



San Gabriel Valley Council of Governments*
AGENDA AND NOTICE OF THE SPECIAL MEETING OF THE
SGVCOG TRANSPORTATION COMMITTEE
THURSDAY, SEPTEMBER 17, 2020 – 2:00 PM
Teleconference Meeting
Livestream Available: <https://youtu.be/y4907oRFO5k>

Chair
John Fasana
City of Duarte

Vice Chair
Jason Pu
City of San Gabriel

Members
Claremont
Diamond Bar
Duarte
Glendora
Industry
La Cañada Flintridge
Monterey Park
Pomona
San Gabriel
South El Monte
South Pasadena
Temple City
Walnut
L.A. County District #1
L.A. County District #5

Thank you for participating in today's meeting. The Transportation Committee encourages public participation and invites you to share your views on agenda items.

MEETINGS: *Regular Meetings of the Transportation Committee are held on the third Thursday of each month at 2:45 PM at the Foothill Transit Building (100 S. Vincent Avenue, Suite 200, West Covina, CA 91790).* The Transportation Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10-210, Alhambra, CA 91803, and on the website, www.sgvco.org. Copies are available via email upon request (sgv@sgvco.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

CITIZEN PARTICIPATION: Your participation is welcomed and invited at all Transportation Committee meetings. Time is reserved at each regular meeting for those who wish to address the Committee. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

TO ADDRESS THE TRANSPORTATION COMMITTEE: At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Transportation Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Transportation Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Transportation Committee can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



***MEETING MODIFICATIONS DUE TO THE STATE AND LOCAL STATE OF EMERGENCY RESULTING FROM THE THREAT OF COVID-19:** On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and allows for members of the public to observe and address the meeting telephonically or electronically to promote social distancing due to the state and local State of Emergency resulting from the threat of the Novel Coronavirus (COVID-19).

To follow the new Order issued by the Governor and ensure the safety of Board Members and staff for the purpose of limiting the risk of COVID-19, in-person public participation at the Transportation Committee meeting scheduled for September 17, 2020 at 2:00pm will not be allowed. Members of the public may view the meeting live at <https://youtu.be/y4907oRFO5k>.

Submission of Public Comments: For those wishing to make public comments on agenda and non-agenda items you may submit comments via email or by phone.

- Email: Please submit via email your public comment to SGVCOG Management Analyst, Alexander Fung (afung@sgvcog.org), at least 1 hour prior to the scheduled meeting time. Please indicate in the Subject Line of the email "FOR PUBLIC COMMENT." Emailed public comments will be part of the recorded meeting minutes but will not be read aloud. A copy of all public comments will be forwarded to the Committee.
- Phone: Please email your name and phone number to SGVCOG Management Analyst, Alexander Fung (afung@sgvcog.org), at least 1 hour prior to the scheduled meeting time for the specific agenda item you wish to provide public comment on. Please indicate in the Subject Line of the email "FOR PUBLIC COMMENT." You will be called on the phone number provided at the appropriate time, either during general public comment or specific agenda item. Wait to be called upon by staff, and then you may provide verbal comments for up to 3 minutes.

Any member of the public requiring a reasonable accommodation to participate in this meeting should contact SGVCOG Management Analyst, Alexander Fung, at least 48 hours prior to the meeting at (626) 457-1800 or email afung@sgvcog.org.

PRELIMINARY BUSINESS

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all public comments*)
5. Changes to the Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting.

CONSENT CALENDAR (*It is anticipated that the Committee may take action on the following matters*)

6. Review Transportation Committee Meeting Minutes: 08/20/2020 (**Page 1**)
Recommended Action: Review and approve.

PRESENTATION (*It is anticipated that the Committee may take action on the following matters*)

7. FY 2021 Metro Budget Presentation – Nalini Ahuja, Chief Financial Officer, Los Angeles County Metropolitan Transportation Authority (**Page 7**)
Recommended Action: For information.

METRO REPORTS

8. Oral Report
Recommended Action: For information only.

LIAISON REPORTS

9. Metrolink Report
Recommended Action: For information only.
10. Metro Gold Line Report
Recommended Action: For information only.

EXECUTIVE DIRECTOR'S REPORT

11. Oral Report
Recommended Action: For information only.

ANNOUNCEMENTS

ADJOURN



SGVCOG Transportation Committee **Special Meeting Minutes**

Date: August 20, 2020

Time: **2:00 P.M.**

Location: Zoom Virtual Meeting

PRELIMINARY BUSINESS

1. Call to Order.
J. Fasana called the meeting to order at 2:02pm.
2. Pledge of Allegiance
J. Fasana led the Transportation Committee in the Pledge of Allegiance.
3. Roll Call

Members Present

E. Reece; Claremont
D. Liu; Diamond Bar
J. Fasana; Duarte
S. Mateer; Glendora
C. Moss; Industry
K. Eich; La Cañada Flintridge
P. Chan; Monterey Park
J. Pu; San Gabriel
D. Mahmud; South Pasadena
A. Avery; Temple City
A. Wu; Walnut
M. Reyes; L.A. County District #1
D. Perry; L.A. County District #5

Members Absent

Pomona
South El Monte

SGVCOG Staff

M. Creter, Executive Director
M. Christoffels, Staff
P. Hubler, Staff
K. Ward, Staff
A. Fung, Staff

Guests

J. Maloney, City of Alhambra
V. Mikhail, City of Glendora
J. Nelson, City of Industry
S. Pedroza, City of Industry
A. Ross, Los Angeles County DPW
J. Yang, Los Angeles County DPW
W. Rehman, Office of Supervisor Hilda Solis
L. De Loza-Gutierrez, Metro
M. Echternach, Metro
P. Gibson, Gibson Transportation Consultants
E. Tang, Gibson Transportation Consultants

4. Public Comment

There were no public comments at this meeting.

5. Changes to the Agenda Order
There were no changes to the Agenda Order.

CONSENT CALENDAR

6. Transportation Committee Meeting Minutes – 06/18/2020
There was a motion made to approve the 06/18/2020 Transportation Committee Meeting Minutes (M/S: D. Liu/P. Chan).

[Motion Passed]

Ayes:	Claremont, Diamond Bar, Duarte, Glendora, La Cañada Flintridge, Monterey Park, San Gabriel, South Pasadena, Temple City, Walnut, L.A. County District #1, L.A. County District #5
Noes:	
Abstain:	
No Vote Recorded:	Industry
Absent:	Pomona, South El Monte

UPDATE ITEM

7. Slow Streets Program Update
SGVCOG Senior Management Analyst, Katie Ward, provided a presentation for this item. In response to COVID-19 and in conjunction with the Metro Board motion, the SGVCOG proposes repurposing Open Streets grant award to support pandemic recovery. Funds can be utilized to cover the costs of traffic control rentals, program signage, public education, and associated staff planning, setup, monitoring, breakdown, and coordination for the installation of temporary outdoor business, active transportation safety, and Slow Streets programs. Cities are invited to submit interest in hosting a demonstration in their cities. The interest form can be found at <https://www.sgvkog.org/open-streets>. Interest will be considered on a first-come, first-served basis given the impacts of COVID-19 on communities.

Key Questions/Discussions:

- A committee member inquired about other cities' experience with using k-rails to separate dining patrons and street traffic. The City of Glendora shared that the City has installed parkwoods, planters, and PVC pipes with high-reflective tape in the Downtown Glendora area. The City of Glendora have not received any safety concerns regarding these installations. The City of Diamond Bar also recommended cities to continue work closely with their respective traffic engineers and JPIA.
- Another committee member inquired about the timeline of repurposing Open Streets grants. SGVCOG staff responded that an administrative scope change will be submitted to Metro and it is the COG's goal to finalize projects and award funding to the selected cities as soon as possible.

- A committee member suggested that SGVCOG staff can collaborate with Metro to install additional Metro bikeshare racks in cities' parks and downtown areas.

PRESENTATION

8. SR-710 North Corridor Mobility Improvements

Gibson Transportation Consulting, Inc. President, Patrick Gibson, provided a presentation on this item. The presentation discussed the development and evaluation of various alternatives for possible modifications to the current SR-710 stub that reduce congestion and improve traffic locally without negatively impacting the San Gabriel Valley region. These include converting the SR-710 North stub from a freeway facility to an arterial street and reconfiguring the existing I-10 interchanges at Fremont Avenue, Atlantic Boulevard, and Garfield Avenue with single-point urban interchange designs. The City of Alhambra is now conducting virtual outreach meetings with various stakeholders to enable further studies and obtain suggestions to the proposed projects.

Key Questions/Discussions:

- A committee member inquired about the City of Alhambra's next step to move forward with the SR-710 North Corridor Mobility Improvements. Mr. Gibson responded that the City has hired an engineering team to prepare the Project Study Report for the California Department of Transportation (Caltrans). The Alhambra City Council also recently approved the project's concepts.
- Another committee member inquired about the proposed design at the intersection of the 710 and 10 freeways. Mr. Gibson responded that the proposed interchange design is currently being studied and that there is a possibility of modifying the interchange ramps to reflect a freeway-to-arterial design rather than the existing freeway-to-freeway design.
- A committee member inquired about alternative ways of connecting the 710 freeway to the 210 freeway. Mr. Gibson responded that bus lanes and bus services on Fremont Avenue are currently being implemented.
- A committee member inquired about the project's upcoming outreach events and meetings. Mr. Gibson responded that the City of Alhambra approached the neighboring cities' city managers and city staff to receive feedback. These meetings will continue to take place over the next few months and the City will continue to cooperate with neighboring cities. Additionally, California State University, Los Angeles (CSULA) was also involved in the project's stakeholder engagement process.
- A committee member inquired about the use of vehicle miles travelled (VMT) in the project's analysis. Mr. Gibson responded that the analysis showed a reduction in VMT when traffic was kept on freeways rather than on city streets. Additionally, the analysis showed that this project can result in a slight reduction in VMT for the City of Alhambra and the San Gabriel Valley region.
- Alhambra City Councilmember, Jeff Maloney, mentioned that the City of Alhambra will continue to reach out to neighboring cities and provide presentations on this project to solicit feedback from key stakeholders in the community.

ACTION ITEMS

9. Appointment of SGVCOG Representatives to the Los Angeles International Airport (LAX) Community Noise Roundtable
SGVCOG Management Analyst, Alexander Fung, provided a presentation on this item. The LAX Community Noise Roundtable provides a platform to ensure cooperation between LAX and the impacted communities in achieving noise impact reduction without shifting noise from one community to another. Regular meetings are held on the second Wednesday of every odd-numbered month. Given that San Gabriel Valley cities have previously expressed concerns over aircraft noises caused by LAX operations, Los Angeles World Airport (LAWA) staff expressed that the SGVCOG may submit a letter of petition, which would include a delegate and an alternate, to request the Chair of the Roundtable to appoint the SGVCOG as a voting At-Large Member.

Key Questions/Discussions:

- A committee member expressed interest in serving as the SGVCOG Alternate to the LAX Community Noise Roundtable.
- Monterey Park Mayor Peter Chan expressed that the City of Monterey Park is currently a member of the LAX Community Noise Roundtable.

The committee chair requested that this item be re-visited in 3 months unless another committee member expresses interest to serve as the SGVCOG Delegate to the LAX Community Noise Roundtable.

10. Recommendation to the Governing Board to Approve an Advance/Loan for MSP Funding for the I-605/Valley Boulevard Interchange Improvement Project and Assignment of the Project to the Capital Projects and Construction Committee
SGVCOG Chief Engineer, Mark Christoffels, provided a presentation on this item. This high-priority project will be ready for construction in 2022; however, the current funding sources of this project are not available until 2048. To allow this project to begin construction in a timely manner, SGVCOG and Metro staff recommended a loan agreement with Metro for Measure M funding to be repaid for 7 years with future San Gabriel Valley Subregional Measure M MSP fund allocations.

Key Questions/Discussions:

- A committee member inquired about this proposal's impact on the funds that are allocated to other MSP projects. SGVCOG staff responded that 5 years of MSP funds were previously allocated to the selected projects in the first cycle. The next cycle of MSP funds will be available in FY 2022-2023, which indicates that projects that have already received MSP funding allocation in the first cycle will not be impacted; however, there will be less funds available for MSP projects in the second cycle if this recommendation is approved.
- Another committee member inquired about the types of projects that can benefit from the MSP funds aside from the I-605/Valley Boulevard Interchange Improvement Project. SGVCOG staff responded that MSP funds can be used

to support active transportation, first/last mile, complete streets, bus system improvement, and HOV programs. A portion of the MSP funds will continue to be available to support these projects in the San Gabriel Valley if this recommendation is approved.

- A committee member expressed concerns over declining Measure M revenues due to the COVID-19 Pandemic, which can potentially impact the amount of MSP funds available for projects. SGVCOG staff responded that Metro would be responsible for backstopping the loan arrangement and ensuring that the funds are available for projects.
- A committee member inquired about the project’s construction management costs and cost contingencies. SGVCOG staff responded that the proposed estimates include the project’s administration and oversight expenses, which include construction management costs and cost contingencies.

There was a motion made to recommend the Governing Board to approve an advance/loan of future Measure M Subregional Programs (MSP) funding for the I-605/Valley Boulevard Interchange Improvement Project and assign this project to the Capital Projects and Construction Committee (M/S: S. Mateer/D. Liu).

[Motion Passed]

Ayes:	Claremont, Diamond Bar, Duarte, Glendora, Industry, La Cañada Flintridge, Monterey Park, San Gabriel, South Pasadena, Walnut, L.A. County District #5
Noes:	
Abstain:	
No Vote Recorded:	Temple City, L.A. County District #1
Absent:	Pomona, South El Monte

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT

11. Oral Report
SGVCOG Transportation Committee Chair, John Fasana, reported that Metro is currently adjusting transit services to the reality of the COVID-19 Pandemic. While revenues are on the decline, Metro plans on moving forward with the planned transportation programs.

LIAISON REPORTS

12. Metrolink Update
No reports were given for this item.
13. Gold Line Update
A written report was provided.

EXECUTIVE DIRECTOR’S REPORT

14. Oral Report

There were no reports from the SGVCOG Executive Director.

ANNOUNCEMENTS

There were no additional announcements.

ADJOURN

The meeting adjourned at 3:43pm.

DATE: September 17, 2020

TO: Transportation Committee

FROM: Marisa Creter, Executive Director

RE: **METRO FY 2021 BUDGET PRESENTATION**

RECOMMENDED ACTION

For information only.

BACKGROUND


According to the Los Angeles County Metropolitan Transportation Authority (Metro), the COVID-19 Pandemic has created major financial challenges for the transportation agency this year, with uncertainties surrounding the duration of long-term impacts as Metro plans for the future. Based on the presentation that was provided by Metro Chief Financial Officer, Nalini Ahuja, to the Transportation Committee on June 18, 2020, Metro expects to face two quarters of severe contraction and three quarters of gradual recovery.

The Federal Coronavirus Aid, Relief, and Economic Security Act (CARES Act) that was signed into law by President Donald Trump on March 27, 2020 provided essential relief funding for transit agencies to prevent the spread of COVID-19 and maintain transit services for the public; however, the Act did not cover all of Metro's losses in operations and maintenance and provided no funding for capital expansion projects. As a result, Metro has proposed a temporary \$1.2 billion reduction in costs to align planned activities with available resources until the economy begins to fully recover.

The proposed \$6.0 billion budget for FY 2021 indicates that Metro will operate, on average, at 81% of the annual pre-pandemic bus and rail service level while anticipating 55% of ridership to provide a robust service network for 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 towards the first implementation of NextGen and MicroTransit. Progress will continue in FY 2021 on all Measures M and R projects and Metro will continue to work towards environmental clearance and shovel readiness for the constructions of new highways and transportation infrastructure as well as planning and providing funding for regional transportation activities.

Metro plans on retaining its workforce while controlling expenses through vacancy savings and a reduction of overtime usage whenever applicable. Details of Metro's proposed FY 2021 Budget can be found in Attachment A.

Representatives from Metro will provide a detailed presentation at this meeting.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Metro’s Proposed FY 2021 Budget

For Board Consideration & Public Comment

July 1, 2020 – June 30, 2021

FY21

Proposed Budget

Final FY21 Budget will be available 90 days after Board adoption



Metro

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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

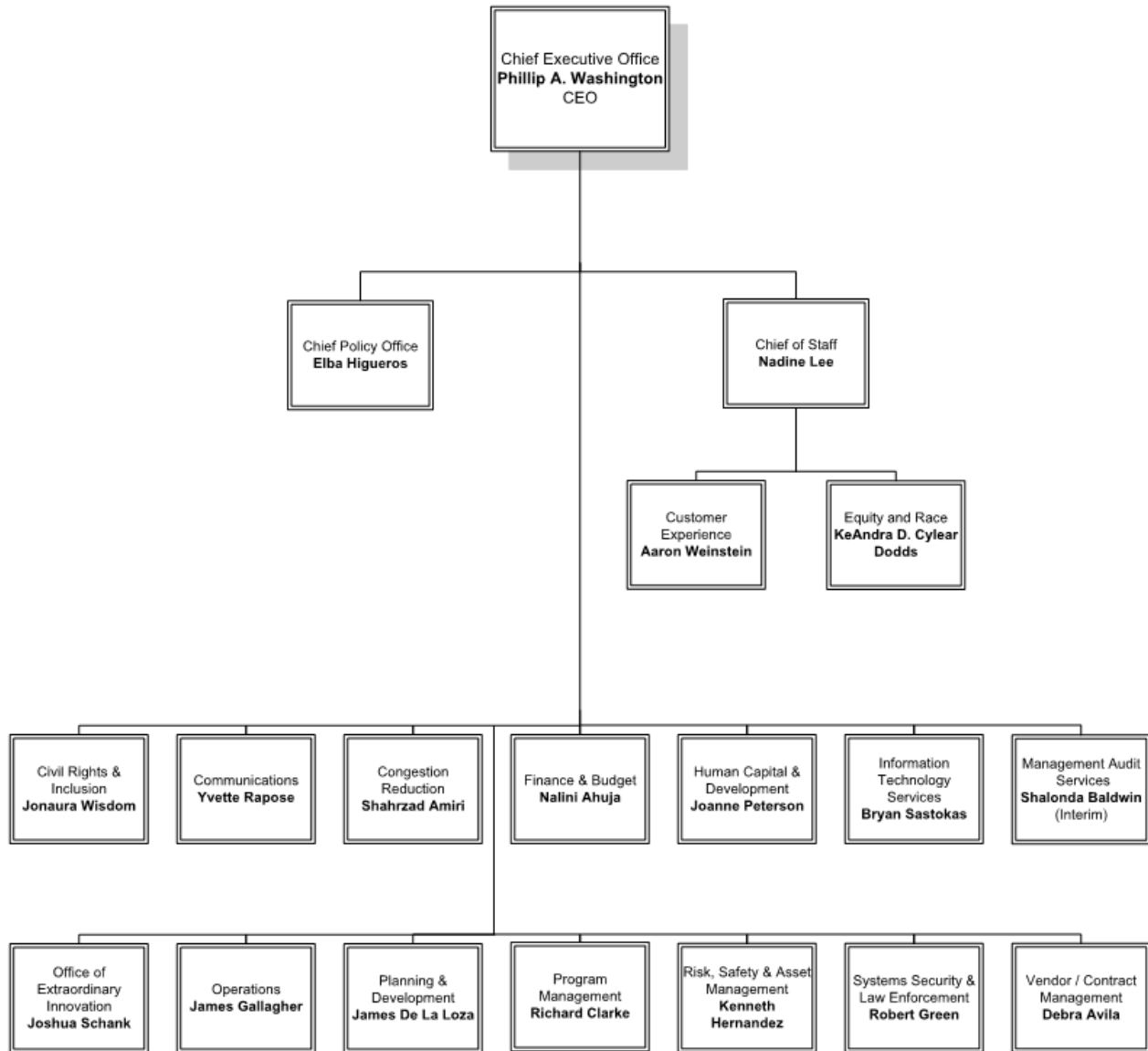
Budget Message from the CEO

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) ⁽¹⁾	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	
TOTAL CARES Act	\$ 1,068.0	\$ 874.9

(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
1	Service Enhancements		
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	Service Enhancements Total	\$ 7,000	\$ 15,000
9	Other Improvements Benefiting NextGen Implementation		
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	Other Improvements Total	\$ 123,100	\$ 1,374,500
19	Total NextGen Related Projects	\$ 130,100	\$ 1,389,500

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 ⁽¹⁾	FY21 Proposed	\$ Change	% Change
1 <u>Sales Tax, TDA & 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 ⁽²⁾	215.8	158.2	(57.6)	-26.7%
8 SB1 State of Good Repair ⁽²⁾	30.1	25.4	(4.7)	-15.6%
9 Sales Tax, TDA, & STA/SB1 Revenues Total	\$ 4,174.4	\$ 3,685.0	\$ (489.4)	-11.7%
10 <u>Operating & 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 ⁽³⁾	71.1	71.0	(0.1)	-0.1%
15 Operating & Other Revenues Total	\$ 439.6	\$ 198.9	\$ (240.7)	-54.8%
16 <u>Capital & Bond Resources</u>				
17 Grants & CARES Reimbursements ⁽⁴⁾	\$ 1,107.6	\$ 1,708.5	\$ 601.0	54.3%
18 Bond Proceeds, TIFIA & Prior Year Carryover ⁽⁵⁾	1,487.2	424.9	(1,062.3)	-71.4%
19 Capital & Bond Resources Total	\$ 2,594.8	\$ 2,133.4	\$ (461.3)	-17.8%
20 Total Resources	\$ 7,208.8	\$ 6,017.3	\$ (1,191.5)	-16.5%

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 ⁽²⁾	FY21 Proposed	\$ Change	% Change	Operations Eligibility	Capital Eligibility ⁽¹⁾	Subsidy Eligibility
Proposition A							
5% Administration	\$ 43.7	\$ 38.9	\$ (4.8)	-11.0%			
25% Local Return	207.3	184.8	(22.5)	-10.9%			X
35% Rail Development	290.3	258.7	(31.6)	-10.9%	Rail	Rail	
40% Discretionary							
Transit (95% of 40%)	315.2	280.9	(34.3)	-10.9%	Bus	Bus	X
Incentive (5% of 40%)	16.5	14.8	(1.7)	-10.3%			X
Estimated Tax Revenue from Proposition A	\$ 873.0	\$ 778.1	\$ (94.9)	-10.9%			
Proposition C							
1.5% Administration	\$ 13.1	\$ 11.7	\$ (1.4)	-10.9%			
5% Rail/Bus Security	43.0	38.3	(4.7)	-10.9%	Bus/Rail	Bus/Rail	X
10% Commuter Rail	86.0	76.6	(9.3)	-10.9%		Regional Facilities	X
20% Local Return	172.0	153.3	(18.7)	-10.9%			X
25% Freeways/Highways	215.0	191.6	(23.4)	-10.9%	Note 1	Highway	X
40% Discretionary	343.9	306.6	(37.3)	-10.8%	Bus/Rail	Bus/Rail	X
Estimated Tax Revenue from Proposition C	\$ 873.0	\$ 778.1	\$ (94.9)	-10.9%			
Measure R							
1.5% Administration	\$ 13.1	\$ 11.7	\$ (1.4)	-10.9%			
2% Transportation Capital Metro Rail	17.2	15.3	(1.9)	-10.9%		Rail	
3% Transportation Capital Metrolink	25.8	23.0	(2.8)	-10.9%		Regional Rail	X
5% Operations - New Rail	43.0	38.3	(4.7)	-10.9%	Rail		
15% Local Return	129.0	115.0	(14.0)	-10.9%			X
20% Operations - Bus	172.0	153.3	(18.7)	-10.9%	Bus		X
20% Highway Capital	172.0	153.3	(18.7)	-10.9%		Highway	
35% Transportation Capital New Rail / Bus Rapid Transit (BRT)	300.9	268.3	(32.6)	-10.8%		Rail/BRT	
Estimated Tax Revenue from Measure R	\$ 873.0	\$ 778.1	\$ (94.9)	-10.9%			
Measure M							
.5% Administration ⁽³⁾	\$ 4.5	\$ 4.0	\$ (0.5)	-11.1%			
1% Regional Rail	8.6	7.7	(0.9)	-10.9%	Regional Rail	Regional Rail	X
2% Metro State of Good Repair (SGR)	17.2	15.3	(1.9)	-10.9%		Rail SGR	
2% Active Transportation Projects (ATP)	17.2	15.3	(1.9)	-10.9%		ATP	X
2% ADA Paratransit / Metro Discounts	17.2	15.3	(1.9)	-10.9%			X
5% Rail Operations	43.0	38.3	(4.7)	-10.9%	Rail	Rail SGR	
17% Local Return ⁽²⁾	146.2	130.3	(15.9)	-10.9%			X
17% Highway Construction	146.2	130.3	(15.9)	-10.9%		Highway	
20% Transit Operations	172.0	153.3	(18.7)	-10.9%	Bus/Rail	Bus/Rail SGR	X
35% Transit Construction	301.0	268.3	(32.7)	-10.9%		Rail/BRT	
Estimated Tax Revenue from Measure M	\$ 873.0	\$ 778.1	\$ (94.9)	-10.9%			
Transportation Development Act (TDA)							
Administration	\$ 11.1	\$ 10.1	\$ (0.9)	-8.5%			
2.0% Article 3 (Pedestrians & Bikeways)	8.5	7.6	(0.9)	-10.9%			X
91.4% Article 4 (Bus Transit)	388.9	346.3	(42.5)	-10.9%	Bus	Bus SGR	X
6.6% Article 8 (Transit/Streets & Highways)	28.1	25.0	(3.1)	-10.9%			X
Estimated Tax Revenue from TDA	\$ 436.5	\$ 389.1	\$ (47.4)	-10.9%			
State Transit Assistance (STA)/SB1 ⁽⁴⁾							
STA/SB1 STA Bus	\$ 121.0	\$ 89.6	\$ (31.5)	-26.0%	Bus	Bus SGR	X
STA/SB1 STA Rail	94.8	68.7	(26.1)	-27.6%	Rail	Rail SGR	
SB1 State of Good Repair Bus	16.9	14.4	(2.5)	-14.8%		Bus SGR	X
SB1 State of Good Repair Rail	13.2	11.0	(2.2)	-16.6%		Rail SGR	
Estimated Tax Revenue from STA/SB1	\$ 245.9	\$ 183.6	\$ (62.3)	-34.2%			
Total Sales Tax, TDA & STA/SB1 Revenues	\$ 4,174.4	\$ 3,685.0	\$ (489.4)	-11.7%			

Note: Totals may not add up because of rounding.

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

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

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

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

⁽⁴⁾ 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
1 Transportation Infrastructure Development (TID)⁽¹⁾				
2 Transit Expansion	\$ 1,993.8	\$ 1,240.2	\$ (753.6)	-37.8%
3 Highway	388.6	246.3	(142.3)	-36.6%
4 Transportation Infrastructure Development Total	2,382.4	1,486.5	(895.9)	-37.6%
5 Metro Transit - Operations & Maintenance⁽¹⁾				
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%
8 Metro Transit - Operations & Maintenance Total	1,839.1	1,798.6	(40.4)	-2.2%
9 Metro Transit - State of Good Repair (SGR)⁽¹⁾				
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%
12 Metro Transit - State of Good Repair (SGR) Total	493.5	457.0	(36.5)	-7.4%
13 Subsidy Funding Programs				
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%
18 Subsidy Funding Programs Total	1,404.7	1,239.2	(165.5)	-11.8%
19 Regional Rail				
20 Metro Regional Rail	66.9	90.3	23.4	35.0%
21 Metrolink	111.3	129.2	17.9	16.1%
22 Regional Rail Total	178.2	219.5	41.3	23.2%
23 General Planning & Programs				
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%
29 General Planning & Programs Total	168.9	155.1	(13.8)	-8.2%
30 Congestion Management				
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%
35 Congestion Management Total	135.9	89.6	(46.3)	-34.0%
36 Debt Expense⁽²⁾	534.9	509.2	(25.8)	-4.8%
37 Oversight and Administration	71.2	62.6	(8.6)	-12.1%
38 Grand Total	\$ 7,208.8	\$ 6,017.3	(1,191.5)	-16.5%

Notes: Totals may not add up because of rounding.

⁽¹⁾ 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.

⁽²⁾ 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.

Los Angeles County Metropolitan Transportation Authority
FY21 Proposed Budget

Program Summary

Capital Project Category (\$ in thousands)	Expenditures Through FY20	FY21 Proposed	Life of Project
1 Transit Expansion			
2 Rail			
3 Airport Metro Connector ^{(1), (4)}	\$ 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 ⁽³⁾	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
14 Bus			
15 Orange Line BRT Improvements ^{(1), (4)}	13,541	20,455	33,996
16 Transit Planning Projects⁽²⁾			
17 BRT Connector Red/Orange Line to Gold Line ⁽⁴⁾	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 ⁽⁴⁾	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 ⁽⁴⁾	2,322	3,177	5,499
27 West Santa Ana Branch Corridor	44,567	16,206	60,772
28 Subtotal Transit Expansion	\$ 11,014,510	\$ 1,240,153	\$ 18,745,149
29 Highway Program		\$ 246,314	
30 Total Transportation Infrastructure Development		\$ 1,486,467	

Note: Totals may not add up because of rounding.

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

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

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

(4) 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
Metro Transit - Operations & Maintenance (O&M)				
Bus	\$ 1,291.7	\$ 1,271.8	\$ (19.9)	-1.5%
Rail	547.4	526.8	(20.5)	-3.8%
Metro Transit - O&M Total	\$ 1,839.1	\$ 1,798.6	\$ (40.4)	-2.2%
Metro Transit - State of Good Repair (SGR) Total	\$ 493.5	\$ 457.0	\$ (36.5)	-7.4%
Metro Transit - O&M and SGR Total	\$ 2,332.6	\$ 2,255.6	\$ (77.0)	-3.3%

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 ⁽¹⁾	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%
O&M Expenses Total	\$ 1,839.1	\$ 1,798.6	\$ (40.4)	-2.2%

Note: Totals may not add up because of rounding.

⁽¹⁾ 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
Bus and Rail Total	6.0	6.6	6.6	6.6	6.7 - 7.6	6.7 - 8.2

* 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
Bus				
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%
Bus Total	\$ 189.0	\$ 258.0	\$ 69.0	36.5%
Rail				
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 ⁽¹⁾	83.9	38.7	(45.2)	-53.9%
Rail Total	\$ 268.3	\$ 165.9	\$ (102.4)	-38.2%
Other Assets				
Regional and Hubs	16.6	12.6	(4.0)	-24.0%
Technology	18.5	17.2	(1.3)	-6.9%
Non-Revenue & Other SGR ⁽²⁾	1.2	3.2	2.1	173.2%
Other Assets Total	36.3	33.1	(3.2)	-8.8%
SGR Total Budget⁽³⁾	493.5	457.0	(36.5)	-7.4%

Note: Totals may not add up because of rounding.

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

⁽²⁾ Non-Revenue & Other SGR includes TAM Project Management Support.

⁽³⁾ 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.

Los Angeles County Metropolitan Transportation Authority
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Program Summary

	Operating Capital by Mode (\$ in thousands)	Safety & Security	State of Good Repair	Capital Infrastructure	Mode Total
1	Bus	\$ 1,991	\$ 256,059	\$ 3,266	\$ 261,316
2	Rail	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	Systemwide	5,352	3,213	2,117	10,681
9	Other - Technologies / Regional, etc.	1,234	34	18,426	19,695
10	Grand Total	\$ 9,502	\$ 411,489	\$ 35,980	\$ 456,970

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
	Local Agencies				
1	Allocation by Population				
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	Allocation by Population Subtotal	\$ 692.0	\$ 612.4	\$ (79.6)	-11.5%
5	Call for Projects	\$ 55.3	\$ 50.4	\$ (4.9)	-8.8%
6	Other				
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	Other Subtotal	\$ 32.0	\$ 39.8	\$ 7.7	24.1%
15	Local Agencies Total	\$ 779.3	\$ 702.5	\$ (76.7)	-9.8%
16	Regional and Local Transit				
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	Regional and Local Transit Total	\$ 583.3	\$ 499.0	\$ (84.4)	-14.5%
20	Regional Federal Grants	\$ 27.4	\$ 23.3	\$ (4.1)	-15.0%
21	Fares Subsidy (LIFE Program) ⁽¹⁾	\$ 14.6	\$ 14.4	\$ (0.2)	-1.6%
22	Subsidy Funding Programs Total	\$ 1,404.7	\$ 1,239.2	\$ (165.5)	-11.8%

Note: Totals may not add up because of rounding.

⁽¹⁾ LIFE stands for Low Income Fares is Easy, a program established to provide additional fare discounts 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

Los Angeles County Metropolitan Transportation Authority
FY21 Proposed Budget

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	Metro Regional Rail				
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	Metro Regional Rail Total	\$ 66.9	\$ 90.3	\$ 23.3	34.8%
12	Metrolink				
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	Metrolink Total	\$ 111.3	\$ 129.2	\$ 17.9	16.1%
16	Regional Rail Program Total	\$ 178.2	\$ 219.5	\$ 41.3	23.2%

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	Financial, Grants Management and Admin				
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	Financial, Grants Management and Admin Total	\$ 28.0	\$ 25.1	\$ (2.9)	-10.3%
5	Other Programs				
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	Other Programs Total	\$ 70.8	\$ 71.2	\$ 0.4	0.6%
11	P3	\$ 10.3	\$ 8.1	\$ (2.2)	-21.0%
12	Property Management				
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	Property Management Total	\$ 58.1	\$ 49.4	\$ (8.6)	-14.9%
20	Transit Court	\$ 1.8	\$ 1.3	\$ (0.5)	-28.7%
21	Grand Total	\$ 168.9	\$ 155.1	\$ (13.8)	-8.2%

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 ⁽¹⁾	\$ -	\$ 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	Total Funding Demand Debt Service	\$ 4,501.9	\$ 458,320.4	\$ 113,539.8	\$ 576,362.1	\$ 3,800.3	\$ 437,662.8	\$ 112,265.4	\$ 553,728.5
13	(Premium)/Discount Amortization ⁽²⁾	(349.7)	(35,606.5)	(8,820.8)	(44,777.0)	(322.4)	(37,125.9)	(9,523.2)	(46,971.5)
14	Total Debt Service Expense	\$ 4,152.2	\$ 422,713.9	\$ 104,719.0	\$ 531,585.1	\$ 3,477.9	\$ 400,536.9	\$ 102,742.2	\$ 506,757.0
15	Debt Service (Deficit) / Surplus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Note: Totals may not add up because of rounding.

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

⁽²⁾ 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.

Los Angeles County Metropolitan Transportation Authority
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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 ⁽³⁾	\$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 ⁽³⁾	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 ⁽⁴⁾	-	2,395,430.8	-	2,395,430.8	-	2,646,565.6	-	2,908,513.0
19	Transportation Development Act Article 4	-	-	-	-	-	-	-	-
20	Total Outstanding Debt Principal Balance ⁽⁵⁾	\$38,597.7	\$4,274,225.0	\$1,091,203.1	\$ 5,404,025.8	\$31,658.7	\$4,294,685.9	\$ 1,079,211.0	\$ 5,667,503.0

Note: Totals may not add up because of rounding.

⁽³⁾ 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.

⁽⁴⁾ 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.

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

Note: Totals may not add up because of rounding.

⁽¹⁾ 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.

⁽²⁾ Per Board approved debt policy.

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

⁽⁴⁾ No further debt issuance is permitted pursuant to the debt policy.

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

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

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

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

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

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

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

⁽¹²⁾ Debt policy limits annual debt service to 87% of MM 35%, MM 17%, MM ATP 2%, MM SGR 2%, MM Regional Rail 1% tax 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
1 Board of Directors				
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%
7 Board of Directors Total	46.1	33.5	(12.7)	-27.5%
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%
24 Grand Total	\$ 7,208.8	\$ 6,017.3	\$ (1,191.5)	-16.5%

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%
9 Grand Total	\$ 7,208.8	\$ 6,017.3	\$ (1,191.5)	-16.5%

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	Board of Directors				
2	County Counsel	3	3	-	-
3	Ethics Office	6	6	-	-
4	Inspector General	23	23	-	-
5	Office Of Board Secretary	9	9	-	-
6	Board of Directors Total	41	41	-	-
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	Total FTE's	10,219	10,219	-	-
24	Total Agencywide Represented	8,482	8,482	-	-
25	Total Agencywide Non-Represented	1,737	1,737	-	-
26	Grand Total	10,219	10,219	-	-

Los Angeles County Metropolitan Transportation Authority
FY21 Proposed Budget

FTEs by Department Detail

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

⁽¹⁾ 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	Operations			
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	Operations Total	8,005	8,005	-
57	Represented	7,692	7,692	-
58	Non-Represented	313	313	-
59	Operations Total Represented & Non-Represented	8,005	8,005	-
60	Planning and Development			
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	Planning and Development Total Non-Represented	164	164	-
66	Program Management			
67	Highway Project Delivery	26	26	-
68	Program Control	58	58	-
69	Program Management, Transit	196	196	-
70	Regional Rail	11	11	-
71	Program Management Total Non-Represented	291	291	-
72	Risk/Safety and Asset Management			
73	Represented	2	2	-
74	Non-Represented	99	99	-
75	Risk/Safety and Asset Management Total Represented & Non-Represented	101	101	-
76	System Security and Law Enforcement			
77	Represented	189	189	-
78	Non-Represented	25	25	-
79	System Security and Law Enforcement Total Represented & Non-Represented	214	214	-
80	Vendor/Contract Management			
81	Diversity & Economic Opportunity	32	32	-
82	Procurement	90	90	-
83	Supply Chain Management	223	223	-
84	Vendor/Contract Management Total	345	345	-
85	Represented	165	165	-
86	Non-Represented	180	180	-
87	Vendor/Contract Management Total Represented & Non-Represented	345	345	-
88	Total FTEs	10,219	10,219	-
89	Total Agencywide Represented	8,482	8,482	-
90	Total Agencywide Non-Represented	1,737	1,737	-
91	Grand Total	10,219	10,219	-

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
1 REVENUES						
2 Sales Tax ⁽¹⁾	\$ 4,182.1	\$ 3,692.6	\$ -	\$ -	\$ 4,182.1	\$ 3,692.6
3 Intergovernmental Grants ⁽²⁾	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
8 Revenues Total	\$ 4,227.3	\$ 3,841.1	\$ 80.2	\$ 72.9	\$ 4,307.6	\$ 3,913.9
9 EXPENDITURES						
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	-	-	-	-	-	-
14 Expenditures Total	\$ 2,002.2	\$ 1,735.0	\$ 235.1	\$ 208.8	\$ 2,237.3	\$ 1,943.8
15 TRANSFERS						
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
19 Transfers Total	\$ (2,926.8)	\$ (2,163.2)	\$ (7.2)	\$ 103.1	\$ (2,934.0)	\$ (2,060.1)
20 Net Change in Fund Balances	\$ (701.6)	\$ (57.1)	\$ (162.1)	\$ (32.9)	\$ (863.7)	\$ (90.0)
21 Fund Balances - Beginning of Year ⁽³⁾	\$ 1,903.1	\$ 1,516.9	\$ 273.7	\$ 177.1	\$ 2,176.8	\$ 1,693.9
22 Fund Balances - End of Year	\$ 1,201.5	\$ 1,459.8	\$ 111.6	\$ 144.2	\$ 1,313.1	\$ 1,604.0

Note: Totals may not add up because of rounding.

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

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

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

Note: Totals may not add due to rounding.

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

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

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

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

⁽⁵⁾ 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	Transit Operations Resources						
2	Transit Fares and Other Revenues						
3	Fares ⁽¹⁾	\$ 284.5	\$ 60.3	\$ 44.0	\$ 16.3	\$ -	\$ -
4	Advertising	25.6	23.8	20.8	3.0	-	-
5	Other Revenues ⁽²⁾	12.9	13.9	12.8	-	1.2	-
6	Transit Fares and Other Revenues Total	\$ 323.0	\$ 98.0	\$ 77.6	\$ 19.3	\$ 1.2	\$ -
7	Federal and State Grants						
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	Federal and State Grants Total	\$ 291.0	\$ 826.8	\$ 539.6	\$ 287.2	\$ -	\$ -
12	Local Subsidies						
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	Local Subsidies Total	\$ 1,226.8	\$ 875.1	\$ 632.4	\$ 216.7	\$ -	\$ 25.9
22	Transit Operations Resources Total	\$ 1,840.9	\$ 1,799.9	\$ 1,249.6	\$ 523.3	\$ 1.2	\$ 25.9
23	Transit Capital Resources						
24	Federal, State & Local Grants	\$ 719.0	\$ 794.9	\$ 123.7	\$ 671.2	\$ -	\$ -
25	Local & State Sales Tax ⁽³⁾	1,145.3	512.3	68.5	443.8	-	-
26	Other Capital Financing	637.5	397.7	150.0	247.7	-	-
27	Transit Capital Resources Total	\$ 2,501.8	\$ 1,704.9	\$ 342.3	\$ 1,362.6	\$ -	\$ -
28	Transit Operations & Capital Resources Total	\$ 4,342.6	\$ 3,504.8	\$ 1,591.8	\$ 1,885.9	\$ 1.2	\$ 25.9
29	Transit Operations Expenses						
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 ⁽⁴⁾	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 ⁽⁵⁾	75.0	62.4	52.3	9.3	0.0	0.8
39	Transit Operations Expenses Total	\$ 1,840.9	\$ 1,799.9	\$ 1,249.6	\$ 523.3	\$ 1.2	\$ 25.9
40	Transit Capital Expenses Operating	\$ 2,406.3	\$ 1,639.8	\$ 322.4	\$ 1,317.4	\$ -	\$ -
41	Transit Capital Expenses Planning	\$ 95.5	\$ 65.1	\$ 19.9	\$ 45.2	\$ -	\$ -
42	Total Capital Expenses ⁽⁶⁾	\$ 2,501.8	\$ 1,704.9	\$ 342.3	\$ 1,362.6	\$ -	\$ -
43	Transit Operations & Capital Expenses Total	\$ 4,342.6	\$ 3,504.8	\$ 1,591.8	\$ 1,885.9	\$ 1.2	\$ 25.9
44	Transit Operations & Capital (Deficit)/Surplus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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 Other Transit Operations Resources						
2 Toll Fares and Other Revenues						
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 Total Toll Fares and Other Revenues	\$ 63.5	\$ 47.5	\$ 2.9	\$ 43.8	\$ 0.3	\$ 0.4
6 Other Transit Operations Expenses						
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 Total Other Transit Operations Expenses	\$ 89.0	\$ 54.9	\$ 1.0	\$ 30.5	\$ 14.4	\$ 8.9
14 Operating (Deficit)/Surplus	\$ (25.5)	\$ (7.4)	\$ 1.9	\$ 13.3	\$ (14.1)	\$ (8.5)
15 Other Transit Operations Resources						
16 Federal and State Grants						
17 Federal CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18 Total Federal and State Grants	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
19 Local Subsidies						
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 Total Local Subsidies	\$ 24.0	\$ 22.6	\$ -	\$ -	\$ 14.1	\$ 8.5
24 Total Other Transit Operations Resources	\$ 24.0	\$ 22.6	\$ -	\$ -	\$ 14.1	\$ 8.5
25 Net Income	\$ (1.5)	\$ 15.2	\$ 1.9	\$ 13.3	\$ -	\$ -
26 Other Operations Non-Operating Expenses						
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 ⁽¹⁾	10.6	4.3	-	4.3	-	-
32 Total Other Operations Non-Operating Expenses	\$ 26.5	\$ 16.6	\$ 3.4	\$ 17.6	\$ -	\$ -
33 Change in Net Asset	\$ (28.0)	\$ (5.8)	\$ (1.5)	\$ (4.3)	\$ -	\$ -
34 Net Asset - Beginning of Year	\$ 161.3	\$ 155.9	\$ 1.5	\$ 154.4	\$ -	\$ -
35 Net Asset - End of Year	\$ 133.2	\$ 150.1	\$ -	\$ 150.1	\$ -	\$ -

Note: Totals may not add up because of rounding.

⁽¹⁾ 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 Retained Earnings - End of Year	\$ -	\$ -

Note: Totals may not add up because of rounding.

Service Authority for Freeway Emergencies (SAFE)

The Los Angeles County Service Authority for Freeway Emergencies (SAFE) was established in Los Angeles County in 1988. SAFE is 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 Fund Balances - End of Year	\$ 27.0	\$ 27.1

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
Service Provided (000)									
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%
Service Consumed (000)									
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%
Operating Revenue (000)									
Fare Revenue ⁽¹⁾	\$ 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%
Operating Cost Data (000)									
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%
Subsidy Data (000):	\$ 1,034,733	\$ 1,172,109	13.3%	\$ 463,231	\$ 503,993	8.8%	\$ 1,497,964	\$ 1,676,102	11.9%
Per Boarding Statistics									
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%
Per RSH Statistics									
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%
Per Passenger Mile Statistics									
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%
FTE's per Hundred⁽²⁾									
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 ⁽³⁾									
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).

Los Angeles County Metropolitan Transportation Authority
FY21 Proposed Budget

Service Level Details

Revenue Service Hours

	Mode	FY20 Budget	FY21 Proposed	Change
1	Bus			
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	Bus Subtotal	7,094,376	5,656,937	(1,437,440)
7	Rail			
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	Rail Subtotal	1,134,953	993,801	(141,152)
14	Revenue Service Hours Total	8,229,329	6,650,738	(1,578,591)

Note: Totals may not add up because of rounding.

Boardings (000)

	Mode	FY20 Budget	FY21 Proposed	Change
	Bus			
	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)
	Bus Subtotal	273,427	151,796	(121,630)
	Rail			
	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)
	Rail Subtotal	107,358	56,248	(51,110)
	Boardings Total	380,785	208,045	(172,740)

Revenue Service Miles

	Mode	FY20 Budget	FY21 Proposed	Change
1	Bus			
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	Bus Subtotal	74,606,023	59,489,298	(15,116,726)
7	Rail			
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	Rail Subtotal	25,126,782	21,574,702	(3,552,080)
14	Revenue Service Miles Total	99,732,805	81,064,000	(18,668,806)

Note: Totals may not add up because of rounding.

Passenger Miles (000)

	Mode	FY20 Budget	FY21 Proposed	Change
	Bus			
	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)
	Bus Subtotal	1,143,317	643,553	(499,763)
	Rail			
	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)
	Rail Subtotal	685,309	368,015	(317,295)
	Passenger Miles Total	1,828,626	1,011,568	(817,058)

Activity Based All Bus Cost Model

	Activities	FY20 Budget		FY21 Proposed		Inc/(Dec)	
		\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
1	<u>Transportation</u>						
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	Total Transportation	\$ 448,242	\$ 68.1	\$ 469,998	\$ 88.9	\$ 21,756	\$ 20.8
10	<u>Division Maintenance</u>						
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	Subtotal Division Maintenance	\$ 245,681	\$ 37.3	\$ 232,763	\$ 44.0	\$ (12,919)	\$ 6.7
17	<u>Central Maintenance</u>						
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	Subtotal Central Maintenance	\$ 29,350	\$ 4.5	\$ 28,851	\$ 5.5	\$ (499)	\$ 1.0
22	<u>Other Maintenance</u>						
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	Subtotal Other Maintenance	\$ 88,859	\$ 13.5	\$ 79,430	\$ 15.0	\$ (9,429)	\$ 1.5
28	Total Maintenance	\$ 363,890	\$ 55.3	\$ 341,043	\$ 64.5	\$ (22,846)	\$ 9.2

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
30	Other Operating						
31	Transit Security	\$ 66,634	\$ 10.1	\$ 69,200	\$ 13.1	\$ 2,566	\$ 3.0
32	Workers' Comp	63,166	9.6	53,290	10.1	(9,876)	0.5
33	Casualty & Liability	45,239	6.9	38,275	7.2	(6,964)	0.4
34	Revenue	30,658	4.7	31,799	6.0	1,141	1.4
35	Utilities	15,748	2.4	18,009	3.4	2,261	1.0
36	Building Costs	5,524	0.8	6,228	1.2	704	0.3
37	Service Development	15,040	2.3	14,278	2.7	(762)	0.4
38	Other Metro Operations	11,733	1.8	8,969	1.7	(2,764)	(0.1)
39	Safety	3,519	0.5	3,736	0.7	217	0.2
40	Transitional Duty Program	1,641	0.2	2,668	0.5	1,027	0.3
41	Copy Services	917	0.1	1,057	0.2	140	0.1
42	Total Other Operating	\$ 259,819	\$ 39.5	\$ 247,508	\$ 46.8	\$ (12,311)	\$ 7.4
43	Support Departments						
44	Procurement	\$ 30,311	\$ 4.6	\$ 30,810	\$ 5.8	\$ 499	\$ 1.2
45	ITS	31,509	4.8	38,597	7.3	7,088	2.5
46	Communications	19,638	3.0	22,432	4.2	2,793	1.3
47	Finance	10,718	1.6	9,696	1.8	(1,022)	0.2
48	CEO	11,873	1.8	11,021	2.1	(852)	0.3
49	Human Resources	7,469	1.1	9,042	1.7	1,574	0.6
50	Construction	876	0.1	591	0.1	(284)	(0.0)
51	Real Estate	4,787	0.7	2,255	0.4	(2,532)	(0.3)
52	Administration	3,190	0.5	3,870	0.7	680	0.3
53	Management Audit Services	2,422	0.4	2,326	0.4	(96)	0.1
54	Board Oversight	790	0.1	606	0.1	(184)	(0.0)
55	Regional	0	0.0	0	0.0	0	0.0
56	Overhead	0	0.0	0	0.0	0	0.0
57	Total Support Departments	\$ 123,584	\$ 18.8	\$ 131,246	\$ 24.8	\$ 7,662	\$ 6.1
58							
59	Total Local & Rapid Bus Costs	\$ 1,195,534	\$ 181.7	\$ 1,189,795	\$ 225.2	\$ (5,739)	\$ 43.5
60	Purchased Transportation						
61	Contracted Service	\$ 64,715	\$ 125.8	\$ 50,855	\$ 136.4	\$ (13,860)	\$ 10.6
62	Security	5,207	10.1	4,882	13.1	(326)	3.0
63	Administration	4,078	7.9	3,965	10.6	(113)	2.7
64	Total Purchased Transportation	\$ 74,001	\$ 143.9	\$ 59,702	\$ 160.2	\$ (14,299)	\$ 16.3
65							
66	Grand Total Bus Costs	\$ 1,269,535	\$ 178.9	\$ 1,249,497	\$ 220.9	\$ (20,038)	\$ 41.9

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

Activity Based Total Rail Cost Model

	Activities	FY20 Budget		FY21 Proposed		Inc/(Dec)	
		\$000	\$/RSH	\$000	\$/RSH	\$	\$/RSH
1	Transportation						
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	Total Transportation Costs	\$ 77,765	\$ 68.5	\$ 79,160	\$ 79.7	\$ 1,394	\$ 11.1
8	Maintenance						
9	<u>Vehicle Maintenance</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	Subtotal Vehicle Maintenance	\$ 94,246	\$ 83.0	\$ 85,242	\$ 85.8	\$ (9,003)	\$ 2.7
15	<u>Wayside Maintenance</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	Subtotal Wayside Maintenance	\$ 86,486	\$ 76.2	\$ 89,573	\$ 90.1	\$ 3,087	\$ 13.9
22	<u>Other Maintenance</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	Subtotal Other Maintenance	\$ 74,560	\$ 65.7	\$ 79,378	\$ 79.9	\$ 4,818	\$ 14.2
27	Total Maintenance Costs	\$ 255,291	\$ 224.9	\$ 254,193	\$ 255.8	\$ (1,098)	\$ 30.8

Activity Based Total Rail Cost Model

	Activities	FY20 Budget		FY21 Proposed		Inc/(Dec)	
		\$000	\$/RSH	\$000	\$/RSH	\$	\$/RSH
28	Other Operating Costs						
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	Total Other Operating Costs	\$ 165,317	\$ 145.7	\$ 142,092	\$ 143.0	\$ (23,225)	\$ (2.7)
41	Support Department Costs						
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	Total Support Department Costs	\$ 45,329	\$ 39.9	\$ 47,822	\$ 48.1	\$ 2,493	\$ 8.2
54	Grand Total Rail Costs	\$ 543,702	\$ 479.1	\$ 523,266	\$ 526.5	\$ (20,436)	\$ 47.5
55	Total Rail RSH (in 000s)		1,135		994		(141)

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

Note: Totals may not add up because of rounding.

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

⁽²⁾ Project completed or in closeout phase.

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

⁽⁶⁾ NextGen related project.

TID - Transit Expansion Project List

	Project Description (\$ in thousands)	Expenditures Through FY20	FY21 Proposed	Life of Project
55	Regional Connector			
56	Regional Connector Business Interruption Fund	\$ 3,004	\$ 1,150	\$ 4,154
57	Regional Connector Insurance Betterment ⁽²⁾	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 ⁽²⁾	27,736	-	-
61	Regional Connector Total	\$ 1,293,100	\$ 145,651	\$ 1,805,442
62	Westside Purple 1			
63	Div 20 Portal Widening & Turnback Facility	\$ 227,140	\$ 91,146	\$ 801,750
64	Non-Revenue Vehicle ⁽²⁾	854	-	854
65	Westside Extension Business Interruption Fund	8,381	1,150	9,531
66	Westside Insurance Betterment ⁽²⁾	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 ⁽²⁾	8,505	-	-
69	Westside Subway Extension: Planning Phase 2 ⁽²⁾	36,882	-	-
70	Westside Purple 1 Total	\$ 2,160,619	\$ 273,446	\$ 3,597,519
71	Westside Purple 2			
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	Westside Purple 2 Total	\$ 1,041,596	\$ 121,482	\$ 2,440,969
75	Westside Purple 3			
76	Westside Subway Extension Section 3: Construction	563,480	223,226	3,222,492
77	Westside Purple Line Ext. 3: Planning	875	-	-
78	Westside Purple 3 Total	\$ 564,355	\$ 223,226	\$ 3,222,492
79	Rail Total	\$ 10,821,013	\$ 1,076,746	\$ 18,388,245
80	System Wide			
81	Anticipated Measure R & M Projects ⁽³⁾	\$ -	\$ 78,700	\$ 78,700
82	Transit Construction Total	\$ 10,834,553	\$ 1,175,901	\$ 18,500,941
83	Transit Planning⁽⁴⁾			
84	BRT Connector Red/Orange Line to Gold Line ⁽⁶⁾	\$ 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 ⁽⁶⁾	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 ⁽⁶⁾	2,322	3,177	5,499
94	West Santa Ana Branch Corridor	44,567	16,206	60,772
95	Transit Planning Total	\$ 179,957	\$ 64,251	\$ 244,208
96	Transit Expansion Total	\$ 11,014,510	\$ 1,240,153	\$ 18,745,149

Note: Totals may not add up because of rounding.

⁽²⁾ Project completed or in closeout phase.

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

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

⁽⁶⁾ 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	Highway Program			
2	Measure R & M Construction & Subregional Projects			
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	Measure R & M Construction & Subregional Projects Total	\$ 175,902	\$ 63,953	\$ 239,855
28	Other			
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	Other Total	\$ -	\$ 6,459	\$ 6,459
34	Highway Program Total	\$ 175,902	\$ 70,412	\$ 246,314

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	SGR Bus & Rail			
2	Bus Acquisition			
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	Bus Acquisition Total	\$ 313,419	\$ 208,701	\$ 784,320
9	Bus Facilities Improvements			
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 ⁽⁵⁾	2,028	1,160	3,530
23	Metro Orange Line In-Road Warning Lights ^{(2), (4)}	164	33	198
24	Bus Facilities Improvements Total	\$ 53,764	\$ 15,612	\$ 123,125
25	Bus Maintenance			
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 ⁽²⁾	367	92	2,000
31	Bus Maintenance Total	\$ 112,465	\$ 33,737	\$ 219,531
32	Non-Revenue Vehicles			
33	FY19 Non-Revenue Vehicle Replacement	\$ 2,101	\$ 1,000	\$ 8,994
34	FY20 Non-Revenue Vehicle Replacement	41	2,213	8,800
35	Non-Revenue Vehicles Total	\$ 2,142	\$ 3,213	\$ 17,794

Note: Totals may not add up because of rounding.

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

⁽⁴⁾ Projects captured under General Planning and Programs.

⁽⁵⁾ NextGen related project.

Metro Transit - SGR Project List

Project Description (\$ in thousands)	Expenditures Through FY20	FY21 Proposed	Life of Project
36 Rail Facilities Improvements			
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 ^{(1), (2)}	-	300	3,000
54 Systemwide Signage Upgrade ⁽¹⁾	-	1,768	24,100
55 Rail Facilities Improvements Total	\$ 46,206	\$ 7,640	\$ 242,037
56 Rail Fleet Procurement			
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 Rail Fleet Procurement Total	\$ 761,500	\$ 73,838	\$ 945,948
61 Rail Vehicle Maintenance			
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 Rail Vehicle Maintenance Total	\$ 174,724	\$ 45,686	\$ 529,397

Note: Totals may not add up because of rounding.

⁽¹⁾ New projects marked in this table are proposed for Board adoption.

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

Metro Transit - SGR Project List

	Project Description (\$ in thousands)	Expenditures Through FY20	FY21 Proposed	Life of Project
71	Wayside Systems			
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 ⁽³⁾	-	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	Wayside Systems Total	\$ 262,392	\$ 25,977	\$ 363,630
94	SGR Bus & Rail Total	\$ 1,726,612	\$ 414,404	\$ 3,225,782
95	Other Asset Improvements			
96	Non MR/MM Major Construction			
97	Rosa Parks/Willowbrook ⁽⁵⁾	\$ 85,005	\$ 12,172	\$ 128,348
98	Emergency Security Operations	22,824	547	112,700
99	Non MR/MM Major Construction Total	\$ 107,830	\$ 12,719	\$ 241,048
100	Regional & Hubs			
101	Patsaouras Bus Plaza Station Improvements ⁽⁵⁾	\$ 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 ⁽¹⁾	-	2,855	8,873
110	Regional & Hubs Total	\$ 78,592	\$ 12,448	\$ 138,976

Note: Totals may not add up because of rounding.

⁽¹⁾ New projects marked in this table are proposed for Board adoption.

⁽³⁾ Separate Board approval of LOP budget is required when project is defined.

⁽⁵⁾ NextGen related project.

Metro Transit - SGR Project List

	Project Description (\$ in thousands)	Expenditures Through FY20	FY21 Proposed	Life of Project
111	Technology			
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 ⁽¹⁾	-	1,000	2,636
128	Platform Refresh Program ⁽¹⁾	-	600	2,000
129	Data Center Modernization ⁽¹⁾	-	500	5,500
130	Workstation Refresh Program (FY21-FY22) ⁽¹⁾	-	600	2,700
131	Technology Total	\$ 37,706	\$ 17,400	\$ 141,844
132	Other Asset Improvements Total	\$ 224,128	\$ 42,566	\$ 521,869
133	SGR & Other Asset Improvements Total	\$ 1,950,741	\$ 456,970	\$ 3,747,651
134	Other Operating Capital ⁽⁴⁾			
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 ⁽¹⁾	-	355	3,000
144	Division Lactation Rooms ^{(1), (6)}	-	-	1,827
145	Other Operating Capital Total	\$ 10,583	\$ 7,969	\$ 32,952

Note: Totals may not add up because of rounding.

⁽¹⁾ New projects marked in this table are proposed for Board adoption.

⁽⁴⁾ Projects captured under General Planning and Programs.

⁽⁶⁾ 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
1	Transportation Development Act					
2	Planning & Administration					
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
6	Planning & Administration Total	\$ 10,113.6	\$ (911.3)			\$ 9,202.4
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
10	Transportation Development Act Total⁽¹⁾	\$ 389,050.0	\$ (45,650.0)	\$ (1,206.9)	\$ 4,445.0	\$ 346,638.1
11	Proposition A					
12	Administration 5.0%	\$ 38,905.0	\$ (4,565.0)	\$ 127.4		\$ 34,467.4
13	Local Return ⁽²⁾ 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: ^{(3),(4)} 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
20	Proposition A Total⁽¹⁾	\$ 778,100.0	\$ (69,616.3)	\$ 1,023.1		\$ 709,506.9
21	Proposition C					
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 ⁽²⁾ 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
28	Proposition C Total⁽¹⁾	\$ 778,100.0	\$ (73,313.9)	\$ 2,044.1		\$ 706,830.2

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 LACMTA.

⁽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.

⁽³⁾ 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.

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

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	State Transit Assistance ⁽⁵⁾					
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	State Transit Assistance Total	\$ 87,072.0	\$ (17,101.0)	\$ 25,373.9	\$ 1,165.1	\$ 96,510.0
33	SB 1 State Transit Assistance ^{(5), (6)}					
34	Bus (PUC 99314 Rev Base Share) ⁽⁷⁾	\$ 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	SB 1 State Transit Assistance Total	\$ 71,147.0	\$ (14,176.0)	\$ 20,011.4	\$ 961.4	\$ 77,943.8
37	SB 1 State Of Good Repair ⁽⁶⁾					
38	Bus (PUC 99314 Rev Base Share) ⁽⁷⁾	\$ 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	SB 1 State Of Good Repair Total	\$ 25,375.0	\$ 5,956.1	\$ (819.7)	\$ 790.5	\$ 31,301.9
41	Measure R					
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 ⁽²⁾ 15.0%	114,964.3	n/a	n/a	n/a	114,964.3
50	Measure R Total ⁽¹⁾	\$ 778,100.0	\$ (77,810.4)	\$ 2,380.6	\$ 12,867.6	\$ 715,537.8
51	Measure M					
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 ^{(2), (8)} 1.0%	7,664.3	n/a	n/a	n/a	7,664.3
55	Local Return Supplemental & Administration Total	\$ 11,671.5	\$ (470.2)	\$ (40.3)	\$ 83.1	\$ 11,244.1
56	Local Return Base ^{(2), (8)} 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	Measure M Total ⁽¹⁾	\$ 778,100.0	\$ (76,011.8)	\$ (6,516.1)	\$ 14,865.9	\$ 710,438.0
66	Total Funds Available	\$ 3,685,044.0	\$ (367,723.3)	\$ 42,290.5	\$ 35,095.6	\$ 3,394,706.8
67	Total Planning & Admin Allocations (lines 6, 12, 22, 42, and 53)	\$ 76,368.8	\$ (8,685.4)	\$ 167.2	\$ 1,417.6	\$ 69,268.2

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

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

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