two NextGen Tier 1 lines, speed and delay analysis of the A (Blue) Line and E (Expo) Line, LADOT technical support, stakeholder outreach on all speed and reliability projects, and expansion of the Station Cleanliness and Evaluation Program. NextGen direct and related

investments include \$7.0 million for bus and rail service improvements, \$16.3 million for Station and Bus Plaza expansion, and \$106.8 million for enhancement of service in Bus Rapid Transit and other transit corridors for a total of \$130.1 million in FY21.

The planned service levels of revenue service hours and miles for FY21 are based on on-street reality, reflecting various operating factors such as projected ridership, available staff, increased traveling speeds due to less congestion, in addition to prudent financial management.

	Base Enhanced Sunday Service	Phase 1 Orders Begin to Lift	Phase 2 Schools Back, Start of NextGen	Phase 3 FY21 Post- COVID	Phase 4 * FY22 Building Back Service	Phase 5 * FY23 Full Service Recovery
Revenue Service Hours (in millions)	FY20 April 2020	FY21 end of June 2020	FY21 Dec 2020	FY21 Jan - June 2021	FY22	FY23
Bus	5.0	5.6	5.6	5.6	5.6 - 6.5	5.6 - 7.1
Rail	1.0	1.0	1.0	1.0	1.1	1.1
<b>Bus and Rail Total</b>	<b>6.0</b>	<b>6.6</b>	<b>6.6</b>	<b>6.6</b>	<b>6.7 - 7.6</b>	<b>6.7 - 8.2</b>

\* Does not include Crenshaw or Regional Connector revenue service increases and adjustments

While service hours are a necessary cost driver to estimate budget expenses, it is not the only measurement to determine the level or quality of service. Factors such as service miles, geographic coverage, frequency of service, travel time, on-time performance, safety, cleanliness, and other such factors are important to improve customer experience and increase ridership. In addition, to enhance our customer experience, Operations constantly monitors and adjusts the service based on ridership and overcrowding.

As a result of scheduled investments in phased COVID-19 recovery and the anticipated NextGen speed improvements, to operate the system’s 75 million miles of service pre-COVID-19 level now requires a total of 6.6 million revenue service hours instead of the previous 7.1 million revenue service hours. This represents an efficiency improvement of 7%. Finally, as the local and regional economy recovers, service increases will be implemented in phases allowing the system to dynamically consider the principles of NextGen and factors such as revenue, the cost of operating the service, ridership, staff availability, vehicles, other operating resources as well as performance indicators.

**Budget Summary**

Progress will continue in FY21 on all Measure M and R projects towards environmental clearance and shovel readiness which includes the building of new highways and transportation infrastructure as well as planning and providing funding for regional transportation activities. Although Metro’s transit infrastructure program has been significantly impacted by COVID-19, the budget carefully balances the resources available with project schedules to ensure on-time project delivery. In addition, projects in planning phases have been reviewed to ensure that they advance towards shovel ready stages.

By providing optimal transit service to meet ridership demand, progressing projects, in addition to prudent management of resources to remain financially sustainable, Metro continues to reimagine the future of Los Angeles County and its transportation network in delivering equity, sustainability, prosperity, and better quality of life for all County residents.

Resources Summary

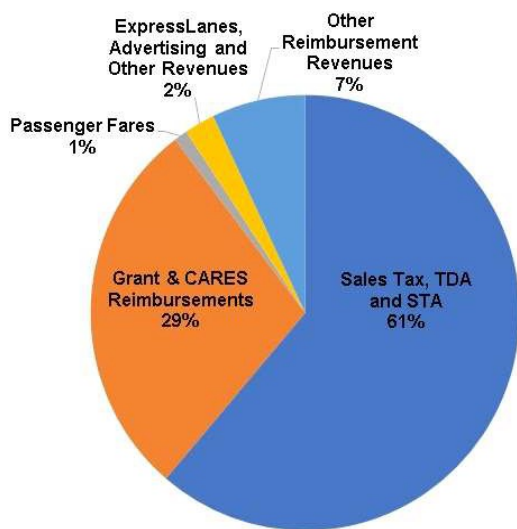
The FY21 Proposed Budget ensures resources are available to meet the planned Metro program and project delivery schedules for the upcoming fiscal year. Revenue projections are based on the current economic conditions such as the economic impact of the COVID-19 pandemic, historical sales tax growth cycles, leading regional forecasting sources, and recent transit system usage.

The total FY21 Proposed Budget planned resources are \$6,017.3 million which is 16.5% less than the FY20 Budget.

	FY20 Budget <sup>(1)</sup>	FY21 Proposed	\$ Change	% Change
<b>Resources (\$ in millions)</b>				
1 Sales Tax, TDA and STA	\$ 4,174.4	\$ 3,685.0	\$ (489.4)	\$ (0.1)
2 Grant & CARES Reimbursements	1,107.6	1,708.5	601.0	0.5
3 Passenger Fares	284.5	60.3	(224.2)	(0.8)
4 ExpressLanes, Advertising and Other Revenues	155.1	138.6	(16.5)	(0.1)
5 Other Reimbursement Revenues <sup>(1)</sup>	1,487.2	424.9	(1,062.3)	(0.7)
<b>Total Resources</b>	<b>\$ 7,208.8</b>	<b>\$ 6,017.3</b>	<b>\$ (1,191.5)</b>	<b>-16.5%</b>

<sup>(1)</sup> Include Bond Proceeds, Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdown and prior year commitment.

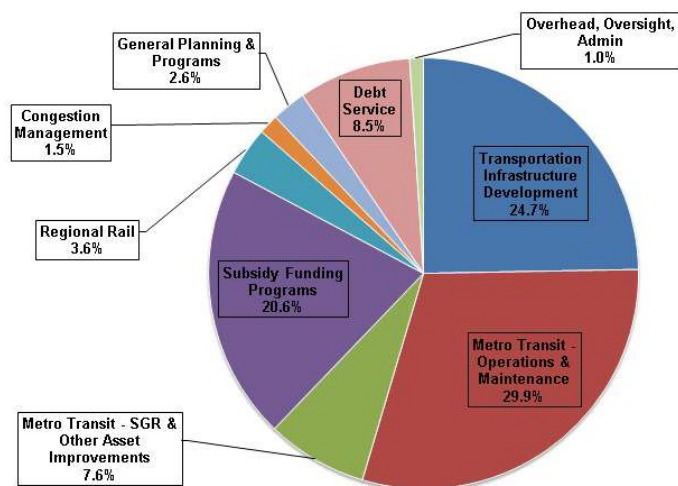
Resources % of FY21 Budget



Expenditure Summary

Each program, function, and department adjusted their budgets accordingly to reflect the new economic realities and progress on projects which resulted in a total budget decrease of \$1,191.5 million, or a 16.5% decrease from the FY20 Budget of \$7.2 billion.

Program Type (\$ in millions)	FY20 Budget	FY21 Proposed	FY20 - FY21 \$ Change	FY20 - FY21 % Change
1 Transportation Infrastructure Development	\$ 2,382.4	\$ 1,486.5	\$ (895.9)	-37.6%
2 Metro Transit - Operations & Maintenance	1,839.1	1,798.6	(40.4)	-2.2%
3 Metro Transit - SGR & Other Asset Improvements	493.5	457.0	(36.5)	-7.4%
4 Subsidy Funding Programs	1,404.7	1,239.2	(165.5)	-11.8%
5 Regional Rail	178.2	219.5	41.3	23.2%
6 Congestion Management	135.9	89.6	(46.3)	-34.0%
7 General Planning & Programs	168.9	155.1	(13.8)	-8.2%
8 Debt Service	534.9	509.2	(25.8)	-4.8%
9 Oversight and Administration	71.2	62.6	(8.6)	-12.1%
<b>10 Total Expenditures</b>	<b>\$ 7,208.8</b>	<b>\$ 6,017.3</b>	<b>\$ (1,191.5)</b>	<b>-16.5%</b>



### Full-Time Equivalent (FTE) Summary

FY21 Proposed FTEs remained at authorized FY20 Budget levels, with a total of 10,219 FTEs, (8,482 agencywide represented and 1,737 agencywide non-represented). Payroll and employment are reimbursable costs through the CARES Act and possible future stimulus funding. The Agency looks to preserve jobs in the County by retaining Metro employees while controlling cost through vacancy savings and reducing overtime usage whenever applicable.

Agency FTEs	FY20 Budget	FY21 Proposed
AFSCME	821	821
ATU	2,444	2,444
TCU	915	915
TEAMS	175	175
UTU	4,127	4,127
Non-Contracts	1,737	1,737
<b>Total FTEs</b>	<b>10,219</b>	<b>10,219</b>
Total Agencywide Represented	8,482	8,482
Total Agencywide Non-Represented	1,737	1,737
<b>Grand Total</b>	<b>10,219</b>	<b>10,219</b>

Labor Summary

The proposed budget includes up to a 4.5% salary increase for Represented employees, in line with the pre-negotiated Collective Bargaining Agreements with the Represented Union groups. The labor cost increases reflect the rising wage inflation and living wage standards. Health/welfare benefits for represented employees are based on Collective Bargaining Agreements.

Metro will continue to freeze Non-Represented employee merit increases through the second quarter of FY21. Metro will monitor closely the financial situation and fiscal recovery. CEO may revisit Non-Represented employee merit increase in the second half of the fiscal year. Non-Represented medical/dental benefits reflect the carrier contract rates previously approved by the Board.

Areas of Risks

- This budget assumes a gradual recovery beginning in September, with a full recovery anticipated in June 2021.
- Further declines in sales tax revenues from the current estimate as a result of extended Stay at Home orders due to the ongoing COVID-19 pandemic.
- Costs that rise faster than the inflation factor built into the budget for goods/services used to deliver Metro’s projects and services.
- Uncertainty regarding if/when business activities will return to pre-COVID levels.
- Uncertainty regarding public willingness to return to public transit post-COVID.
- Changes in Metro’s share of federal and state funding that is dependent on legislative or other actions.
- Unplanned/unfunded projects added post Budget adoption.
- State of Good Repair capital projects encountering unplanned acceleration or changes in scope.
- Life of Project (LOP) construction budget adoptions outpace Measures R and M Ordinance

cost estimates.

- Greater than planned Compressed Natural Gas (CNG) cost per therm based on changing natural gas reserves, triggering implementation of CNG hedging agreements.

### Life of Project (LOP) Budgets

Capital projects with LOP budget increases greater than \$1.0 million, and any new projects with LOP budgets in excess of \$5.0 million must be approved by the Board as separate Board actions.

Attachment A includes a detailed listing of new capital projects for FY21 with LOP in excess of \$5.0 million. These projects are included in the FY21 Proposed Budget.

### Reimbursement Resolution

Per Federal tax law, bond proceeds can only be used for capital expenditures incurred after the issuance of bonds. Metro must pass a resolution indicating the intent to issue bonds at a later date, in order to reimburse expenditures incurred prior to the bond issuance. See Attachment B for anticipated expenditures in the budget related to proceeds from future bond issuance.

### Public Outreach

As we navigate through staying connected with riders and the public about Metro's budget process during the current COVID-19 outbreak, the safety of our riders is of paramount concern. The mobility needs of the County are vast, and unique for each individual resident, therefore building trust by engaging often and consistently creating both an online and offline pathways to have a voice is essential. We have made major efforts to engage Los Angeles County residents remotely, while following all social/physical distancing protocols to ensure the safety of riders, the public, and stakeholders. We've been able to accomplish this by holding all meetings virtually, via live stream, use of online engagement tools such as, the Budget questionnaire at [metro.net/myvoice](https://metro.net/myvoice), developing a social media campaign via Metro's Facebook page, Instagram, NextDoor, Twitter, TheSource and implementation of print marketing efforts to drive the public, stakeholders and our riders to attend the virtual meetings, provide their feedback and make comments to the [budgetcomments@metro.net](mailto:budgetcomments@metro.net) <<mailto:budgetcomments@metro.net>>.

The comprehensive outreach for the FY21 Budget started in March 2020 and as mentioned above, included many opportunities to provide feedback using various methods online, email and virtual meetings. The virtual meetings included a dedicated Special Budget Briefing for all Regional Service Councils and a Budget Public Hearing to review the FY21 Proposed Budget. As of August 16, 2020, advanced public notifications of the Budget Public Hearing were issued through advertisements posted in more than 11 news publications and in different languages. The public was provided the opportunity to submit comments using an online comment feature allowing them to provide live public comments by phone, in English and Spanish. Staff also provided FY21 Budget Briefings at other online meetings for stakeholders such as Citizens Advisory Council, Technical Advisory Committee, Policy Advisory Committee, Bus Operations Subcommittee, Local Transit Systems Subcommittee, Streets, Freeways Committee as well as the Gateway Cities and San Gabriel Valley Councils of



Governments.

The outreach efforts have proven to be successful, even during this pandemic, as we continue to receive valuable input from riders, our stakeholders, and the public who helps shape the Metro programs, initiatives, and the budget. A summary of the public outreach efforts, comments received as well as results from the interactive questionnaire are shown in Attachment C.

## **FINANCIAL IMPACT**

The FY21 Proposed Budget (provided in a separate submittal) at \$6.0 billion is balanced and appropriates the resources necessary to fund them. The proposed budget demonstrates Metro's ongoing commitment to meeting its capital and operating obligations, which is essential in receiving subsidies from the state and federal governments and to administer regional transportation funding to local cities and municipal operators.

## **NEXT STEPS**

Upon Board authorization and adoption of the FY21 Proposed Budget, Metro will make funds available for the planned transit and transportation programs outlined in this document and program funding to regional transit/transportation partnering agencies, cities and recipients.

Staff will closely monitor the financial situation and will request Board approval of Mid-year Budget amendments, if needed. In addition, as part of the performance management process, Metro will monitor progress throughout the year relative to the Agency goals using measurements such as budget variances, Key Performance Indicators (KPIs) target achievement, Project Milestone achievement and cost savings and new revenue generation through the risk allocation matrix (RAM). This reinforces Metro's commitment to strategic monitoring of performance and the improvement of accountability. In addition, continuous improvements will be implemented to the process and regular updates will be reported to the Board.

## **ATTACHMENTS**

Proposed FY21 Budget document can be accessed at <https://media.metro.net/2020/FY21-Proposed-Budget-Book.pdf>

Attachment A - FY21 New Capital Projects

Attachment B - Reimbursement Resolution of Metro for FY21

Attachment C - FY21 Public Outreach

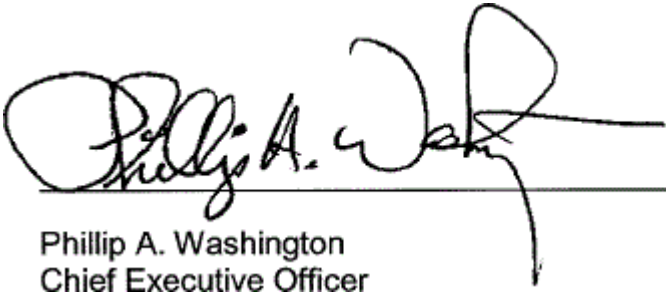
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Phillip A. Washington  
Chief Executive Officer

## FY21 New Capital Projects

### State of Good Repair Projects

1	<b>PROJECT: Correct Side Door Opening</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: To be Adopted by future board report <span style="float: right;">FY21: \$170,000</span>
	SCOPE: The new system will ensure the vehicle doors only operate when the vehicle is properly berthed at the platform, providing customers with an additional level of safety and security.
	JUSTIFICATION: The correct side door opening project will mitigate hazards associated with opening doors on the wrong side of light rail vehicles berthed at a platform.
	ELIGIBLE FUNDING SOURCE: PA35% Cash/Bond Proceed
2	<b>PROJECT: Systemwide Signage Upgrade</b>
	PROJECT OWNER: Program Management
	LOP: \$24,100,000 <span style="float: right;">FY21: \$1,767,923</span>
	SCOPE: This project will update and improve systemwide signage to align with the Board-directed naming convention as well as new corridor construction (ex: Regional Connector). The effort will provide improved wayfinding legibility, clarity and consistency through the application of ADA accessible formats and Metro signage design standards to enhance navigation, accessibility, ease of use, and the transfer experience.
	JUSTIFICATION: This project is designed to respond to Metro Board directives to improve the customer experience and deliver a world-class transit environment by increasing system legibility and ease of use at all customer touchpoints. The growth of the transit system in LA County will result in operational changes that impact the current signage and wayfinding infrastructure, which must be updated to reflect these changes. In addition to the implementation of the new Rail Line Letter ID naming convention, all signage and wayfinding at stations will be brought into compliance with the Americans with Disabilities Act (ADA) and Limited English Proficiency (LEP) standards and in line with Metro Design Standards. Addressing these issues on a systemwide basis, rather than a piecemeal fashion at a later date, will result in efficiencies of scale and lower overall costs. Two of Metro's busiest stations - 7th/Metro Center and Union Station underground platforms - exhibit signage and wayfinding that is out of date, aged beyond legibility, or vandalized. These stations will receive a comprehensive update to wayfinding for the first time since the stations' construction, setting a new standard for the customer experience and future refurbishments.
	ELIGIBLE FUNDING SOURCE: PA35% Green Bond

### Other Asset Improvement Projects

3	<b>PROJECT: Track and Tunnel Intrusion Detection</b>
PROJECT OWNER: Operations - Regional & Hubs	
LOP: \$8,873,000	FY21: \$2,855,000
SCOPE: Installation of Track intrusion equipment on the tunnel walls, including the power and monitoring systems to detect any intruders on the tracks or in the tunnels.	
JUSTIFICATION: The underground stations are in need of additional security measures to protect Metro systems and increase safety for Metro patrons and staff. Currently, camera's and lighting are insufficient to detect intrusions.	
ELIGIBLE FUNDING SOURCE: MM 2%	

4	<b>PROJECT: Data Center Modernization</b>
PROJECT OWNER: Operations - Technology	
LOP: \$5,500,000	FY21: \$500,000
SCOPE: The existing data center is not energy efficient, lacks adequate power distribution, is spread between multiple locations (2nd Floor Datacenter, 6th floor Datacenter, 2nd Floor Telecommunications Room), and does not have adequate infrastructure (including networking, cabling, power, CCTV, fire suppression, or environmental systems).	
JUSTIFICATION: Update to Metro's primary data center will improve cooling efficiency, reduce energy consumption, revamp power management and rack organization, implement improved datacenter monitoring solutions, and right-size the datacenter environmental systems.	
ELIGIBLE FUNDING SOURCE: TDA Article 4	

## ATTACHMENT B

### REIMBURSEMENT RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2021

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "Metro") desires and intends to finance certain costs relating to (i) the design, engineering, construction, equipage and acquisition of light rail lines including the Crenshaw/LAX Transit Corridor project ; (ii) the design, engineering, construction, equipage and acquisitions for the Rail and Bus State of Good Repair Program including station improvements and rail gating installations; (iii) the design, engineering, construction, equipage related to Purple Line Extension Sections 1, 2, and 3; (iv) the engineering, construction, renovation, maintenance, and/or acquisition of various capital facilities and equipment, including buses and rail cars, related to service operation; (v) the engineering, construction, renovation, maintenance, and/or acquisition of various highway/surface transportation assets; and (vi) other transit related projects (each a "Project" and collectively, the "Projects");

WHEREAS, to the extent that federal and/or state grant funding budgeted to be received during FY21 is delayed or reduced, the Los Angeles County Metropolitan Transportation Authority desires and intends to finance certain costs relating to the Projects;

WHEREAS, Metro expects to issue debt through the issuance of tax-exempt bonds to pay for these expenditures, each bond issue will have its own separate security source, Proposition A, Proposition C, Measure R and Measure M sales tax revenues, respectively, or grant revenues to finance the costs of the Projects on a permanent basis (the "Debt");

WHEREAS, Metro expects to expend moneys of the Enterprise Fund (other than moneys derived from the issuance of bonds) on expenditures relating to the costs of the Projects prior to the issuance of the Debt, which expenditures will be properly chargeable to a capital account under general federal income tax principles;

WHEREAS, Metro reasonably expects to reimburse certain of such capital expenditures with the proceeds of the Debt;

WHEREAS, Metro expects that the amount of Debt that will be issued to pay for the costs of the Projects will not exceed \$100.0 million for Proposition A, \$300.0 million for Proposition C, \$500.0 million for Measure R and \$200.0 million for Measure M.

WHEREAS, at the time of each reimbursement, Metro will evidence the reimbursement in writing, which identifies the allocation of the proceeds of the Debt to Metro, for the purpose of reimbursing Metro for the capital expenditures made prior to the issuance of the Debt;

WHEREAS, Metro expects to make reimbursement allocations no later than eighteen (18) months after the later of (i) the date on which the earliest original expenditure for the Project is paid or (ii) the date on which the Project is placed in service (or abandoned), but in no event later than three (3) years after the date on which the earliest original expenditure for the Project is paid;

WHEREAS, Metro will not, within one (1) year of the reimbursement allocation, use the proceeds of the Debt received by way of a reimbursement allocation in a manner that will result in the creation of replacement proceeds of the Debt or another issue (e.g., Metro will not pledge or use the proceeds received as reimbursement for the payment of debt service on the Debt or another issue, except that the proceeds of the Debt can be deposited in a bona fide debt service fund); and

WHEREAS, this Resolution is intended to be a "declaration of official intent" in accordance with Section 1.150-2 of the Treasury Regulations.

NOW THEREFORE, BE IT RESOLVED, that (i) all of the foregoing recitals are true and correct and (ii) in accordance with Section 1.150-2 of the Treasury Regulations, Metro declares its intention to issue Debt in an amount not to exceed \$100.0 million for Proposition A, \$300.0 million for Proposition C, \$500.0 million for Measure R and \$200.0 million for Measure M; the proceeds of which will be used to pay for the costs of the Projects, including the reimbursement to Metro for certain capital expenditures relating to the Projects made prior to the issuance of the Debt.

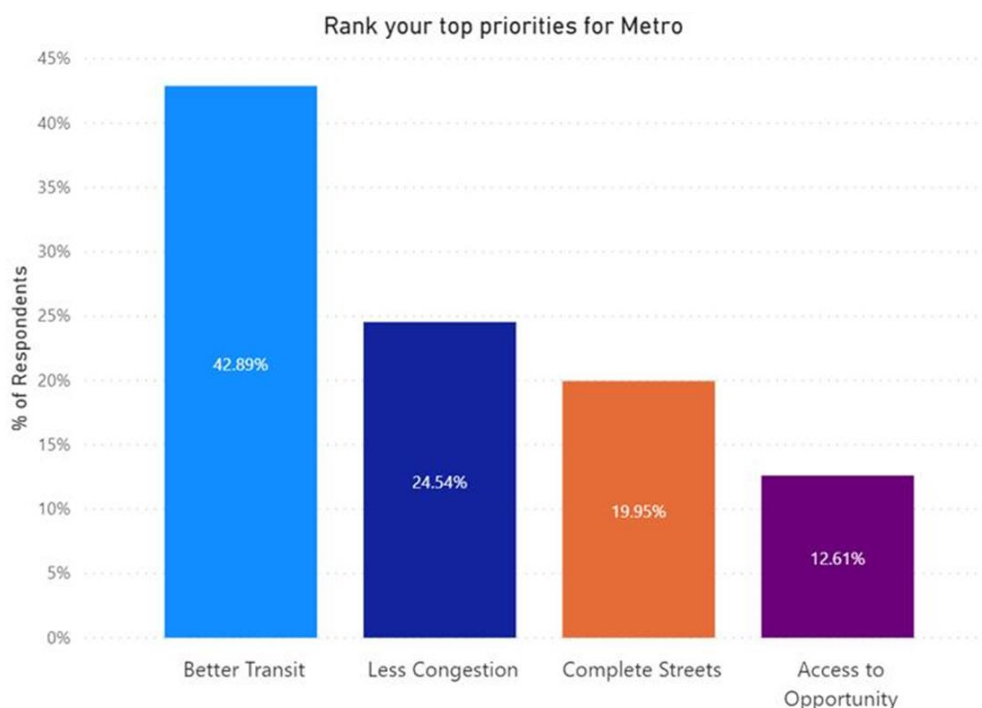
Summary of FY21 Proposed Budget Public and Stakeholder Efforts and Comments Received

EVENTS	PARTICIPATION
Budget Briefings and Meetings	Covering all Regional Service Councils, riders, the public and key stakeholders meetings throughout Los Angeles County
Interactive Questionnaire	4,208 as of 9/8/20
Web Page visits	2,416 as of 9/8/20
Questionnaire & Email/mail Comments	1,641 as of 9/8/20

Interactive Questionnaire

For the FY21 Budget an interactive questionnaire was used to solicit feedback and comments, thereby engaging the public in all areas of Los Angeles County. Respondents were asked a series of questions on transportation priorities. The questionnaire focused on four key areas: Better Transit, Less Congestion, Complete Streets and Active Transportation. These key areas are in line with the Long-Range Transportation Plan.

Respondents were able to rank what they considered top priorities. Below are results of the survey:



The questionnaire further broke down each four areas into subcategories for respondents to choose their priorities. The results indicate the following:

- Respondents selected “Expand Rail Network” and “Increased Safety” as their top choices for a faster more frequent, secure and reliable *Better Transit* experience;
- Respondent selected “Dedicated Bus Lanes” when considering *Less Congestion* as their main option to bypass traffic and better traffic flow;

- Respondents selected “Improve Pedestrian Crossing” as their first choice for *Compete Streets* when considering better sidewalks and safer crossings; and
- Respondents selected “High Density Developments Around Transit” and “Easier Reduced Fare Program” as their top priorities for *Access to Opportunity* when considering access to housing jobs and more.

Public Comments

Comments received from the public during the Metro FY21 budget outreach process are summarized below. Riders, stakeholders, and the public provided input and suggestions on virtually every Metro function, including COVID-19 concerns. As evidenced in the volume of comments received, the marketing and social media effort have been effective. However, due to the volume, not all comments can be included in this summary, but all questions and comments received during the budget briefing, stakeholder meetings, and public hearing have been addressed. Furthermore, comments received via mail, email and questionnaire were reviewed and forwarded to relevant departments for consideration in the development of their programs, projects or initiative. This is an ongoing process and we continue to receive comments on a daily basis.

Key Topics	Summary of Comments
Access to Opportunities – High Density Development around transit – Better mobile and web experience – Easier and reduced fare program	<ul style="list-style-type: none"> <li>• Keep fares affordable for senior</li> <li>• Create more affordable Housing near rail stations</li> <li>• Free access to Metro Express Lanes to Seniors</li> <li>• Bus/Train Fares should be free</li> <li>• Seniors should have unlimited TAP cards, free express lane access</li> <li>• Plan for EV charging stations</li> <li>• Impose congestions pricing on higher income levels, and dynamic per mile pricing</li> <li>• Bring back transfers</li> <li>• Free Metro passes for homeless</li> <li>• Option to pay with smart phones</li> <li>• Group TAP card rates for companies to promote public transit</li> <li>• Make transit free and divest from policing</li> <li>• End fare evasion now and criminalize</li> <li>• Return to paper tickets and cash</li> <li>• Bring back B Tap</li> <li>• Stop using cash and only use TAP cards</li> <li>• Better access to transit apps</li> <li>• Improved signage for transfers to rail stations</li> <li>• Dump honor-system on trains</li> <li>• Need working ticket machines</li> <li>• Better marketing of transit options and improved maps for google</li> <li>• Better marketing and advertising to explain reduced fare and student cards</li> <li>• Create funding streams – Metro should own high density housing along rail lines</li> <li>• Grant opportunities/contracts community-based organizations to adopt Bus Stops or train platforms</li> <li>• Add digital display screens for weather and news</li> <li>• Add free WIFI</li> <li>• Sensitivity training for drivers for disabled riders</li> <li>• Improve ADA signage</li> <li>• Better and improved communication to riders regarding service changes</li> <li>• I do not support gutting neighborhood to enhance high density housing in suburban areas, or running traffic patterns to accommodate buses</li> <li>• Contribute \$1 million for grants for cities and nonprofits transit to parks programs – to be done in conjunction with the L.A. County Regional Park and Open Space</li> <li>• Pursue funding for Transit to Parks activities, including providing grant writing assistance to eligible partner agencies and nonprofits - NONE</li> <li>• Collaborate with L.A. County of Los Angeles Parks and Recreation Department to document data on park access</li> </ul>



<p>Access to Opportunities</p> <ul style="list-style-type: none"> <li>- High Density Development around transit</li> <li>- Better mobile and web experience</li> <li>- Easier and reduced fare program</li> </ul>	<ul style="list-style-type: none"> <li>• Incorporate Transit to Parks in the NextGen Bus service reorganization</li> <li>• the Metro Board every six months with status updates</li> </ul>
<p>Better Transit</p> <ul style="list-style-type: none"> <li>- Reduce wait times</li> <li>- Better ridership experience/Cleanliness</li> <li>- Expand rail network</li> <li>- Improve bus routes</li> </ul>	<ul style="list-style-type: none"> <li>• I have children that use Metro and feeling comfortable about their safety is a top priority.</li> <li>• Presence of law enforcement is needed on each train or at entrance. I am concerned for my safety.</li> <li>• Frequency needs to improve greatly</li> <li>• Do not eliminate the Rapid Bus</li> <li>• Buses and Trains should not have to stop at red lights (make cross traffic wait) – sync lights better to minimize wait times</li> <li>• Ban cigarette smoking at stations and bus stops</li> <li>• Bring more 60 ft. buses into service</li> <li>• 24/7 security at park and rides during week/weekends</li> <li>• Improved connections and times</li> <li>• Building shelters for exposed elevated platforms</li> <li>• Prioritize door-to door times on transit, prioritize dedicated rights of way</li> <li>• More coordination with LADOT</li> <li>• Focus on keeping existing riders, instead of new ones with costly infrastructure and marketing projects</li> <li>• Improve safety</li> <li>• More BRT routes initiated throughout outskirts of county</li> <li>• Better routes to outdoor destinations</li> <li>• Get ready for 2028 Olympics and beyond</li> <li>• Build on Human Capital</li> <li>• Build bus shelters and restrooms for train riders</li> <li>• Bus shelters are unsafe</li> <li>• Consider intercity monorail/people movers</li> <li>• Don't waste money adding back old schedules</li> <li>• Treat riders as a "world class system"</li> <li>• Improve weekend service for weekend commuters</li> <li>• Take public health seriously – enforce eating and drinking rules – keep buses, station and trains cleaned/sanitized</li> <li>• LA push button strips difficult for seniors to reach</li> <li>• Many times, the bus is over 5 mins late on particular routes, before pandemic, they "blamed" it on traffic. Well it's still slow or no show – what is the excuse?</li> <li>• I love Metro but don't feel completely safe</li> <li>• Region too big for Light Rail transit to reach out to communities – commuter rail a better option</li> <li>• Need rail station to go into Airport – Bradley Terminal</li> <li>• Priority should be to expand rail</li> <li>• Move forward with NextGen Initiative</li> <li>• All lines should run ten-minute headways all day – minimize all wait times</li> <li>• 24/7 services</li> <li>• Keep bus and rail cars clean</li> <li>• Better lighting in trains, buses and bus station</li> <li>• Paint buses and trains brighter colors</li> <li>• Remove fabric from seats</li> <li>• Bus traffic crowding a problem and creates congestion</li> <li>• Why not more grid type routes and more DASH buses in between – i.e. SF Muni</li> <li>• Services based on one single hub (DTLA) – need a grid design not spoke design</li> <li>• Focus on connecting existing lines to each other</li> <li>• Bring back the Long Beach Express Bus (New Blue)</li> <li>• Do not eliminate Line 28 – San Fernando Road to Lincoln Heights</li> <li>• A line that would go from Inland Empire/Riverside/Orange County to South Bay without having to go into DTLA</li> <li>• A line for the Vermont Street Train</li> <li>• Transit Solution for Valley to Westside of LA</li> <li>• Need heavy rapid transit to extend across SFV</li> <li>• More routes from Pasadena to Van Nuys,</li> <li>• More buses from Marina del Rey to DTLA</li> </ul>

	<ul style="list-style-type: none"> <li>• Rain expansion C Line from Norwalk Station to Santa Fe Springs Metrolink Station</li> <li>• Better transit options between Torrance/West Hollywood</li> <li>• Add a Light Rail down Huntington Blvd.</li> <li>• Maintain feeder routes, i.e. #487/489</li> <li>• Reduce Express bus times after 7pm</li> <li>• Coordinate Line 207 with intersecting lines, 16, 217, 216</li> <li>• Fix Crenshaw</li> <li>• Increase transportation that coincides with late night ending of DTLA events – Ahmanson, LA Opera, Staples Center – add late night bus service to Harbor/Gateway</li> <li>• Extend Gold Line to Ontario Airport</li> <li>• Need bus coverage between Santa Monica Blvd and Venice Blvd – big black hole</li> <li>• Need service from 90503 to 90048</li> <li>• Model service after Singapore</li> <li>• Introduce light rail line along Garvey Avenue</li> <li>• Speaker on train platforms and buses – Exposition and Western</li> <li>• Expand service to UCLA</li> <li>• Here in the South Bay we have not been treat equitably by Metro for many years</li> <li>• Not in support using Metro budget dollars to pay for policing and a military presence on public transit, there are ways to ensure safer passenger experiences without contracting with LAPD and LASD</li> <li>• I’m sticking to my car. Less time.</li> <li>• Metro MUST improve on train security and station parking security</li> <li>• Metro is terrified of holding its employees accountable to actually work instead of sleeping and talking on their cellphones. The ATU runs Metro.</li> <li>• Metro should postpone the NextGen Study by at least 12-18 months, given the Coronavirus pandemic and drastically reduce ridership. It is a flawed study with draconian service cuts</li> <li>• Make it affordable for homeless to get fares</li> <li>• Get rid of homeless shelter on rail</li> </ul>
<p>Complete Streets</p> <ul style="list-style-type: none"> <li>– Improved Pedestrian crossing</li> <li>– More bike amenities</li> <li>– More bike lanes</li> <li>– Expand Bike Share program</li> <li>– Increase coordination with Micro mobility companies (Lime, Lift, Bird, JUMP, Wheels)</li> </ul>	<ul style="list-style-type: none"> <li>• Make LA more beautiful, sustainable and add green plan</li> <li>• Add greenery, make streets beautiful</li> <li>• I walk a lot too. So wider sidewalks and crossings would be nice</li> <li>• Work on Transit to Parks</li> <li>• Create Transit to Park</li> <li>• Incorporate Transit to Parks in NextGen Initiative</li> <li>• Utilize smaller electric buses and run with more frequency to reduce overcrowding buses during rush hour traffic</li> <li>• Install safe places to park bikes</li> <li>• Create special street/corridors for bikes and pedestrians – culture transition away from cars</li> <li>• Contribute \$1 million for grants for cities and nonprofits transit to parks programs – to be done in conjunction with the L.A. County Regional Park and Open Space District (RPOSD)</li> <li>• More bike lines everywhere</li> <li>• Fix the broken bike racks</li> <li>• Metro has done a lot to encourage active transportation and ridership, but other opportunities exist</li> <li>• Fund micro mobility</li> <li>• Add one rail car for bikes only – insufficient room for bikes on trains and buses – it is a hassle</li> <li>• Need four way stops for pedestrian for street crossing safety</li> <li>• Bike and bus lanes cheaper option to assist transit dependent demographic at the moment</li> <li>• Connecting existing bike lanes to create large safer network</li> <li>• Consider closing down streets to car traffic, i.e. New York, San Francisco</li> <li>• I love the Slow Streets Program</li> <li>• Outlaw micro mobility or tax the hell out of them. It’s litter on wheels.</li> <li>• Need rubberized walking paths along well lit, visible sections of Metro lines</li> <li>• Want to see the Metro Bike Share program replace completely the privately-owned share programs featuring dock less vehicles that are too often used for joyriding. Get people to understand the difference between predatory for-profit programs and public bike share programs. They are not used for last mile or commuting solutions.</li> <li>• Bike are a hazard to both drivers and cyclist</li> </ul>
<p>Less Congestion</p>	<ul style="list-style-type: none"> <li>• Implement dedicated bus lanes now</li> </ul>

<ul style="list-style-type: none"> <li>- Expand rideshare program</li> <li>- Dedicated Bus lanes</li> <li>- Traffic Reduction pilot</li> <li>- Expand Express Lanes/Highways</li> </ul>	<ul style="list-style-type: none"> <li>• Use of bus and train cuts down on pollution</li> <li>• Hybrid vehicles should ride free in Express Lanes</li> <li>• Metro should have zero polluting vehicles</li> <li>• Less cars and more transportation</li> <li>• Make more freeway improvements</li> <li>• Stop hating cars</li> <li>• Replace carpool lanes/express lanes with light rail down middle of freeways</li> <li>• Don't charge maintenance fee for FasTrak</li> <li>• Very happy with vanpool sponsorship</li> <li>• Expand HOV lanes – 405, 5, 110 from USC to 5</li> <li>• Look into hyperloop options to get transit riders from LAX to NoHo, Glendale, DTLA, and Torrance, etc.</li> <li>• 405 not moving fast enough during peak times – create fast lane</li> <li>• Extend express lanes to all freeways</li> <li>• Fix chokes points on freeway networks – widen choke points along SR-605, 91/5/60 and 10</li> <li>• Express lanes create a disparity for low-income families/communities- too expensive and only used by wealthy to move around faster</li> <li>• Focus tax dollars on transit and highways, not other transit projects</li> <li>• Get a tunnel boring machine and extend the redline to Santa Clarita</li> <li>• Need FasTrak for 10W toward San Bernardino</li> <li>• Delineators are hazardous – they fall apart and hit motorcycles, force motorist to make sharp turns into HOV lanes – please remove</li> <li>• Allow disabled drivers with placards to ride Express Lanes at no charge</li> <li>• Coordinate with other counties for FasTrak/Express Lane usage and payments</li> <li>• Promote telecommuting to reduce traffic</li> <li>• Stop taking away car lane, stop bikes</li> <li>• Strongly in favor of congestions tolls, proceeds to be rebated back, either with lower sales tax, or programs for the poor</li> <li>• Solution needed to reduce single occupancy traffic on the 14 and 210 Freeways</li> <li>• LA Streetcar and car free streets should be a priority</li> <li>• Nightmare traffic congestion at Barrington in Santa Monica especially during rush hour</li> <li>• Real solution should be congestion tolls</li> <li>• Need better enforcement of HOV lanes</li> <li>• I want the government to impose telecommuting part time to reduce traffic and emissions, unless they take traffic, or drive an EV. Once traffic is reduced, I want expand sidewalks in high traffic area for more civic spaces and dining</li> <li>• Introduce elevated bike/pedestrian/park space about Wilshire Blvd from DTLA to Santa Monica Beach – much safer</li> </ul>
<p>COVID-19</p> <ul style="list-style-type: none"> <li>- Cleanliness</li> <li>- Safety</li> </ul>	<ul style="list-style-type: none"> <li>• Love Metro and will use it again once the pandemic is over</li> <li>• Make transit fare free as a matter of policy during Covid-19</li> <li>• Make bus driver responsible for mask enforcement</li> <li>• Limit passengers on board during pandemic</li> <li>• Agrees with open windows in vehicles to allow for more airflow</li> <li>• Better circulation on buses during pandemic</li> <li>• Metro doing a great job during a terrible time – you never let your city, LA down</li> <li>• Need more bus service – too many packed buses during pandemic</li> <li>• Enforce mask compliance</li> <li>• Pay driver hazard pay during pandemic</li> <li>• Run three car trains during pandemic for safety reasons</li> <li>• Prioritize keeping employees on the payroll and do not lay anyone off in the middle of a pandemic and with an almost inevitable recession/depression to soon follow</li> <li>• Not used public transit since covid. I would love to return once I feel safe.</li> <li>• I'm committed much more to transit since COVID – my SUV is too damaging to the environment – Help me ditch it!</li> </ul>
<p>Positive Feedback</p>	<ul style="list-style-type: none"> <li>• Very happy with Metro bus service</li> <li>• Keep up the excellent work</li> <li>• Pleased with Silver Line Bus and Gold Line Train</li> <li>• Keep up the improvements with Metro A Line reliability</li> <li>• I LOVE METRO RAIL TRAINS! Return Blue/Red Lines names</li> <li>• I rode public transit 52 years, MTA system has improved over the years</li> <li>• Thank you for all the hard work, improvements, asking our feedback, opinions</li> <li>• Thank you for participatory budgeting</li> <li>• Gracias Metro!</li> </ul>

	<ul style="list-style-type: none"> <li>• Thank you for everything you do to make LA a better, more livable place and to reduce our reliance on cars. More bike lanes &amp; bike paths please!</li> <li>• I want to see more security on the service – I feel very comfortable and safe most of the time</li> <li>• Metro bus is a big part of my daily life schedule</li> </ul>
Outreach	<ul style="list-style-type: none"> <li>• Improve upon this survey – too clunky</li> <li>• Invalid Survey</li> <li>• Survey: What does Traffic Reduction Pilot mean?</li> <li>• Thank you for sending out this survey</li> <li>• Thanks for listening to us</li> <li>• Please add qualifiers to the numbers (e.g. 1(highest) to 5 (lowest) priorities</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• Expand free parking</li> <li>• Stop charging for parking at Arcadia Gold Line Station</li> <li>• TAP card should be option to pay for parking</li> <li>• Need safer parking</li> <li>• Charging for parking deterred me from taking transit</li> <li>• Wait list for parking is so long</li> <li>• Provide more parking spaces at stations</li> <li>• I won't ride if I have to pay for parking, what is the point?</li> <li>• I stopped riding Red Line because there were no parking spaces</li> </ul>