

For Board Consideration & Public Comment

FY22

Proposed Budget

July 1, 2021 – June 30, 2022

The final FY22 Adopted Budget book will be available 90 days after Board adoption.



Metro

Los Angeles County Metropolitan Transportation Authority
Office of Management and Budget

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Message from the CEO and Organizational Chart

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Budget Message from the CEO

As the nation gradually recovers from the unexpected economic downturn caused by COVID-19, Metro approaches FY22 well equipped to transport the Los Angeles County region into a forward-looking post-pandemic future. Thanks to the accelerated roll out of COVID-19 vaccinations and anticipated economic recovery, as well as the continuation of federal stimulus for public transportation via the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act, the \$8.0 billion FY22 Proposed Budget gives an optimistic outlook for the coming year.

In response to immediate financial challenges arising from the pandemic, transit service levels were temporarily reduced in FY21 to align service with on-street realities. This reduction is being reversed in FY22 as Metro Transit operations restore bus and rail services to pre-pandemic levels. As more sectors of the economy continue to open and people slowly return to transit, Metro is committed to providing the region a vital mobility option that considers enhanced service for all riders.

The plan for FY22 includes transit service improvements designed to support ridership recovery. NextGen's network changes, speed and reliability improvements, along with the expansion of Metro Micro (MicroTransit) to nine zones will be fully implemented in FY22. Also, significant investments in the Better Bus Program and the critical elements for enhancing mobility will begin to be implemented. We will also reach a major milestone in the expansion of Metro rail, as we prepare for the openings of Crenshaw/LAX and Regional Connector. These new lines will completely change intercity and intracity rail transportation, significantly improving connectivity across our region.

Our expanding system will also be enhanced through fundamental changes in safety and security. In response to recent calls for security reform and the reassessment of law enforcement contracts, a Public Safety Advisory Committee (PSAC) has been established to develop a community-based approach to public safety, and together with System Security & Law Enforcement, will bring forth recommendations for Board consideration. Our commitment to invest in public safety and homeless initiatives will improve the customer experience, which is essential for ridership recovery.

Although capital projects experienced a temporary slowdown last year due to the financial constraints brought on by the pandemic, Metro is ramping back up with a handful of projects moving into the construction phase in FY22. Two projects which have made significant progress, East San Fernando Valley Light Rail Transit (LRT) and Airport Metro Connector, are expected to move into construction. On the highway side, the I-5 North Capacity Enhancements in the Santa Clarita area will begin construction, while the I-605 Hot Spots and SR-57/SR-60 projects continue along various segments in each corridor.

Concurrent progress continues on all Measures R and M projects as they too move toward environmental clearance and shovel readiness. Sepulveda Pass Corridor, for example, proceeds through the environmental clearance process, and West Santa Ana Branch Corridor will continue its engagement process before the Board approves a locally preferred alternative.

Metro remains committed to expanding mobility by delivering new highway and transportation infrastructure projects, as well as continuing its planning of current projects in queue and strategically providing funding for regional transportation investments. As we begin our recovery, we must remain adaptable to ensure we can respond quickly to unanticipated changes. As in the prior year, the

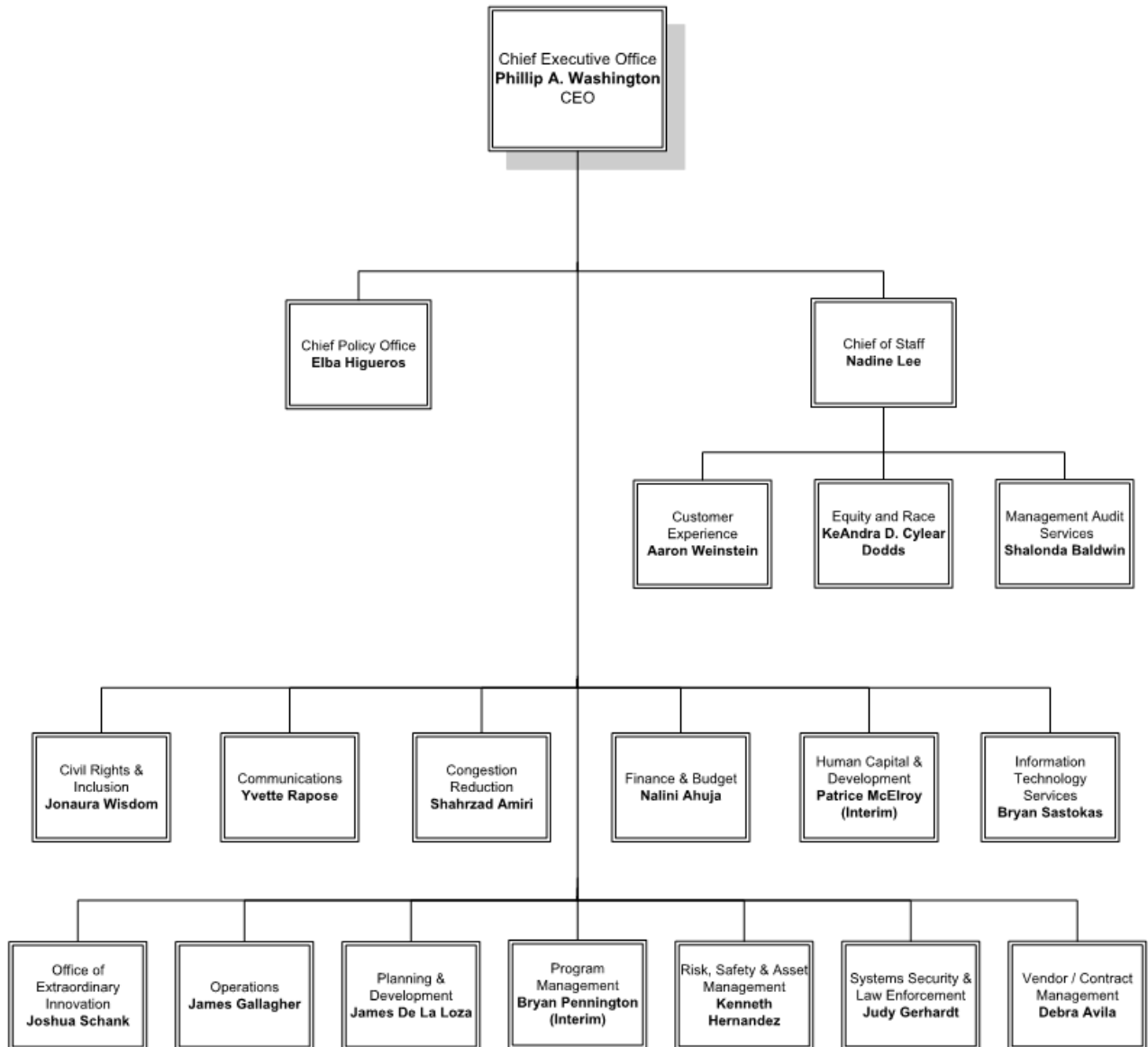
Budget Message from the CEO

budget demonstrates Metro's commitment to preserving jobs, controlling costs of an expanding system, and continuing to provide critical transportation services. In FY22, we continue to operate and expand Los Angeles County's transportation network, delivering equity, sustainability, prosperity, and better quality of life for all.

A handwritten signature in black ink, appearing to read "Phillip A. Washington". The signature is fluid and cursive, with a large initial "P" and a long horizontal stroke at the end.

Phillip A. Washington
Chief Executive Officer

FY22 Organizational Chart



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Budget Highlights

FY22 Budget Highlights

Budget Summary

The proposed \$8.0 billion budget for FY22 is balanced and focuses on recovery from the ongoing COVID-19 pandemic through an equity lens. This year's budget outlook is slightly more optimistic, representing a 14.4% increase over the FY21 levels. This increase is primarily due to additional funding from the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act, which provides essential supplemental Federal relief funding to Metro and other transit operators in the region. Without the CRRSA Act, restoring transit services to pre-pandemic levels would not be possible.

In the FY22 transit operations plan, bus and rail services will be restored back to pre-COVID-19 levels by September 2021, per Board Motion 27.1 adopted in February 2021, with additional customer service enhancements. In response to the Motion, service restoration is the top priority for FY22 budget development. Also included in the FY22 proposed service plan are capitalizable pre-revenue service hours for the new Metro rail extensions: Crenshaw/LAX and Regional Connector. This supports an effort to bring multiple rail lines into revenue service at the same time.

Metro Transit's capital improvement program to maintain the existing transit system in a safe and reliable condition is called State of Good Repair (SGR). It includes funds to maintain, upgrade, and modernize assets and infrastructure throughout the transit system. The total proposed budget for the program is \$442.3 million. It includes funds for maintaining, upgrading, and modernizing assets and infrastructure throughout the transit system. The largest investments this year focus on the purchase of new buses and rail cars, along with the modernization of existing buses and rail cars.

The combined FY22 Proposed Budget for Transportation Infrastructure Development (TID) and Regional Rail programs is \$3.2 billion, an increase of \$635.5 million, or 24.3% from the FY21 Budget. The biggest factor for this increase can be attributed to various projects moving into the construction phase, the costliest phase of project delivery.

For details on the budget for each program, refer to the narratives in the Expenditures by Program section of this document.

CRRSA Act

In March 2020, the Coronavirus Aid, Relief, and Economic Security (CARES) Act was passed, providing essential funding to maintain transit services and lost revenues. Following the intent of the CARES Act, Metro utilized these funds to maintain transit services and preserve jobs. Appendix VI provides a summary of how the CARES Act funding was used.

In December 2020, additional federal relief was granted through the CRRSA Act, which will be used to support the Metro Transit program and other transit operators in Los Angeles County through the provision of supplemental revenue to augment bus and rail eligible funds. The Southern California Association of Governments (SCAG) Regional Council approved the distribution of \$911.5 million to Los Angeles County. \$776.4 million is allocated to Metro to facilitate fund exchanges for transit operator allocations, with \$682.5 million for Metro Transit and \$93.9 million to Tier 2 Operators,

FY22 Budget Highlights

MetroLink, Access Services, and Regional Paratransit/Voluntary Reporters. The figure below reflects a summary of the Metro Board approved allocation of these funds.

**Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act
 Metro Board Approved Allocation**

Recipient	Metro Board Adopted CARES Act Allocation	Distribution %	CARES Based CRRSA Act Allocation
1 Metro	\$ 747,358,876	74.8794%	\$ 682,544,845
2 Municipal Operators ⁽¹⁾	124,128,084	12.4366%	113,363,187
3 Eligible Operators ⁽¹⁾	23,846,507	2.3892%	21,778,440
4 Tier 2 Operators ⁽²⁾	4,534,038	0.4543%	4,140,828
5 MetroLink ⁽²⁾	56,432,000	5.6540%	51,537,985
6 Access Services ⁽²⁾	33,500,000	3.3564%	30,594,742
7 Regional Paratransit/Voluntary Reporters ⁽²⁾	8,284,094	0.8300%	7,565,663
8 Total	\$ 998,083,598	100.0000%	\$ 911,525,690

Note: For comparison, the CARES Act Allocation excludes funds appropriated directly to agencies in the amount of \$69,924,688.

⁽¹⁾ Foothill Bus System Continuation Program (BSCP) included in Municipal Operators.

⁽²⁾ Federal CRRSA Act relief funds will be substituted for local funds to maximize administrative efficiencies as approved by the Metro Board.

Federal stimulus funding continues to be critical in supporting transit operations. Following the intent of the CRRSA Act, funding will be used for transit operations and will be similar as the application and use of the CARES Act funding as seen in Appendix VI.

Restoring and Enhancing Service

Together with the accelerated roll out of COVID-19 vaccinations in Los Angeles County, continued Federal stimulus of the CRRSA Act, and anticipated economic recovery in the third quarter of FY22, the Metro Transit program is gearing up to operate pre-COVID-19 bus and rail service levels at a noticeably higher level of quality to improve customer experience and increase ridership.

In FY22, continued investments for the final implementation phase of NextGen will deliver more reliable service with speed improvements, covering more miles in less time, with the aim of reaching pre-COVID-19 levels. Another component of the speed improvement is transit capital infrastructure investment which is being studied for bus priority lane expansion on tier 1 lanes. This phase also includes the expansion of Metro Micro service to a total of nine zones.

In June 2020, the Board approved Motions 37.0 and 37.1 to form a Public Safety Advisory Committee (PSAC) to develop a community-based approach to public safety on the transit system. The FY22 Proposed Budget includes a set aside budget amount for the second half of FY22 in anticipation for PSAC's recommendations on new security models while it reflects the Board approved law enforcement contract value through the first half of the fiscal year, demonstrating Metro's commitment for public safety and security.

In addition, for immediate implementation, Board Motion 26.2 from March 2021 introduces new initiatives for redefining post-pandemic public safety, exploring community-based approaches to policing, and addressing homelessness issues on Metro transit services. Public Safety initiatives include transit ambassadors for an increased presence at facilities and on Metro vehicles, elevator

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attendants at stations, call point security program with blue light call boxes, and studies to prevent tunnel intrusion. Homelessness initiatives include short-term shelters, dispatch of homeless outreach, and methods to gauge the success of homelessness efforts. As an additional enhancement, Customer Experience initiatives are underway to improve safety and cleanliness as part of the bus and rail ridership experience including installation of vinyl seats, rider alert systems, as well as pilots for ride rescues and bus stop improvements. Ridership research and surveys will be conducted to monitor the results of the efforts and gauge satisfaction.

Public Safety, Homelessness, & Customer Experience Initiatives		FY22 Proposed
1	Transit Ambassador Program	\$ 21,413,120
2	Tunnel Intrusion	8,255,196
3	Shelters & Outreach Teams	7,000,000
4	Pilot PSAC Recommendations	6,000,000
5	Customer Experience Initiatives to Improve Safety & Cleanliness	5,559,865
6	Call Point Security Program	5,000,000
7	Elevator Attendants At Stations	1,000,000
8	Grand Total	\$ 54,228,181

At the same time, the Metro Transit program is poised to begin pre-revenue operations of the new Metro rail extensions, Crenshaw/LAX and Regional Connector, enhancing the intercity and intracity rail transportation landscape in Los Angeles County while posing significant operation service changes for Metro. The FY22 Proposed Budget includes capitalizable pre-revenue service hours for testing the transition to seamlessly integrate these two new rail line extensions with the existing rail network. When revenue operation commences, the new rail extensions will offer one-seat travel options across Los Angeles County, significantly improving the connectivity of the region's transportation network with easier connections within the Metro rail system.

Equity

Budgets reflect our values. As we cautiously emerge from a year of struggle and unprecedented change, our values to serve the people of Los Angeles County have only grown more critical. Transportation is essential to connect people to resources, opportunities, aid, and community. An equitable transportation system is a key foundation to a region in recovery. We take our stewardship of taxpayer dollars and our commitment to equity seriously. This means that equity must be reflected at every level in Metro's budget.

This year, in developing the FY22 Proposed Budget, we piloted the Metro Budget Equity Assessment Tool (MBEAT), the Agencywide comprehensive equity assessment to the budget proposal. We worked with 17 Metro departments, covering topics as diverse as bus stop power washing to joint development projects to train car battery replacement. The MBEAT process was successful in increasing awareness of equity in all departmental budget development and challenged staff to apply an equity lens to their budgetary requests. Through the process, we sought opportunities to engage with communities and center their experiences. We asked many questions stemming from our mission to ensure benefits for all by prioritizing marginalized communities and protecting vulnerable

FY22 Budget Highlights

groups from disproportionate harm.

Our assessment methodology resulted in an index that categorized MBEAT submissions based on these priorities, as well as recommended next steps to monitor or enhance equity considerations.

This inaugural MBEAT process and interactive dialogue with the departments and the public showed us three main things.

- **Equity assessments require equity education.** The goal of the MBEAT is not to “punish” or assign demerits to department or project budgets. Rather, the tool is used to identify potential disproportionate harms to marginalized communities, opportunities to shift goals or change measurements to increase equitable outcomes, and any needs to build further staff capacity to implement equity into a public agency budget.
- Broad, blanket improvements for Metro’s riders are good and we can do more. It is no secret that lower income riders of color comprise a significant majority of Metro’s core ridership. **One benefit of using the MBEAT is to help staff go beyond equating transit improvements alone with equitable outcomes.** We want to dig deeper and better understand the needs, challenges, goals, and experiences of marginalized groups, including but not limited to, people of color, lower income households, people living with disabilities, people with limited English proficiency, and other vulnerable travelers such as women, girls, femmes, and non-binary people, older adults, youth, and unhoused riders. Through this work, we can start to make more equitable budget decisions.
- The scope of Metro’s collective departmental impact is vast. **Some projects have a clear equity opportunity, while others may not.** The MBEAT provides space for Metro staff to consider disproportionate impacts on marginalized communities and what Metro can do to reduce harm or mitigate negative impacts. Equity work is a verb; it is ongoing and the MBEAT provides tools for Metro staff to meet the Agency’s commitment to equity.

Another aspect of budget equity includes incorporating the values and priorities of Metro riders, customers, taxpayers, and other members of the public impacted by Metro’s services, projects, and policies. We recognize and appreciate that public interest in government budgets has recently skyrocketed. The Office of Equity & Race (OER) is coordinating with the Offices of Communications, Customer Experience, and Management & Budget to enhance the public’s understanding of and engagement with the Metro annual budget. This starts with clearer education and targeted outreach to increase public fluency of Metro’s \$8.0 billion annual budget and its process. It also requires sufficient time for the public to review, analyze, and develop feedback to each year’s proposed budget. Lastly, it hinges on transparency and accountability of budget aspects that can be influenced by a public engagement process. Our goal is to develop a comprehensive budget engagement strategy that combines all these necessary elements to develop a representative and equitable Agency budget.

Talking about equity is one thing. Implementing equity at Metro will be an ongoing, growing process and we commit to bring as many along as we can.

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Resources

Summary of Resources

Resources (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1 Sales Tax, TDA & STA/SB1 Revenues				
2 Proposition A	\$ 840.8	\$ 865.0	\$ 24.2	2.9%
3 Proposition C	840.8	865.0	24.2	2.9%
4 Measure R	840.8	865.0	24.2	2.9%
5 Measure M	840.8	865.0	24.2	2.9%
6 Transportation Development Act (TDA)	420.4	432.5	12.1	2.9%
7 State Transit Assistance (STA)/SB1 STA ⁽¹⁾	158.2	96.7	(61.5)	-38.9%
8 Senate Bill 1 (SB1) State of Good Repair ⁽¹⁾	25.4	31.0	5.7	22.3%
9 Sales Tax, TDA, & STA/SB1 Revenues Subtotal	\$ 3,967.2	\$ 4,020.3	\$ 53.1	1.3%
10 Operating & Other Revenues				
11 Passenger Fares	\$ 22.2	\$ 73.2	\$ 51.0	229.3%
12 ExpressLanes Tolls	34.9	46.6	11.7	33.5%
13 Advertising	18.9	24.1	5.2	27.8%
14 Other Revenues ⁽²⁾	55.8	95.5	39.7	71.1%
15 Operating & Other Revenues Subtotal	\$ 131.8	\$ 239.4	\$ 107.6	81.6%
16 Capital & Bond Resources				
17 Grant, CARES & CRRSA Act Reimbursements ⁽³⁾	\$ 1,948.8	\$ 2,094.2	\$ 145.4	7.5%
18 Bond Proceeds, TIFIA & Prior Year Carryover ⁽⁴⁾	945.0	1,648.7	703.7	74.5%
19 Capital & Bond Resources Subtotal	\$ 2,893.8	\$ 3,742.9	\$ 849.0	29.3%
20 Resources Total	\$ 6,992.9	\$ 8,002.6	\$1,009.7	14.4%

Note: Totals may not add up because of rounding.

⁽¹⁾ Refer to the Regional Transit Allocations Chart for STA and SB1 allocation details.

⁽²⁾ Other Revenues 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.

⁽³⁾ Includes grant reimbursement of preventative maintenance, operating capital, highway capital and construction costs. FY21 Budget and FY22 Proposed also include the CARES Act and CRRSA Act reimbursements.

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

Summary of Resources

- Local sales tax and Transportation Development Act (TDA) revenues are projected to be \$3.9 billion, a \$108.9 million, or 2.9%, increase from the FY21 Budget. Projections are based on an economic analysis of the recovery from 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 and rail operations and capital in FY22 are expected to be \$127.7 million region wide, representing a 30.4% decrease from the FY21 Budget based on State Controllers' Office (SCO) estimates.
- Fare revenues are expected to come in at \$73.2 million, a 229.3% increase from the FY21 Budget, reflecting ridership projections, the fare collection impact of social distancing measures, and the impacts of promotional fare adopted by the Metro Board. Despite the large percentage increase, this amount is still far below pre-pandemic levels.
- ExpressLanes toll revenues are expected to come in at \$46.6 million in FY22, a 33.5% increase from the FY21 Budget, primarily due to anticipated increased traffic and service demand on ExpressLanes and freeways during the pandemic recovery.
- Advertising revenues of \$24.1 million are expected in FY22, which is 27.8% above the FY21 Budget.
- Other revenues are expected to come in at \$95.5 million in FY22, a 71.1% increase over the FY21 Budget, and include bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, Service Authority for Freeway Emergencies (SAFE) revenues, county buydown, auto registration fees, transit court fees, Compressed Natural Gas (CNG) credits, investment income, and other miscellaneous revenues.
- Metro received \$776.5M from the Federal CRRSA Act. \$7.5M will be used to reimburse COVID-19-related PPE and other eligible costs. For some regional operators, local funds will be substituted, reducing Metro's net allocation to \$682.5M, as approved by the Metro Board. Other grant reimbursements, bond proceeds, sales tax carryover, and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdown at a total of \$3.1 billion are in line with planned Transit Infrastructure Development and State of Good Repair expenditure activities.
- Appendix VII includes a table showing eligibility and allocations of Metro Operations, State of Good Repair, and Transit Infrastructure Development resources.

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

Type of Revenue (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1 Proposition A				
2 5% Administration	\$ 42.0	\$ 43.3	\$ 1.2	2.9%
3 25% Local Return	199.7	205.4	5.7	2.9%
4 35% Rail Development	279.6	287.6	8.0	2.9%
5 40% Discretionary				
6 Transit (95% of 40%)	303.5	312.3	8.8	2.9%
7 Incentive (5% of 40%)	16.0	16.4	0.5	2.9%
8 Estimated Tax Revenue from Proposition A	\$ 840.8	\$ 865.0	\$ 24.2	2.9%
9 Proposition C				
10 1.5% Administration	\$ 12.6	\$ 13.0	\$ 0.4	2.9%
11 5% Rail/Bus Security	41.4	42.6	1.2	2.9%
12 10% Commuter Rail	82.8	85.2	2.4	2.9%
13 20% Local Return	165.6	170.4	4.8	2.9%
14 25% Freeways/Highways	207.0	213.0	6.0	2.9%
15 40% Discretionary	331.3	340.8	9.5	2.9%
16 Estimated Tax Revenue from Proposition C	\$ 840.8	\$ 865.0	\$ 24.2	2.9%
17 Measure R				
18 1.5% Administration	\$ 12.6	\$ 13.0	\$ 0.4	2.9%
19 2% Transportation Capital Metro Rail	16.6	17.0	0.5	2.9%
20 3% Transportation Capital Metrolink	24.8	25.6	0.7	2.9%
21 5% Operations - New Rail	41.4	42.6	1.2	2.9%
22 15% Local Return	124.2	127.8	3.6	2.9%
23 20% Operations - Bus	165.6	170.4	4.8	2.9%
24 20% Highway Capital	165.6	170.4	4.8	2.9%
25 35% Transportation Capital New Rail/Bus Rapid Transit (BRT)	289.9	298.2	8.3	2.9%
26 Estimated Tax Revenue from Measure R	\$ 840.8	\$ 865.0	\$ 24.2	2.9%
27 Measure M				
28 .5% Administration ⁽¹⁾	\$ 4.3	\$ 4.5	\$ 0.1	2.9%
29 1% Regional Rail	8.3	8.5	0.2	2.9%
30 2% Metro State of Good Repair (SGR)	16.6	17.0	0.5	2.9%
31 2% Active Transportation Projects (ATP)	16.6	17.0	0.5	2.9%
32 2% ADA Paratransit/ Metro Discounts	16.6	17.0	0.5	2.9%
33 5% Rail Operations	41.4	42.6	1.2	2.9%
34 17% Local Return ⁽¹⁾	140.8	144.8	4.1	2.9%
35 17% Highway Construction	140.8	144.8	4.1	2.9%
36 20% Transit Operations	165.6	170.4	4.8	2.9%
37 35% Transit Construction	289.9	298.2	8.3	2.9%
38 Estimated Tax Revenue from Measure M	\$ 840.8	\$ 865.0	\$ 24.2	2.9%
39 Transportation Development Act (TDA)				
40 Administration	\$ 10.1	\$ 10.9	\$ 0.8	7.9%
41 2.0% Article 3 (Pedestrians & Bikeways)	8.2	8.4	0.2	2.8%
42 91.3% Article 4 (Bus Transit)	375.0	385.0	10.0	2.7%
43 6.7% Article 8 (Transit/Streets & Highways)	27.1	28.2	1.1	4.0%
44 Estimated Tax Revenue from TDA	\$ 420.4	\$ 432.5	\$ 12.1	2.9%
45 State Transit Assistance (STA)/SB1 ⁽²⁾				
46 STA/SB1 STA Bus	\$ 89.6	\$ 54.6	\$ (35.0)	-39.0%
47 STA/SB1 STA Rail	68.7	42.1	(26.5)	-38.6%
48 SB1 State of Good Repair Bus	14.4	17.5	3.1	21.9%
49 SB1 State of Good Repair Rail	11.0	13.5	2.5	22.8%
50 Estimated Tax Revenue from STA/SB1	\$ 183.6	\$ 127.8	\$ (55.8)	-30.4%
51 Total Sales Tax, TDA & STA/SB1 Revenues	\$ 3,967.2	\$ 4,020.3	\$ 53.1	1.3%

Note: Totals may not add up because of rounding.

⁽¹⁾ One percent of the 1.5% Administration is used to supplement Local Return. This increases the Local Return total to 17% of net revenues.

⁽²⁾ Refers to the Regional Transit Allocations Chart for STA/SB1 allocation details.

Expenditures by Program and Program Summaries

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Summary of Expenditures by Program

Program Type (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1 Transportation Infrastructure Development				
2 Transit Expansion	\$ 2,103.2	\$ 2,537.7	\$ 434.5	20.7%
3 Highway	264.7	477.4	212.7	80.3%
4 Transportation Infrastructure Development Total	\$ 2,367.9	\$ 3,015.1	\$ 647.2	27.3%
5 Metro Transit - Operations				
6 Operations & Maintenance	\$ 1,824.7	\$ 2,049.2	\$ 224.5	12.3%
7 Regional Operating Services	19.4	20.6	1.2	6.4%
8 Metro Transit - Operations Subtotal	\$ 1,844.1	\$ 2,069.9	\$ 225.8	12.2%
9 Metro Transit - State of Good Repair (SGR)				
10 SGR Bus & Rail	\$ 416.4	\$ 337.7	\$ (78.7)	-18.9%
11 Other Asset Improvements	96.9	104.6	7.7	8.0%
12 Metro Transit - State of Good Repair (SGR) Subtotal	\$ 513.2	\$ 442.3	\$ (70.9)	-13.8%
13 Metro Transit Total	\$ 2,357.3	\$ 2,512.2	\$ 154.8	6.6%
14 Subsidy Funding Programs				
15 Local Agencies	\$ 702.5	\$ 788.4	\$ 85.9	12.2%
16 Regional Transit	498.8	559.8	61.0	12.2%
17 Regional Federal Grants	23.3	17.1	(6.2)	-26.7%
18 Fare Assistance	14.4	15.3	0.9	6.5%
19 Subsidy Funding Programs Total	\$ 1,239.0	\$ 1,380.7	\$ 141.7	11.4%
20 Regional Rail				
21 Metro Regional Rail	\$ 115.5	\$ 109.6	\$ (6.0)	-5.2%
22 Metrolink	129.2	123.5	(5.7)	-4.4%
23 Regional Rail Total	\$ 244.7	\$ 233.0	\$ (11.7)	-4.8%
24 General Planning & Programs				
25 Active Transportation, Bike & Other	\$ 68.8	\$ 72.6	\$ 3.7	5.4%
26 Grants Management & Administration	24.6	29.4	4.8	19.4%
27 Property Management	54.5	62.7	8.1	14.9%
28 Public Private Partnership (P3)/Unsolicited Proposals	8.1	5.9	(2.2)	-27.4%
29 Transit Court	1.3	1.5	0.2	19.1%
30 General Planning & Programs Total	\$ 157.4	\$ 172.0	\$ 14.6	9.3%
31 Congestion Management				
32 ExpressLanes	\$ 39.4	\$ 53.7	\$ 14.3	36.2%
33 Freeway Service Patrol	26.5	27.3	0.8	3.1%
34 Kenneth Hahn Call Box Program	12.9	13.6	0.7	5.5%
35 Rideshare Services	9.2	9.3	0.1	0.7%
36 Congestion Management Total	\$ 88.0	\$ 103.9	\$ 15.9	18.0%
37 Debt Program Total ⁽¹⁾	\$ 474.9	\$ 516.0	\$ 41.1	8.7%
38 Oversight and Administration Total	\$ 63.6	\$ 69.7	\$ 6.1	9.6%
39 Grand Total	\$ 6,992.9	\$ 8,002.6	\$ 1,009.7	14.4%

Note: Totals may not add up because of rounding.

⁽¹⁾ Total budget for Debt Program includes all debt service cost (in Debt Service section) plus investment and debt management cost of \$2.4 million in FY21 and \$3.1 million in FY22.

Program Summary

Transportation Infrastructure Development (TID)

The FY22 Proposed Budget for the TID program is proposed at \$3.0 billion. This program is divided into two groups: (1) Transit Expansion, with a proposed budget of \$2.5 billion, consists of projects focused on expanding bus and rail public transit network within Los Angeles County; and (2) Highways, with a proposed budget of \$477.4 million, is focused on enhancing highways and improving traffic flows within Los Angeles County.

Transit Expansion is further subdivided into planning and construction phases. Generally, the environmental clearance signifies the shift from planning phase to construction phase. In FY22, the planning phase projects' proposed budget is \$147.9 million, which includes both the Bus Rapid Transit (BRT) and rail considerations. The construction phase, the costliest phase of project delivery, has a proposed budget of \$2.4 billion. The Highway projects' proposed budget of \$477.4 million is comprised of \$279.6 million or 58.6% in subsidies to subregions and external agencies. The balance of \$197.8 million or 41.4% will fund Metro's own efforts in planning and constructing Board-authorized highway projects for the region.

Anticipated activities include:

- Four Pillar projects:
 - West Santa Ana Branch Corridor continuing environmental clearance and procurement/delivery methodology;
 - Eastside Extension continuing environmental clearance and analysis of Washington Boulevard alternative;
 - C Line (Green) Extension Redondo to South Bay continuing environmental clearance and analysis of Metro rail vs Hawthorne Boulevard alternatives, and
 - Sepulveda Pass Corridor continuing predevelopment work to explore monorail and heavy rail concepts throughout the environmental phase.
- Airport Metro Connector, joining the LAX Airport People Mover to the Metro transit system, breaking ground for heavy construction work;
- East San Fernando Transit Corridor continuing utility relocations and right-of-way acquisitions;
- BRT Connector B Line (Red)/G Line (Orange) to L Line (Gold), a BRT connector from North Hollywood to Pasadena, continuing environmental clearance and preliminary engineering efforts;
- G Line (Orange) BRT Improvements continuing with right-of-way acquisitions, final design, and advanced utility relocations;
- San Gabriel Valley Transit Feasibility Study exploring mass transit – all modes – options from Los Angeles to South El Monte and further east in San Gabriel Valley;
- Projects currently in construction – Westside D Line (Purple) Subway Extension, Regional Connector, Crenshaw/LAX Light Rail Transit, L Line (Gold) Foothill Extension 2B – continuing

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to advance as scheduled;

- The I-5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes) project will breaking ground;
- Continuing right-of-way acquisitions for SR-57/SR-60 Interchange Improvements;
- Continuing funding for Alameda Corridor East Grade Separations Phase II;
- Continuing funding for SR-71 Gap from I-10 to Rio Rancho Road;
- Continue I-605 Corridor “Hot Spot” Interchanges Improvements, some efforts directly by Metro and others as subsidy to external agencies; and
- Continuing funding for all subregions’ respective highway efficiency programs and continuing with mobility improvements such as I-405, I-110, I-105, and SR-91 Ramp and Interchange Improvements, SR-710 Early Action efforts, various SR-710 North Mobility Improvement projects, and various sound wall packages.

Transportation Infrastructure Development (\$ in thousands)	Expenditures Through FY21	FY22 Proposed	Life of Project
1 Transit Expansion			
2 Rail			
3 Airport Metro Connector	\$ 222,370.8	\$ 143,169.9	\$ 898,581.0
4 Crenshaw/LAX Light Rail Transit	2,258,556.9	123,017.3	2,410,298.2
5 East San Fernando Transit Corridor	89,691.4	256,877.5	346,568.9
6 E Line (Expo) Light Rail Transit ⁽¹⁾	2,298,270.7	4,494.0	2,301,023.1
7 L Line (Gold) Foothill Extension 2A to Azusa	918,436.0	3,503.3	923,550.2
8 L Line (Gold) Foothill Extension 2B	490,300.8	182,055.6	1,406,870.8
9 Regional Connector	1,519,593.7	261,000.4	1,845,712.0
10 Westside D Line (Purple) Subway Extension Section 1	2,636,483.6	534,615.0	3,800,979.4
11 Westside D Line (Purple) Subway Extension Section 2	1,335,876.8	292,624.4	2,440,969.3
12 Westside D Line (Purple) Subway Extension Section 3	1,001,173.7	511,890.4	3,223,623.3
13 Systemwide	80,681.3	64,341.9	145,023.2
14 Bus			
15 G Line (Orange) BRT Improvements ⁽²⁾	36,791.9	12,197.3	48,989.2
16 Transit Expansion Subtotal	\$ 12,888,227.7	\$2,389,787.1	\$ 19,792,188.5
17 Transit Planning ⁽³⁾			
18 BRT Connector B Line (Red)/G Line (Orange) to L Line (Gold)	\$ 13,290.7	\$ 1,725.8	\$ 15,016.5
19 C Line (Green) Extension: Redondo to South Bay	19,296.2	18,222.2	37,518.4
20 Crenshaw Northern Extension	4,206.0	15,309.9	19,515.8
21 Eastside Extension	47,898.6	9,643.5	57,542.1
22 Eastside Extension - Light Rail Vehicles	31,527.3	-	31,527.3
23 Eastside Light Rail Access Phases 1 & 2	22,326.7	1,818.9	24,145.6
24 Eastside Light Rail Access Phase 3 ⁽⁴⁾	3,300.0	8,181.9	29,703.1
25 North San Fernando Valley BRT	7,065.5	2,363.9	9,429.5
26 San Gabriel Valley Transit Feasibility Study	1,500.0	1,551.0	3,051.0
27 Sepulveda Pass Corridor	28,898.1	60,091.5	88,989.6
28 Vermont Transit Corridor	4,999.2	4,160.7	9,159.9
29 West Santa Ana Branch Corridor	60,691.2	24,871.1	85,562.2
30 Transit Planning Subtotal	\$ 244,999.6	\$ 147,940.4	\$ 411,161.1
31 Highway Program Subtotal ⁽⁵⁾	\$ -	\$ 477,399.6	\$ -
32 Transportation Infrastructure Development Total	\$ 13,133,227.3	\$3,015,127.1	\$ 20,203,349.7

Note: Totals may not add up because of rounding.

⁽¹⁾ Expenditure for light rail vehicle purchase to be adjusted.

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

⁽³⁾ No Board LOP during the planning phase. Project is funded on an annual basis.

⁽⁴⁾ LOP authorized by the Board.

⁽⁵⁾ Refer to Appendix III for the list of Highway Program projects.

Program Summary

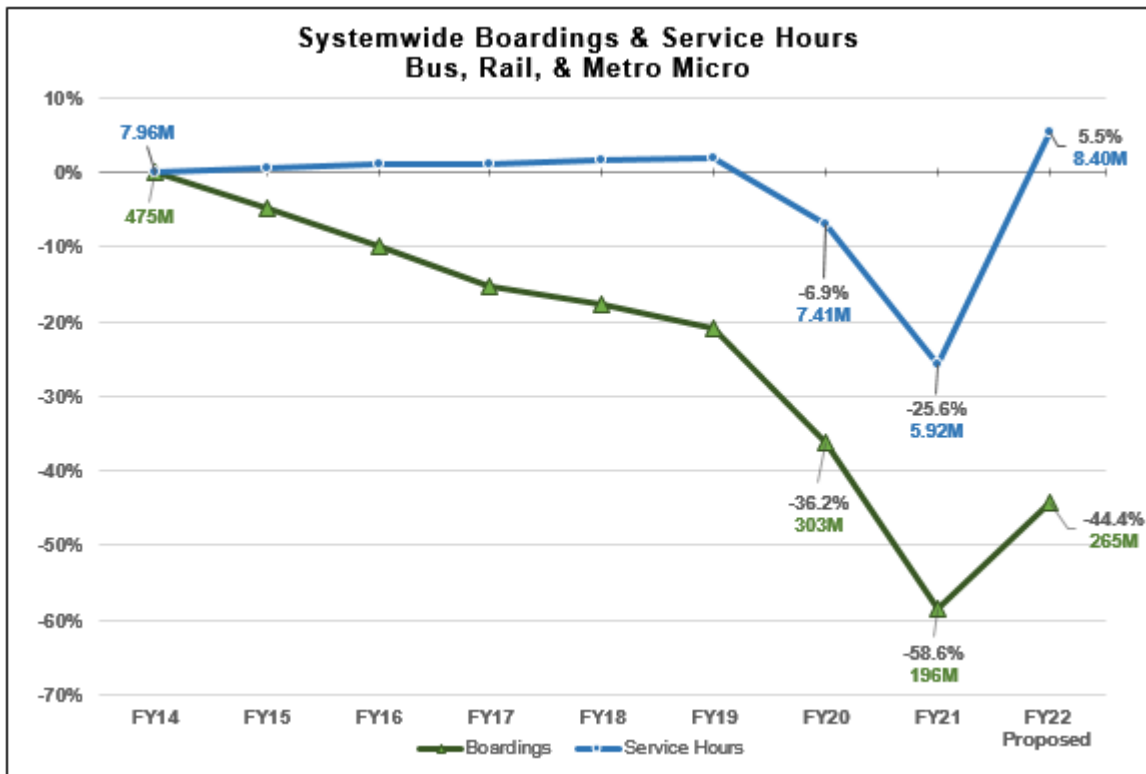
Metro Transit

The Metro Transit program is made up of Operations and Maintenance (O&M) and State of Good Repair (SGR). It reflects the resources required to operate and maintain bus and rail service at pre-COVID-19 levels and ensures that critical infrastructure remains in a state of good repair.

Bus and Rail Service Plan

Bus and rail service will be restored back to pre-COVID-19 levels by increasing bus service to seven million annualized Revenue Service Hours (RSH) by September 2021 and rail service to 1.2 million RSH by end of FY22. To provide this service, bus and rail operator availability is one of the most critical challenges. In preparation for returning to pre-COVID-19 service levels, Metro has resumed and accelerated the operator-hiring process.

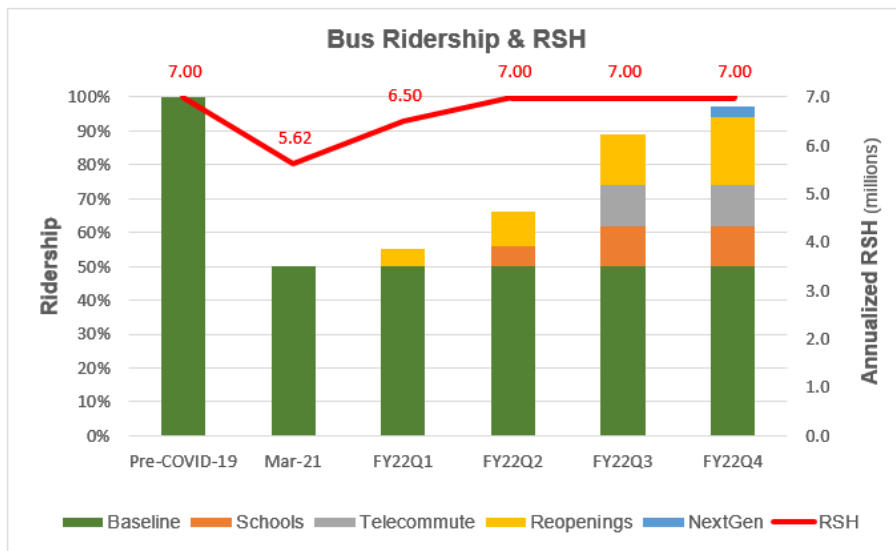
The FY22 proposed service plan reflects a restoration of service that outpaces ridership projections, and will continue to address remaining physical distancing needs, overcrowding, and service reliability issues. The chart below demonstrates that the operational service hour recovery plan including bus, rail, and Metro Micro, is still ahead of passenger load increases by comparing systemwide RSH and boarding projections. Restoring bus service back to seven million RSH will prevent rider overcrowding on high capacity lines, provide more transit options and more frequent service.



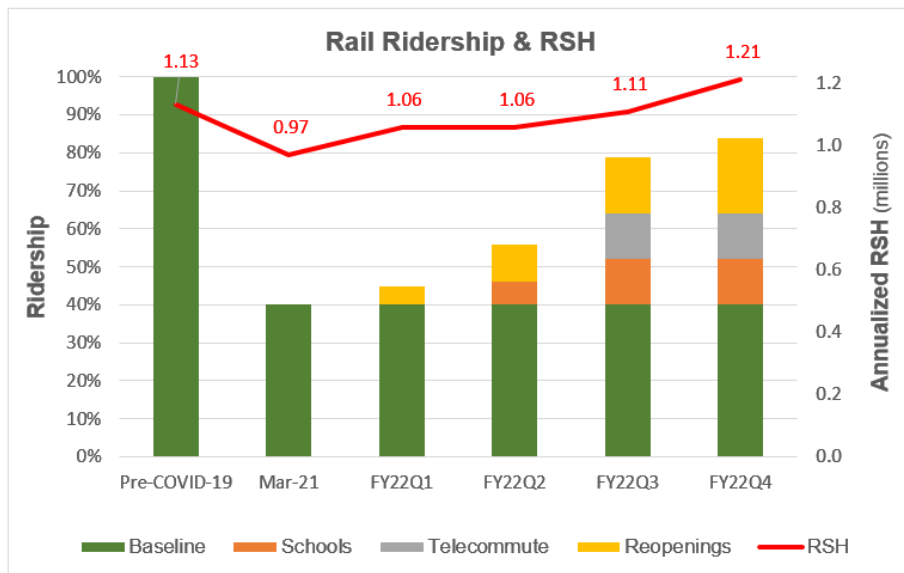
Note: Graph illustrates percent change in boardings and service hours from FY14. FY22 service hours include 116,500 pre-revenue service hours for rail extensions.

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The FY22 proposed service plan does more than just restore service levels. It also makes significant service improvements and enhancements designed to foster ridership recovery. The NextGen bus improvement plan, which invests in improving the boarding and riding experience, will be fully implemented in FY22. NextGen will significantly change the current network by reallocating underutilized services to higher ridership lines. In addition, as part of the NextGen plan, the Metro Micro program is expanding to include nine zones of service to address customers' desire for trip-making options in the lower density areas of the region suited to the Metro Micro model of operation. Bus and rail boardings will escalate over time to get us back to pre-COVID-19 ridership levels. A quarterly breakout showing percent of pre-COVID-19 ridership and annualized RSH for FY22 separated by bus and rail is shown in the charts below.



The graph depicts annualized ridership and RSH at each quarter and does not add up to annual total. Excludes Metro Micro.



The graph depicts annualized ridership and RSH at each quarter and does not add up to annual total. Excludes special events.

Program Summary

Metro Transit Expenditures

The Metro Transit program represents resources required to run bus and rail O&M and keep related transit infrastructure in a state of good repair. The FY22 Proposed Budget also includes capitalized system integration expenses.

The FY22 Proposed Budget for the program is \$2.5 billion, a 6.6% increase over FY21. Expenditures are based on operating-eligible funding for both O&M and SGR. Service restoration is the priority for FY22 budget planning. The O&M budget totals \$2.1 billion, which includes allowances for additional labor and overtime to support running 8.3 million RSH to operate bus, rail, and Metro Micro services. An additional \$60.6 million is needed for pre-revenue service expenses for Crenshaw/LAX and Regional Connector.

Metro Transit (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change	% of Total
1 Operations & Maintenance (O&M)					
2 Bus ⁽¹⁾	\$ 1,283.9	\$ 1,402.0	\$ 118.1	9.2%	55.8%
3 Rail ⁽¹⁾	533.1	628.2	95.1	17.8%	25.0%
4 Metro Micro	27.1	39.6	12.5	46.2%	1.6%
5 O&M Subtotal	\$ 1,844.1	\$ 2,069.9	\$ 225.8	12.2%	82.4%
6 State of Good Repair (SGR) Subtotal	\$ 513.2	\$ 442.3	\$ (70.9)	-13.8%	17.6%
7 Metro Transit Total	\$ 2,357.3	\$ 2,512.2	\$ 154.9	6.6%	100.0%

Note: Totals may not add up because of rounding.

⁽¹⁾ Bus and rail operating costs include COVID-19 expenses.

Capitalized System Integration ⁽²⁾ (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change	% of Total
8 Pre-Revenue Crenshaw/LAX	\$ 26.9	\$ 34.5	\$ 7.6	28.2%	
9 Pre-Revenue Regional Connector	-	26.1	26.1	-	
10 Capitalized System Integration (CSI) Total	\$ 26.9	\$ 60.6	\$ 33.7	125.3%	

Note: Totals may not add up because of rounding.

⁽²⁾ The FY22 Proposed Budget for Capitalized System Integration is included in the TID program.

Metro Transit – Operations & Maintenance (O&M)

Labor makes up 61.6% of the total O&M budget in FY22 and the \$105.5 million increase is due to additional staffing requirements for Metro Micro, labor rate increases from collective bargaining agreements, and overtime to support the increased bus service. Parts and supplies budget is increasing by \$2.9 million to support bus and rail fleet maintenance needs based on current usage rate. The CNG fuel and propulsion power budget is increasing by \$7.2 million primarily due to service level increases and cost inflation. Contract and Professional Services is increasing by \$67.5 million and includes funds to support security contract costs until December 2021, Metro bus and rail facilities O&M, COVID-19 related increases in cleaning needs, ongoing elevator and escalator maintenance, and restrooms at layover zones. Other operating expenses are increasing by \$42.6 million and include funds to support Customer Experience initiatives, building utility and maintenance costs, and other cost allocations. The following table details the breakdown by expense type.

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	Operations & Maintenance (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change	% of Total
1	Labor	\$ 1,169.3	\$ 1,274.8	\$ 105.5	9.0%	61.6%
2	Parts & Supplies	90.4	93.4	2.9	3.2%	4.5%
3	CNG Fuel/Propulsion Power	54.7	61.9	7.2	13.2%	3.0%
4	Contract/Professional Services	271.2	338.7	67.5	24.9%	16.4%
5	Other Operating Expenses ⁽¹⁾	258.5	301.1	42.6	16.5%	14.5%
6	Operations & Maintenance Total	\$ 1,844.1	\$ 2,069.9	\$ 225.8	12.2%	100.0%

Note: Totals may not add up because of rounding.

⁽¹⁾ Other Operating Expenses include funds to support Customer Experience initiatives, building utility and maintenance costs, and other cost allocations.

Metro Transit – State of Good Repair (SGR)

Metro Transit’s capital improvement program is called State of Good Repair (SGR). The SGR program includes all improvement, modernization, maintenance, replacement, state of good repair, and general capital asset expenses performed on the existing transit systems.

This program focuses on maintaining, upgrading, and modernizing assets and infrastructure to ensure the transit system has state of the art equipment and peripheral systems to provide high quality transit service. Capital asset improvements within this budget include implementation of new technologies, rolling stock purchases, rolling stock modernization, station improvements and so much more, all with the goal of enhancing the customer experience while improving safety and reliability. Metro’s goal is to methodically renew and improve the system while maximizing scarce capital resources.

Metro has a detailed budget planning process for SGR. Dozens of statistics for over 19,000 assets are tracked in the Transit Asset Management (TAM) database. The TAM helps define asset replacement cycles and general prioritization, among numerous other key parameters. TAM data, historical accounting data, budget submissions, and other qualitative data are combined into an analysis used to rank and prioritize assets. Results of that analysis are discussed with the Senior Leadership Team (SLT) along with results from the Metro Budget Equity Assessment Tool (MBEAT) to arrive at a proposed budget for SGR.

The SGR program includes projects to achieve the Board goal of attaining a zero emissions fleet. The plan also includes delivery of 85 buses (80 near zero-emission CNG buses and five zero-emission electric buses) as well as payment and final acceptance of the remaining Light Rail Vehicle (LRV) purchases. 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 FY22 Proposed SGR Budget is \$442.3 million, consisting of \$123.0 million, or 27.8%, for bus related projects, \$210.7 million, or 47.6%, for rail related projects, and \$108.5 million, or 24.6%, for regional, technology, and equipment projects. The FY22 Proposed Budget is \$70.9 million, or

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13.8%, lower than FY21 due in part to anticipated changes in bus fleet procurement schedules but are offset by modernization projects ramping up. The budget is also lower than FY21 due to revenue constraints imposed by the pandemic and reductions in the total availability of bus and rail eligible funding.

FY22 milestones and deliverables include:

- Receive 80 forty-foot CNG buses and five sixty-foot zero-emission electric buses;
- Final acceptance of remaining P3010 LRVs, continued heavy rail testing, and evaluation of “first article” vehicles;
- Enhance the customer experience through LRV and heavy rail vehicle (HRV) midlife modernization projects. These projects will preempt vehicle failures and increase operational performance;
- Continue major rail improvements and maintenance at rail facilities and right-of-way focusing the Metro C Line (Green) track system and circuit refurbishments; and
- Installation of blue light emergency call boxes at bus and rail facilities.

	State of Good Repair (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1	Bus				
2	Acquisition	\$ 208.7	\$ 59.1	\$ (149.6)	-71.7%
3	Maintenance	33.7	47.1	13.3	39.5%
4	Facilities Improvements	16.8	16.8	-	0.1%
5	Bus Subtotal	\$ 259.3	\$ 123.0	\$ (136.3)	-52.6%
6	Rail				
7	Acquisition	\$ 73.8	\$ 91.9	\$ 18.0	24.4%
8	Maintenance	45.7	90.3	44.6	97.7%
9	Wayside Systems	26.8	23.8	(3.0)	-11.3%
10	Facilities Improvements	7.6	4.8	(2.8)	-36.6%
11	Rail Subtotal	\$ 153.9	\$ 210.7	\$ 56.9	37.0%
12	Other Asset Improvements				
13	Non-MR/MM Major Construction	\$ 56.8	\$ 53.2	\$ (3.6)	-6.4%
14	Regional and Hubs	22.8	30.3	7.5	32.8%
15	Technology	17.2	21.1	3.9	22.5%
16	Non-Revenue & Other SGR ⁽¹⁾	3.2	4.0	0.7	22.6%
17	Other Asset Improvements Subtotal	\$ 100.1	\$ 108.5	\$ 8.4	8.4%
18	State of Good Repair Total⁽²⁾	\$ 513.2	\$ 442.3	\$ (70.9)	-13.8%

Note: Totals may not add up because of rounding.

⁽¹⁾ Non-Revenue & Other SGR includes TAM Project Management Support.

⁽²⁾ Refer to Appendix IV for SGR projects in the planning stage.

Subsidy Funding

Subsidy Funding represents resources distributed to regional partners to carry out local transportation needs. This includes subsidies paid to local jurisdictions, Municipal Operators and community operators, Access Services, and funding for other programs such as the Congestion Reduction

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Demonstration (CRD) Toll Revenue grant programs, Open Streets, Active Transportation, Transit-Oriented Development (TOD) Planning grants, and the Destination Crenshaw/Sankofa Park project.

The FY21 Budget assumed the impact of the COVID-19 pandemic would result in a reduction of funds ordinarily carried over from FY20 into the FY21 and FY22 Budgets. Actual results were slightly better than expected and are reflected in an increase in available local subsidy funding.

For those operators not receiving Federal funds directly from the CRRSA Act, Metro staff will work with affected jurisdictions to swap or exchange Metro’s local funds to address administrative efficiencies and will be included in the final FY22 Proposed Budget.

The Subsidy Funding program expenditures are projected to increase to \$1.4 billion, or 11.4% over the FY21 Budget.

Metro’s regional Fare Assistance program, Low Income Fares is Easy (LIFE), is increasing slightly due to sales tax growth in Measure M funding available for the program.

Subsidy Funding (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1 Local Agencies				
2 Allocation by Population				
3 Local Returns (Prop A, Prop C, Measure R, and Measure M)	\$ 583.3	\$ 648.5	\$ 65.1	11.2%
4 Transportation Development Act Articles 3 & 8	29.0	38.1	9.1	31.3%
5 Allocation by Population Subtotal	\$ 612.4	\$ 686.6	\$ 74.2	12.1%
6 Call for Projects Subtotal	\$ 50.4	\$ 50.5	\$ -	0.1%
7 Other Projects				
8 Active Transportation, Transit Projects and Programs	\$ 15.0	\$ 18.9	\$ 3.9	26.1%
9 Destination Crenshaw/Sankofa Park Project	-	15.0	15.0	100.0%
10 Federal Transportation Earmark	4.4	6.3	2.0	45.3%
11 CRD Toll Revenue Grant Program	4.3	4.3	-	-
12 Open Streets Grant Program	3.1	3.5	0.4	12.7%
13 Transit Oriented Development Planning	2.2	2.0	(0.2)	-8.4%
14 Taylor Yard Bridge Project	8.0	1.4	(6.7)	-82.7%
15 Muni Farebox Upgrades Projects	2.8	-	(2.8)	-100.0%
16 Other Projects Subtotal	\$ 39.8	\$ 51.4	\$ 11.6	29.2%
17 Local Agencies Total	\$ 702.5	\$ 788.4	\$ 85.9	12.2%
18 Regional and Local Transit				
19 Municipal and Local Operators ⁽¹⁾	\$ 401.3	\$ 437.3	\$ 36.0	9.0%
20 Access Services	97.5	122.6	25.1	25.7%
21 Regional and Local Transit Total	\$ 498.8	\$ 559.9	\$ 61.0	12.2%
22 Regional Federal Grants Total	\$ 23.3	\$ 17.1	\$ (6.2)	-26.7%
23 Fares Subsidy (LIFE Program) ⁽²⁾ Total	\$ 14.4	\$ 15.3	\$ 0.9	6.5%
24 Subsidy Funding Total	\$ 1,239.0	\$ 1,380.7	\$ 141.7	11.4%

Note: Totals may not add up because of rounding.

⁽¹⁾ The final FY22 Budget may include minor adjustments as a result of a substitution of Federal CRRSA Act relief funds for local funds to maximize administrative efficiencies as approved by the Metro Board.

⁽²⁾ 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/betterments, development,

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construction, and corridor studies. The FY22 Proposed Budget of \$233.0 million represents an \$11.7 million decrease from FY21. The decrease is due in part to reduced need for right-of-way acquisitions in FY22.

Funding for Metrolink commuter rail operations anticipates a continuation of the 30% service level reduction implemented due to pandemic-related impacts on ridership. As recovery from the pandemic progresses, we anticipate a return to pre-pandemic service levels in FY22. The return to full service will be based on increased ridership in conjunction with social distancing guidelines and other public health guidance. The \$5.7 million decrease in funding to Metrolink is due to a reduction in the operating subsidy requirement in FY22, as the post-pandemic recovery is forecasted to generate additional fare revenues compared to FY21.

	Regional Rail (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1	Metro Regional Rail				
2	Link Union Station	\$ 79.0	\$ 74.6	\$ (4.4)	-5.5%
3	Rosecrans & Marquardt Grade Separation	26.5	25.2	(1.3)	-4.7%
4	Brighton to Roxford Double Track	2.7	2.7	-	-
5	High Desert Corridor Rail Service Plan	1.9	2.0	0.1	6.6%
6	Doran Street Grade Separation	2.0	2.0	-	-
7	Lone Hill to CP White	0.5	0.6	0.1	19.5%
8	Other Regional Rail Projects	3.0	2.4	(0.6)	-19.4%
9	Metro Regional Rail Subtotal	\$ 115.5	\$ 109.6	\$ (6.0)	-5.2%
10	Metrolink				
11	Metrolink Operating	\$ 109.2	\$ 98.4	\$ (10.8)	-9.9%
12	Metrolink Capital & State of Good Repair	20.0	25.1	5.1	25.3%
13	Metrolink Subtotal	\$ 129.2	\$ 123.5	\$ (5.7)	-4.4%
14	Regional Rail Total	\$ 244.7	\$ 233.0	\$ (11.7)	-4.8%

Note: Totals may not add up because of rounding.

General Planning and Programs

General Planning and Programs consists of other mobility initiatives supporting the Agency's goal of delivering improved mobility, air quality, and sustainability. The FY22 Proposed Budget of \$172.0 million represents a \$14.6 million or 9.3% increase from the FY21 Budget. The proposed operational budget for Bike Share, Parking, Transit Court, and Union Station are aligned to the service levels and customer demand anticipated in FY22.

Project highlights include:

- Rail to Rail/River Active Transportation Corridor soil remediation and final design for Segment A and supplemental alternative analysis for Segment B;
- Los Angeles River Bike Path Phase 2 environmental clearance and design;
- First/Last Mile planning or post-planning work for Crenshaw/LAX, Regional Connector, L Line (Gold) Foothill Extension 2B and Westside D Line (Purple) Extension projects;

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- Growing a Greener Workforce training programs and implementation of Environmental Management Systems (EMS) at 19 Metro locations;
- Construction of the Metro Training and Innovation Center;
- Centinela Grade Separation preliminary engineering design;
- Transit Oriented Communities Implementation Plan and West Santa Ana Branch Transit Oriented Development Strategic Implementation Plan;
- Union Station capital improvement projects including Parking Lot G Enhancement, Basement Drainage System Renovation, Threat and Vulnerability Assessment Closed-Circuit Television (TVA-CCTV) System Expansion, Security Operations Center and Central Dispatch Upgrade, Waterproofing and Drainage Repair, Plumbing System Upgrade and Metropolitan Water District (MWD) Walkway Repairs; and
- Public Private Partnership (P3) development work on Travel Rewards Research Pilot and Unsolicited Proposals to identify solutions to mobility challenges in the region such as Zero Bus Emissions and Roofing.

General Planning & Programs (\$ in millions)		FY21 Budget	FY22 Proposed	\$ Change	% Change
1	Active Transportation, Bike & Other				
2	Active Transportation including Bike	\$ 38.6	\$ 36.6	\$ (2.0)	-5.2%
3	First Last Mile	1.7	1.9	0.2	13.3%
4	Sustainability	15.6	18.7	3.2	20.4%
5	System Connectivity Program & Studies	13.0	15.3	2.3	17.8%
6	Active Transportation, Bike & Other Subtotal	\$ 68.8	\$ 72.6	\$ 3.7	5.4%
7	Grants Management & Administration				
8	Administrative & Planning Support	\$ 18.7	\$ 21.6	\$ 2.8	15.1%
9	Financial Planning & Grants Management	5.9	7.8	1.9	33.0%
10	Grants Management & Administration Subtotal	\$ 24.6	\$ 29.4	\$ 4.8	19.4%
11	Property Management				
12	Art & Design	\$ 1.5	\$ 1.5	\$ -	-
13	Joint Development	5.2	6.3	1.0	19.3%
14	Parking	10.6	11.6	1.0	9.3%
15	Property Maintenance & Contract Management	22.1	21.5	(0.7)	-3.0%
16	Transit Oriented Communities	3.3	10.2	6.9	212.0%
17	Union Station	11.8	11.6	(0.1)	-1.1%
18	Property Management Subtotal	\$ 54.5	\$ 62.7	\$ 8.1	14.9%
19	Public Private Partnership (P3)/Unsolicited Proposals Subtotal	\$ 8.1	\$ 5.9	\$ (2.2)	-27.4%
20	Transit Court Subtotal	\$ 1.3	\$ 1.5	\$ 0.2	19.1%
21	General Planning & Programs Total	\$ 157.4	\$ 172.0	\$ 14.6	9.3%

Note: Totals may not add up because of rounding.

Congestion Management

The program consists of four major groups: ExpressLanes, Freeway Service Patrol (FSP), Motorist Services, and Rideshare Services. The FY22 Proposed Budget for the Congestion Management program of \$103.9 million represents a \$15.9 million or 18.0% increase from the FY21 Budget. The program adjusted ExpressLanes California Highway Patrol (CHP) enforcement, ExpressLanes Service Center, and SoCal511 funding to match the anticipated traffic and service demand trend on ExpressLanes and freeways during the pandemic recovery. Funds are included for upcoming

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deployment-ready projects: I-10 Pilot for HOV5+, Occupancy Detection System, and for the Board approved I-10 ExpressLanes Extension project engineering and environmental alternative studies. Funding for Incremental Transit Services subsidy and Net-Toll Revenue grants is increased to match estimated invoicing from cities. Freeway Service Patrol, Motorist Service, and Rideshare Services are at the same operating level as the FY21 Budget. Planning for ExpressLanes expansion for I-105 and I-605 is expected to be on schedule.

	Congestion Management (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1	ExpressLanes	\$ 39.4	\$ 53.7	\$ 14.3	36.2%
2	Freeway Service Patrol	26.5	27.3	0.8	3.1%
3	Motorist Services	12.9	13.6	0.7	5.5%
4	Rideshare Services	9.2	9.3	0.1	0.7%
5	Congestion Management Total	\$ 88.0	\$ 103.9	\$ 15.9	18.0%

Note: Totals may not add up because of rounding.

Debt Service

Debt financing is one of the budget tools Metro uses to help deliver projects. 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 FY22, it is anticipated that Crenshaw/LAX, Westside D Line (Purple) Section 1, Regional Connector, Metro A Line (Blue) track system and circuit refurbishment, Alameda Corridor East, Sepulveda Pass Corridor, bus fleet purchases and improvements, and various highway and other projects will utilize debt proceeds. As of July 1, 2021, Metro has approximately \$6.1 billion of outstanding long-term debt. The annual debt service cost in FY22 is estimated at \$512.9 million, an increase of 8.6% over the FY21 Budget of \$472.5 million.

	FY21 Budget				FY22 Proposed			
	Bus	Rail	Highway	Total	Bus	Rail	Highway	Total
1	Resources							
2	\$ -	\$ 165,053.3	\$ -	\$ 165,053.3	\$ -	\$ 135,815.5	\$ -	\$ 135,815.5
3	1,492.0	-	-	1,492.0	1,491.8	-	-	1,491.8
4	2,308.3	54,113.5	-	56,421.8	11,172.3	68,379.0	-	79,551.3
5	-	8,366.7	-	8,366.7	-	8,439.0	-	8,439.0
6	-	-	112,265.4	112,265.4	-	-	119,525.9	119,525.9
7	-	163,299.5	-	163,299.5	-	223,776.2	-	223,776.2
8	-	-	-	-	-	-	-	-
9	-	2,087.2	-	2,087.2	-	2,074.4	-	2,074.4
10	-	-	-	-	-	-	-	-
11	-	10,457.1	-	10,457.1	-	10,148.1	-	10,148.1
12	\$ 3,800.3	\$ 403,377.3	\$ 112,265.4	\$ 519,443.0	\$ 12,664.1	\$ 448,632.3	\$ 119,525.9	\$ 580,822.2
13	\$(343.6)	\$(36,476.1)	\$(10,151.8)	\$(46,971.5)	\$ -	\$ -	\$ -	\$(67,877.6)
14	\$ 3,456.7	\$ 366,901.2	\$ 102,113.6	\$ 472,471.5	\$ 12,664.1	\$ 448,632.3	\$ 119,525.9	\$ 512,944.6
15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Note: Totals may not add up because of rounding.

(1) Proposition A 35% Rail Set Aside includes Union Station Purchase debt funding: \$4.4M in FY21 and \$4.2M in FY22.

(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.

(3) The Debt Service Expense Total excludes USG Building General Revenue Bonds of \$12.1M Debt Service.

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Program Summary

	Outstanding Debt Principal Balance (\$ in thousands)	Beginning FY21 Balance				Beginning FY22 Balance			
		Bus	Rail	Highway	Total	Bus	Rail	Highway	Total
1	Proposition A ⁽¹⁾	\$ 9,468.8	\$ 1,047,496.2	\$ -	\$ 1,056,965.0	\$ 10,291.5	\$ 936,953.5	\$ -	\$ 947,245.0
2	Proposition C ⁽¹⁾	22,189.8	600,624.2	1,079,211.0	1,702,025.0	103,690.0	712,948.8	1,109,321.1	1,925,960.0
3	Measure R ⁽²⁾	-	2,908,513.0	-	2,908,513.0	-	3,213,645.0	-	3,213,645.0
4	Outstanding Debt Principal Balance Total ⁽³⁾	\$ 31,658.7	\$ 4,556,633.4	\$ 1,079,211.0	\$ 5,667,503.0	\$ 113,981.6	\$ 4,863,547.3	\$ 1,109,321.1	\$ 6,086,850.0

Note: Totals may not add up because of rounding.

⁽¹⁾ PC 2020-A refunding bonds in the amount of \$28.3M were issued in June 2020, PC 2021-A new money bonds in the amount of \$321.9M were issued in April 2021.

⁽²⁾ Included is an estimated Measure R Senior new money issuance of \$850.0M to be issued in the first quarter of FY22. In addition to providing funding for projects, this issuance will also refinance Measure R Commercial Paper in the amount of \$106.0M that is included in FY21. Also included are the Measure R Junior Subordinate 2020-A bonds of \$1,356.1M that refinanced the \$1,757.8M TIFIA loans included in FY21, which were issued in August 2020.

⁽³⁾ The Debt Service Expense and Outstanding Principal Balance excludes USG Building General Revenue Bonds of \$12.1M Debt Service and \$61.4M Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process.

FY22 Proposed Budget: Maximum Permitted Debt Service

	Tax Revenue Source for Debt Servicing (\$ in millions)	FY22 Net Sales Tax Revenue	FY22 Debt Service ⁽¹⁾	Annual Debt Service Maximum ⁽²⁾	Maximum Additional Bond Issuance Allowed	% of Allowable Revenue Used
1	Proposition A (PA)					
2	Proposition A 35% Rail Set Aside ⁽³⁾	\$ 287.6	\$ 126.4	\$ 250.2	\$ 1,815.0	50.5%
3	Proposition A 40% Discretionary ⁽⁴⁾	328.7	1.5	N/A	N/A	100.0%
4	Proposition C (PC)					
5	Proposition C 10% Commuter Rail ⁽⁵⁾	85.2	7.9	34.1	383.3	23.2%
6	Proposition C 25% Street & Highways ⁽⁶⁾	213.0	118.1	127.8	142.0	92.4%
7	Proposition C 40% Discretionary ⁽⁷⁾	340.8	76.8	136.3	872.1	56.3%
8	Measure R (MR)					
9	Measure R Transit Capital - New Rail 35% ⁽⁸⁾	298.2	200.2	259.4	623.9	77.2%
10	Measure R Highway Capital 20% ⁽⁹⁾	170.4	26.3	102.2	799.7	25.7%
11	Measure R Transit Capital - Metrolink 3% ⁽¹⁰⁾	25.6	-	22.2	234.3	-
12	Measure R Transit Capital - Metro Rail 2% ⁽¹¹⁾	17.0	2.1	14.8	134.3	14.2%
13	Measure M (MM)					
14	Measure M Transit Construction 35% ⁽¹²⁾	298.2	-	259.4	3,803.4	-
15	Measure M Highway Construction 17% ⁽¹²⁾	144.8	-	126.0	1,847.4	-
16	Measure M Metro Active Transportation Program 2% ⁽¹²⁾	17.0	-	14.8	217.3	-
17	Measure M Metro State of Good Repair 2% ⁽¹²⁾	17.0	-	14.8	217.3	-
18	Measure M Regional Rail 1% ⁽¹²⁾	8.5	-	7.4	108.7	-

Note: Totals may not add up because of rounding.

⁽¹⁾ All of the debt service amounts are for long-term debt. Commercial Paper (CP) is not included because they are used as a short-term interim financing tool and are paid off with the issuance of long-term bonds.

⁽²⁾ This is a calculation of the annual debt service maximum allowed per the Board approved debt policy.

⁽³⁾ The 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%, and MM Regional Rail 1% tax revenues.

Oversight and Administration

For Oversight and Administration, the FY22 Proposed Budget of \$69.7 million is an overall 9.6% increase from the FY21 Budget. The increase from prior year is attributed to labor, benefits, and allocations. This assumes not carrying over the prior year's non-contract vacancy savings assumption as part of CEO's cost control measures to mitigate COVID-19. Other expenditures in the Oversight and Administration program includes hardware and software licensing, consultant and professional

Program Summary

services on various projects, regulatory environmental assessments, and legally mandated financial and compliance audits.

There are continued investments in Agency priorities and key initiatives including: racial justice and equity, climate action, and re-imagining of the transportation network. The Race and Equity as well as Customer Experience departments seek to address both racial justice and equity in our communities through on-board customer experience surveys and other initiatives such as the Ride Rescue program. The Public Safety Advisory Committee (PSAC) will explore various alternatives and options to ensure the safety and security of our riders. Several initiatives and studies developed by the Women and Girls Governing Council (WGGC) to explore gender equality and mobility needs of men and women are being advanced. Further progress is being made towards climate action and reimagining the future of the Los Angeles County transportation network through programs and studies such as the Traffic Reduction Study.

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Expenditures by Department and Type

Summary of Expenditures by Department

Department (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1 Board of Directors				
2 Board Office	\$ 0.5	\$ 0.5	\$ -	-
3 County Counsel	23.8	20.0	(3.8)	-15.9%
4 Ethics Office	1.7	1.6	(0.1)	-4.2%
5 Inspector General	7.3	8.2	0.9	12.7%
6 Office Of Board Secretary	1.3	1.7	0.4	28.6%
7 Board of Directors Subtotal	\$ 34.5	\$ 31.9	\$ (2.6)	-7.4%
8 Chief Executive Office	\$ 7.7	\$ 39.9	\$ 32.3	420.4%
9 New Security Model Set Aside	-	75.0	75.0	-
10 Chief Policy Office	6.4	8.3	1.9	30.1%
11 Communications	80.7	100.0	19.4	24.0%
12 Congestion Reduction	89.0	114.6	25.6	28.7%
13 Finance & Budget	1,408.8	1,498.2	89.4	6.3%
14 Human Capital & Development	51.9	57.1	5.2	10.0%
15 Information & Technology Services	79.2	82.8	3.6	4.5%
16 Management Audit Services	5.7	6.6	0.9	16.6%
17 Office Of Civil Rights & Inclusion	101.6	127.5	25.9	25.5%
18 Office Of Extraordinary Innovation	11.8	12.1	0.2	2.1%
19 Operations	1,982.1	2,113.6	131.5	6.6%
20 Planning & Development	280.6	327.4	46.8	16.7%
21 Program Management	2,508.6	3,068.6	560.1	22.3%
22 Risk/Safety & Asset Management	40.0	41.5	1.5	3.7%
23 System Security & Law Enforcement	227.6	213.4	(14.3)	-6.3%
24 Vendor/Contract Management	76.9	84.1	7.2	9.4%
25 Grand Total	\$ 6,992.9	\$ 8,002.6	\$ 1,009.7	14.4%

Note: Totals may not add up because of rounding.

Summary of Expenditures by Type

Expenditures by Type (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1 Labor & Benefits	\$ 1,393.1	\$ 1,553.3	\$ 160.2	11.5%
2 Asset Acquisitions for Transit & Highway Projects	1,809.2	2,119.0	309.7	17.1%
3 Regional Transit/Highway Subsidies	1,789.2	1,967.6	178.3	10.0%
4 Contract & Professional Services	1,174.9	1,459.9	285.0	24.3%
5 Materials & Supplies	226.3	268.2	41.9	18.5%
6 Public Liability/Property Damage (PL/PD) & Other Insurance	115.8	109.4	(6.4)	-5.5%
7 Debt	482.0	523.0	41.0	8.5%
8 Training & Travel	2.4	2.3	(0.1)	-1.2%
9 Expenditures by Type Total	\$ 6,992.9	\$ 8,002.6	\$ 1,009.7	14.4%

Note: Totals may not add up because of rounding.

Cost Inflation and Areas of Uncertainty

Cost Inflation

- The Consumer Price Index (CPI), as measured by the Bureau of Labor Statistics, is projected to increase by 2.0% in FY22 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.
- Wage increases as well as health and welfare benefits for Represented employees are based on collective bargaining agreements (CBA) with an average increase of 5.0%. Non-Represented employee salaries assume a merit-based increase of 3.5%. Non-Represented health benefits reflect the carrier contract rates previously approved by the Board.

Areas of Uncertainty

There are areas of budget that require closer monitoring and consideration before final recommendation to the Board and may require a mid-year budget amendment as needed. A few of those areas are:

- Allocation and amount of the Federal American Rescue Plan Act (ARPA) anticipated to be finalized for Board review in the first half of FY22;
- Vaccination rate and ridership confidence in returning to public transit system will impact Metro's financials;
- Labor availability to fully implement budgeted service levels;
- Potential increased borrowing costs during this period of intense infrastructure expansion;
- Changes in Federal and State grant funding for capital and maintenance projects; and
- Board approval of additional programs and projects not factored into the Budget.

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Full-Time Equivalents (FTEs)

Summary of FTEs by Department

Department	FY21 Budget	FY22 Proposed ⁽¹⁾	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 Subtotal	41	41	-	-
7 Chief Executive Office	9	11	2	22.2%
8 Chief Policy Office	19	22	3	15.8%
9 Communications	344	345	1	0.3%
10 Congestion Reduction	28	31	3	10.7%
11 Finance & Budget	232	228	(4)	-1.7%
12 Human Capital & Development	224	226	2	0.9%
13 Information & Technology Services	148	146	(2)	-1.4%
14 Management Audit Services	26	25	(1)	-3.8%
15 Office of Civil Rights & Inclusion	18	18	-	-
16 Office of Extraordinary Innovation	15	15	-	-
17 Operations	8,005	8,149	144	1.8%
18 Planning & Development	165	163	(2)	-1.2%
19 Program Management	290	283	(7)	-2.4%
20 Risk/Safety & Asset Management	101	100	(1)	-1.0%
21 System Security & Law Enforcement	214	210	(4)	-1.9%
22 Vendor/Contract Management	345	334	(11)	-3.2%
23 Total FTEs	10,224	10,347	123	1.2%
24 Agencywide Represented Total	8,482	8,630	148	1.7%
25 Agencywide Non-Represented Total	1,742	1,717	(25)	-1.4%
26 Grand Total	10,224	10,347	123	1.2%

⁽¹⁾ Reflects VSIP and additional FTEs required to advance the Agency's operations and programs.

Agencywide FTEs and Voluntary Separation Incentive Program (VSIP)

During FY21, Metro implemented the Board approved Voluntary Separation Incentive Program (VSIP) to eligible Non-Represented, AFSCME, and Teamsters Represented employees who voluntarily agree to separate or retire from Metro within a pre-designated retirement period. As a result, 179 FTEs elected to participate in VSIP and 87 positions were eliminated in the FY22 Budget.

The FTEs in the FY22 Proposed Budget reflect the result of VSIP savings and only the additions required to advance the Agency's new operations and programs. As a result, there is a net 25 FTE reduction from FY21 for Non-Represented positions. This net decrease is comprised of 32 additional Non-Represented positions for new initiatives and is offset by a VSIP reduction of 57 Non-Represented FTEs. These new positions include support for expanded service for Regional Connector in addition to operating programs to manage congestion reduction and continued infrastructure build. There are also increases aligned with Board approved initiatives such as Moving Beyond Sustainability and for the Commercial Sponsorship program. Other positions will support new Agencywide efforts while continuing

Summary of FTEs by Department

to advance equity and support customer experience initiatives. There is an increase of 178 new Represented positions geared towards expanding Metro Micro and supporting pre-revenue operations for Crenshaw/LAX and Regional Connector.

	Agency-wide FTEs	FY21 Budget	VSIP	New Initiatives	FY22 Proposed	Change
1	Non-Represented	1,742	(57)	32	1,717	(25)
2	Represented	8,482	(30)	178	8,630	148
3	Grand Total	10,224	(87)	210	10,347	123

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

FTEs by Department Detail

Department	FY21 Budget	FY22 Proposed ⁽¹⁾	Change
Board Of Directors			
County Counsel	3	3	-
Ethics Office	6	6	-
Inspector General	23	23	-
Office Of Board Secretary	9	9	-
Board Of Directors Subtotal (Non-Represented)	41	41	-
Chief Executive Office			
Chief Executive Office	2	2	-
Equity & Race	4	4	-
Customer Experience	3	5	2
Chief Executive Office Subtotal (Non-Represented)	9	11	2
Chief Policy Office			
Represented	3	3	-
Non-Represented	16	19	3
Chief Policy Office Subtotal	19	22	3
Communications			
Community Relations	49	48	(1)
Creative Services	18	19	1
Customer Care	193	192	(1)
Executive Office, Communications	4	4	-
Government Relations	6	7	1
Marketing	57	58	1
Public Relations	17	17	-
Represented	195	195	-
Non-Represented	149	150	1
Communications Subtotal	344	345	1
Congestion Reduction Subtotal (Non-Represented)	28	31	3
Finance & Budget			
Accounting	73	72	(1)
Office Of Management & Budget	64	62	(2)
TAP Operations	78	77	(1)
Finance & Treasury	17	17	-
Represented	69	69	-
Non-Represented	163	159	(4)
Finance & Budget Subtotal	232	228	(4)
Human Capital & Development			
Represented	119	119	-
Non-Represented	105	107	2
Human Capital & Development Subtotal	224	226	2
Information & Technology Services			
Represented	48	52	4
Non-Represented	100	94	(6)
Information & Technology Services Subtotal	148	146	(2)
Management Audit Services Subtotal (Non-Represented)	26	25	(1)
Office Of Civil Rights & Inclusion Subtotal (Non-Represented)	18	18	-
Office Of Extraordinary Innovation Subtotal (Non-Represented)	15	15	-

⁽¹⁾ Reflects VSIP and additional FTEs required to advance the Agency's operations and programs.

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

FTEs by Department Detail

Department	FY21 Budget	FY22 Proposed ⁽¹⁾	Change
47 Operations			
48 Bus Maintenance	1,636	1,630	(6)
49 Central Oversight & Analysis	149	211	62
50 Maintenance & Engineering	911	945	34
51 Operations Efficiency & Management	18	16	(2)
52 Operations Liaison	9	8	(1)
53 Rail Maintenance	525	540	15
54 Rail Transportation	665	725	60
55 Service Development	77	77	-
56 Transportation	3,954	3,936	(18)
57 Vehicle Engineering & Acquisition	61	61	-
58 Represented	7,692	7,841	149
59 Non-Represented	313	308	(5)
60 Operations Subtotal	8,005	8,149	144
61 Planning & Development			
62 Financial Planning, Programming & Grants	39	39	-
63 Long Range Transportation Plan & Mobility Corridor	59	58	(1)
64 Office Of Chief Planning Officer	5	6	1
65 Real Estate, Transit Oriented Communities & Transportation	62	60	(2)
66 Planning & Development Subtotal (Non-Represented)	165	163	(2)
67 Program Management			
68 Highway Project Delivery	26	26	-
69 Program Control	57	54	(3)
70 Program Management, Transit	196	192	(4)
71 Regional Rail	11	11	-
72 Program Management Subtotal (Non-Represented)	290	283	(7)
73 Risk/Safety & Asset Management			
74 Represented	2	2	-
75 Non-Represented	99	98	(1)
76 Risk/Safety & Asset Management Subtotal	101	100	(1)
77 System Security & Law Enforcement			
78 Represented	189	185	(4)
79 Non-Represented	25	25	-
80 System Security & Law Enforcement Subtotal	214	210	(4)
81 Vendor/Contract Management			
82 Diversity & Economic Opportunity	32	31	(1)
83 Procurement	90	89	(1)
84 Supply Chain Management	223	214	(9)
85 Represented	165	164	(1)
86 Non-Represented	180	170	(10)
87 Vendor/Contract Management Subtotal	345	334	(11)
88 Total FTEs	10,224	10,347	123
89 Agencywide Represented Total	8,482	8,630	148
90 Agencywide Non-Represented Total	1,742	1,717	(25)
91 Grand Total	10,224	10,347	123

⁽¹⁾ Reflects VSIP and additional FTEs required to advance the Agency's operations and programs.

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Funds

Governmental Funds

Statement of Revenues, Expenditures, and Changes in Fund Balances for the Years Ending June 30, 2021 and 2022

Governmental Funds (\$ in millions)	Special Revenue Fund		General Fund		Total	
	FY21 Budget	FY22 Proposed	FY21 Budget	FY22 Proposed	FY21 Budget	FY22 Proposed
1 Revenues						
2 Sales Tax ⁽¹⁾	\$ 3,974.7	\$ 4,028.0	\$ -	\$ -	\$ 3,974.7	\$ 4,028.0
3 Intergovernmental Grants ⁽²⁾	173.9	156.9	27.1	23.2	201.1	180.1
4 Federal CARES/CRRSA Acts ⁽³⁾	-	-	-	7.4	-	7.4
5 Investment Income	-	-	1.7	3.0	1.7	3.0
6 Lease & Rental	-	-	14.6	13.5	14.6	13.5
7 Licenses & Fines	-	-	0.4	0.5	0.4	0.5
8 Federal Fuel Credits & Other	-	-	16.8	57.2	16.8	57.2
9 Revenues Total	\$ 4,148.6	\$ 4,184.9	\$ 60.6	\$ 104.7	\$ 4,209.2	\$ 4,289.6
10 Expenditures						
11 Subsidies	\$ 1,484.9	\$ 1,738.4	\$ 36.9	\$ 33.6	\$ 1,521.8	\$ 1,772.0
12 Operating Expenditures	301.0	405.7	162.1	191.1	463.2	596.9
13 Debt & Interest Expenditures	-	-	-	-	-	-
14 Debt Principal Retirement	-	-	-	-	-	-
15 Expenditures Total	\$ 1,785.9	\$ 2,144.1	\$ 199.1	\$ 224.8	\$ 1,985.0	\$ 2,368.8
16 Transfers						
17 Transfers In	\$ 135.7	\$ 190.8	\$ 122.7	\$ 119.1	\$ 258.4	\$ 309.9
18 Transfers (Out)	(2,682.0)	(2,732.5)	(54.3)	(125.0)	(2,736.4)	(2,857.5)
19 Proceeds from Financing	42.8	42.7	-	-	42.8	42.7
20 Transfers Total	\$ (2,503.6)	\$ (2,498.9)	\$ 68.4	\$ (5.9)	\$ (2,435.2)	\$ (2,504.8)
21 Net Change in Fund Balances	\$ (140.9)	\$ (458.1)	\$ (70.1)	\$ (125.9)	\$ (210.9)	\$ (584.0)
22 Fund Balances - Beginning of Year ⁽⁴⁾	\$ 1,656.1	\$ 1,468.0	\$ 203.7	\$ 133.6	\$ 1,859.8	\$ 1,601.7
23 Fund Balances - End of Year	\$ 1,515.2	\$ 1,010.0	\$ 133.6	\$ 7.7	\$ 1,648.9	\$ 1,017.7

Note: Totals may not add up because of rounding.

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

⁽²⁾ Federal, State, and Local grants for Regional Rail, Transportation Infrastructure Development, Freeway Service Patrol, Pass Through, and miscellaneous planning projects.

⁽³⁾ In FY22, \$7.4 million of CRRSA Act funding is applied directly to the COVID-19 specific project capturing all other non-operating CRRSA Act qualified costs.

⁽⁴⁾ Beginning FY22 Fund Balances reflect anticipated unspent FY21 budgeted expenditures and actual local returns.

Governmental Funds

Estimated Fund Balances for the Year Ending June 30, 2022

Fund Type (\$ in millions)	FY22 Estimated Ending Fund
1 Proposition A	
2 Discretionary Transit (95% of 40%) ^{1M}	\$ 245.6
3 Discretionary Incentive (5% of 40%) ^{1M}	27.5
4 Rail (35%) ^{1M}	259.2
5 Interest	11.9
6 Proposition A Total	\$ 544.3
7 Proposition C	
8 Discretionary (40%) ^{1M}	\$ 301.5
9 Security (5%) ^{1M}	1.3
10 Commuter Rail (10%) ^{1M}	18.7
11 Street & Highway (25%) ^{1M}	(55.5)
12 Interest	-
13 Proposition C Total	\$ 266.0
14 Measure B	
15 Administration (1.5%)	\$ 1.7
16 Transit Capital - Metrolink (3%)	(2.8)
17 Transit Capital - Metro Rail (2%)	10.0
18 Transit Capital - New Rail (35%) ^{1M}	(335.7)
19 Highway Capital (20%) ^{1M}	(2.1)
20 New Rail Operations (5%)	-
21 Bus Operations (20%) ^{1M}	13.9
22 Measure B Total	\$ (315.0)
23 Measure M	
24 Administration (0.5%)	\$ -
25 Local Return (17%)	-
26 Metro Rail Operations (5%)	-
27 Transit Operations (20%) ^{1M}	12.4
28 ADA Paratransit for the Disabled	-
29 Transit Construction (35%) ^{1M}	(266.9)
30 Metro State of Good Repair (2%)	11.5
31 Highway Construction (17%) ^{1M}	442.3
32 Metro Active Transportation Program (2%) ^{1M}	27.0
33 Regional Rail (1%)	(2.0)
34 Measure M Total	\$ 224.3
35 Transportation Development Act (TDA)	
36 Article 3 ^{1M}	\$ 15.2
37 Article 4 ^{1M}	156.4
38 Article 8 ^{1M}	26.6
39 TDA Total	\$ 198.2
40 State Transit Assistance (STA)	
41 Revenue Share ^{1M}	\$ 2.4
42 Population Share	-
43 STA Total	\$ 2.4
44 The Road Recovery and Accountability Act of 2017 (SBI-SGR)	
45 Revenue Share ^{1M}	\$ 11.5
46 Population Share	-
47 SBI-SGR Total	\$ 11.5
48 The Road Recovery and Accountability Act of 2017 (SBI-STA)	
49 Revenue Share ^{1M}	\$ 7.1
50 Population Share	-
51 SBI-STA Total	\$ 7.1
52 SAFE Fund Total^{1M}	\$ 28.9
53 Other Special Revenue Funds Total^{1M}	\$ 42.3
54 General Fund	
55 Administration - Propositions A & C & TDA	\$ (38.1)
56 LCFS 80% ^{1M}	15.8
57 General Fund/Other ^{1M}	30.1
58 General Fund Total	\$ 7.7
59 Estimated FY22 Ending Fund Balances Total	\$ 1,017.7
60 Mandatory Operating Reserve^{1M}	\$ 180.3
61 Estimated FY22 Ending Fund Balance After Reserve	\$ 837.4

Note: Totals may not add up because of rounding.

^{1M} Committed - Previously allocated to Metro, Municipal Operators and cities.

^{1M} Deficits in PC25, MR35, and MM35 can be mitigated by bond proceeds based on project activities and actual cash flow demand.

^{1M} Restricted by legislation and Board approved projects & programs.

^{1M} Required by the Board approved Financial Stability Policy.

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Enterprise Fund Bus & Rail Operations

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

	Resources & Expenses (\$ in millions)	FY21 Budget	FY22 Proposed				Regional Activities
			Total	Bus	Rail	Transit Court	
1	Transit Operations Resources						
2	Transit Fares & Other Revenues						
3	Fares ⁽¹⁾	\$ 22.2	\$ 73.2	\$ 55.1	\$ 18.1	\$ -	\$ -
4	Advertising	18.9	24.1	21.1	3.0	-	-
5	Other Revenues ⁽²⁾	12.2	12.3	10.8	-	1.5	-
6	Transit Fares & Other Revenues Subtotal	\$ 53.3	\$ 109.6	\$ 87.0	\$ 21.1	\$ 1.5	\$ -
7	Federal & State Grants						
8	Federal Preventive Maintenance	\$ 250.2	\$ 232.3	\$ 128.5	\$ 103.8	\$ -	\$ -
9	Federal CARES/CRRSA Acts ⁽³⁾	874.8	769.0	482.6	286.4	-	-
10	Federal & State Grants	8.5	0.6	-	0.6	-	-
11	Federal & State Grants Subtotal	\$ 1,133.6	\$ 1,001.8	\$ 611.0	\$ 390.8	\$ -	\$ -
12	Local Subsidies						
13	Prop A - (40% Bus) & (35% Rail)	\$ 15.7	\$ 112.8	\$ 68.8	\$ 44.0	\$ -	\$ -
14	Prop C - (40% Bus/Rail), (5% Security) & Interest	44.7	176.7	128.8	27.2	-	20.6
15	Measure R - (20% Bus) & (5% Rail)	131.3	164.5	121.9	42.6	-	-
16	Measure M - (20% Bus), (5% Rail) & (2% SGR)	129.9	164.1	121.5	42.6	-	-
17	TDA Article 4	166.7	219.9	218.7	-	-	1.2
18	STA, SB1 STA, & SB1 SGR	165.7	110.1	55.8	54.3	-	-
19	Toll & Revenue Grant	4.4	4.4	4.4	-	-	-
20	General Fund & Other Funds	0.2	-	-	-	-	-
21	Local Subsidies Subtotal	\$ 658.5	\$ 952.5	\$ 719.9	\$ 210.8	\$ -	\$ 21.8
22	Transit Operations Resources Total	\$ 1,845.4	\$ 2,064.0	\$ 1,418.0	\$ 622.7	\$ 1.5	\$ 21.8
23	Transit Capital Resources						
24	Federal, State & Local Grants	\$ 919.2	\$ 895.7	\$ 35.8	\$ 859.8	\$ -	\$ -
25	Local & State Sales Tax ⁽⁴⁾	1,269.2	951.9	97.2	854.7	-	-
26	Other Capital Financing	444.6	1,148.5	65.7	1,082.8	-	-
27	Transit Capital Resources Total	\$ 2,633.0	\$ 2,996.1	\$ 198.8	\$ 2,797.3	\$ -	\$ -
28	Transit Operations & Capital Resources Total	\$ 4,478.4	\$ 5,060.1	\$ 1,616.7	\$ 3,420.0	\$ 1.5	\$ 21.8
29	Transit Operations Expenses						
30	Labor & Benefits	\$ 1,175.5	\$ 1,284.5	\$ 935.3	\$ 316.0	\$ 0.7	\$ 32.5
31	Fuel & Propulsion Power	44.7	61.9	31.5	30.4	-	-
32	Materials & Supplies	125.9	133.1	98.0	33.3	-	1.8
33	Contract & Professional Services	271.4	368.8	128.3	226.1	0.6	13.9
34	PL/PD & Other Insurance	51.7	52.2	46.1	6.1	-	-
35	Purchased Transportation	61.8	63.0	63.0	-	-	-
36	Allocated Overhead ⁽⁵⁾	79.9	78.5	75.7	(8.1)	0.3	10.6
37	Regional Chargeback	-	-	27.6	9.4	-	(37.0)
38	Other Expenses ⁽⁶⁾	34.4	21.9	12.3	9.6	-	-
39	Transit Operations Expenses Total ⁽⁷⁾	\$ 1,845.4	\$ 2,064.0	\$ 1,418.0	\$ 622.7	\$ 1.5	\$ 21.8
40	Transit Capital Expenses Operating Total	\$ 2,565.2	\$ 2,845.8	\$ 188.0	\$ 2,657.8	\$ -	\$ -
41	Transit Capital Expenses Planning Total	\$ 67.9	\$ 150.4	\$ 10.8	\$ 139.6	\$ -	\$ -
42	Capital Expenses Total ⁽⁸⁾	\$ 2,633.0	\$ 2,996.2	\$ 198.8	\$ 2,797.4	\$ -	\$ -
43	Transit Operations & Capital Expenses Total	\$ 4,478.4	\$ 5,060.1	\$ 1,616.7	\$ 3,420.1	\$ 1.5	\$ 21.8
44	Transit Operations & Capital (Deficit)/Surplus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Note: Totals may not add up because of rounding.

⁽¹⁾ Fare revenues include \$188,000 from TAP card sales.

⁽²⁾ Other Revenues include interest income, parking charges, vending revenues, county buy down, transit court, and other miscellaneous revenues.

⁽³⁾ Federal CRRSA Act funding for FY22 is \$776.4 million. \$769.0 million is directly applied to transit operations. The remaining \$7.4 million was applied directly to COVID-19 non-operating CRRSA Act qualified costs. Please refer to the Governmental Fund Financial statement on page 44, row 4.

⁽⁴⁾ Includes funding from Sales Tax, General Fund, State Repayment of Capital Project Loans, and State Proposition 1B cash funds.

⁽⁵⁾ Year-to-year changes in overhead distribution reflect changes in overhead allocation approved by Federal funding partners.

⁽⁶⁾ Other Expenses include utilities and credits, taxes, advertisement/settlement, travel/mileage/meals, and training/seminar/periodicals.

⁽⁷⁾ The Summary of Expenditures on page 18 includes costs not considered part of operations for GAAP reporting as presented in this schedule.

⁽⁸⁾ Capital expenses for operations and construction project planning are combined for reporting purposes and include non bus and rail operating items.

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Enterprise Fund Other Operations

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

	Resources & Expenses (\$ in millions)	FY21 Budget	FY22 Proposed				
			Total	Union Station	ExpressLanes	Bike Share	Park & Ride
1	Other Transit Operations Resources						
2	Toll Fares & Other Revenues						
3	Tolls & Violation Fines	\$ 34.9	\$ 46.6	\$ -	\$ 46.6	\$ -	\$ -
4	Rental & Lease Income	0.9	1.3	0.8	-	0.3	0.2
5	Toll Fares & Other Revenues Subtotal	\$ 35.9	\$ 48.0	\$ 0.8	\$ 46.6	\$ 0.3	\$ 0.2
6	Federal & State Grants						
7	Federal CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8	Federal & State Grants Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	Local Subsidies						
10	Propositions A & C	\$ 15.4	\$ 8.9	\$ -	\$ -	\$ -	\$ 8.9
11	Measure M	0.1	6.0	-	-	6.0	-
12	General Fund	0.1	1.5	1.2	-	-	0.3
13	City of LA	8.5	8.8	-	-	8.8	-
14	Local Subsidies Subtotal	\$ 24.0	\$ 25.2	\$ 1.2	\$ -	\$ 14.8	\$ 9.2
15	Other Transit Operations Resources Total	\$ 59.9	\$ 73.2	\$ 2.0	\$ 46.6	\$ 15.1	\$ 9.4
16	Other Transit Operations Expenses						
17	Labor & Benefits	\$ 5.1	\$ 5.7	\$ 0.5	\$ 2.5	\$ 0.6	\$ 2.2
18	Materials & Supplies	-	-	-	-	-	-
19	Contract & Professional Services	47.6	50.0	0.1	29.1	14.3	6.4
20	PL/PD & Other Insurance	0.3	0.3	0.3	-	-	-
21	Allocated Overhead	1.9	2.1	0.2	0.9	0.2	0.7
22	Other Expenses	0.1	0.6	-	0.5	-	0.1
23	Other Transit Operations Expenses Total	\$ 55.0	\$ 58.7	\$ 1.2	\$ 33.0	\$ 15.1	\$ 9.4
24	Transit Operations (Deficit)/Surplus	\$ (19.2)	\$ (10.8)	\$ (0.4)	\$ 13.6	\$ (14.8)	\$ (9.2)
25	Net Income	\$ 4.9	\$ 14.4	\$ 0.8	\$ 13.6	\$ -	\$ -
26	Other Operations Non-Operating Expenses						
27	Toll Grant Revenue to Bus Operations	\$ -	\$ 4.4	\$ -	\$ 4.4	\$ -	\$ -
28	Congestion Pricing Program	2.5	12.7	-	12.7	-	-
29	Capital Projects	-	-	-	-	-	-
30	Congestion Relief Transit Operating Subsidy	6.4	7.9	-	7.9	-	-
31	Congestion Relief Toll Revenue Grant Program ⁽¹⁾	4.3	4.3	-	4.3	-	-
32	Other Operations Non-Operating Expenses Total	\$ 13.2	\$ 29.3	\$ -	\$ 29.3	\$ -	\$ -
33	Change in Net Asset	\$ (8.3)	\$ (14.8)	\$ 0.8	\$ (15.7)	\$ -	\$ -
34	Net Asset - Beginning of Year	\$ 148.9	\$ 137.7	\$ (2.4)	\$ 140.1	\$ -	\$ -
35	Net Asset - End of Year	\$ 140.6	\$ 122.9	\$ (1.5)	\$ 124.4	\$ -	\$ -

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, 2021 and 2022

PTSC Only (\$ in millions)	FY21 Budget	FY22 Proposed
1 Revenue	\$ 433.6	\$ 474.2
2 Expenses	433.6	474.2
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, 2021 and 2022

Service Authority for Freeway Emergencies (\$ in millions)	FY21 Budget	FY22 Proposed
1 Revenues	\$ 7.5	\$ 7.8
2 Expenditures	7.4	8.4
3 Excess/(Deficiency) of Revenue Over	0.1	(0.6)
4 Other Financing and Sources (Uses) - Transfer Out	-	-
5 Fund Balances - Beginning of Year	29.4	29.5
6 Fund Balances - End of Year	\$ 29.5	\$ 28.9

Note: Totals may not add up because of rounding.

Appendix II

Service Statistics

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Bus and Rail Operating Statistics

Statistic	Bus			Rail			Total		
	FY21 Budget	FY22 Proposed	% Change	FY21 Budget	FY22 Proposed	% Change	FY21 Budget	FY22 Proposed	% Change
Service Provided (000)									
Revenue Service Hours (RSH)	5,657	7,161	26.6%	994	1,123	13.0%	6,651	8,284	24.6%
Revenue Service Miles (RSM)	59,489	74,780	25.7%	21,575	24,442	13.3%	81,064	99,222	22.4%
Service Consumed (000)									
Unlinked Boardings	151,796	200,772	32.3%	56,248	63,833	13.5%	208,044	264,605	27.2%
Passenger Miles	643,554	850,771	32.2%	368,015	417,635	13.5%	1,011,569	1,268,406	25.4%
Operating Revenue (000)									
Fare Revenue ⁽¹⁾	\$ 15,939	\$ 55,100	245.7%	\$ 5,906	\$ 17,900	203.1%	\$ 21,845	\$ 73,000	234.2%
Advertising/Other	27,100	31,900	17.7%	2,800	3,000	7.1%	29,900	34,900	16.7%
Total	\$ 43,039	\$ 87,000	102.1%	\$ 8,706	\$ 20,900	140.1%	\$ 51,745	\$ 107,900	108.5%
Operating Cost Data (000)									
Transportation	\$ 465,673	\$ 524,258	12.6%	\$ 79,160	\$ 82,115	3.7%	\$ 544,833	\$ 606,373	11.3%
Maintenance	362,686	400,799	10.5%	258,205	275,361	6.6%	620,891	676,160	8.9%
Regional	24,669	27,528	11.6%	8,391	9,360	11.5%	33,060	36,888	11.6%
Other & Support Cost	440,511	465,369	5.6%	180,377	255,840	41.8%	620,888	721,209	16.2%
Total ^{(2),(3)}	\$ 1,293,539	\$ 1,417,954	9.6%	\$ 526,133	\$ 622,675	18.3%	\$ 1,819,672	\$ 2,040,629	12.1%
Subsidy Data (000)	\$ 1,250,500	\$ 1,330,954	6.4%	\$ 517,427	\$ 601,775	16.3%	\$ 1,767,927	\$ 1,932,729	9.3%
Per Boarding Statistics									
Fare Revenue	\$ 0.11	\$ 0.27	161.4%	\$ 0.11	\$ 0.28	167.1%	\$ 0.11	\$ 0.28	162.7%
Operating Cost	\$ 8.52	\$ 7.06	-17.1%	\$ 9.35	\$ 9.75	4.3%	\$ 8.75	\$ 7.71	-11.8%
Subsidy	\$ 8.24	\$ 6.63	-19.5%	\$ 9.20	\$ 9.43	2.5%	\$ 8.50	\$ 7.30	-14.0%
Passenger Miles	4.24	4.24	0.0%	6.54	6.54	0.0%	4.86	4.79	-1.4%
Fare Recovery %	1.2%	3.9%	215.4%	1.1%	2.9%	156.1%	1.2%	3.6%	198.0%
Per RSH Statistics									
Revenue	\$ 7.61	\$ 12.15	59.7%	\$ 8.76	\$ 18.61	112.4%	\$ 7.78	\$ 13.02	67.4%
Boardings	26.83	28.04	4.5%	56.60	56.83	0.4%	31.28	31.94	2.1%
Passenger Miles	113.76	118.81	4.4%	370.31	371.83	0.4%	152.10	153.11	0.7%
Transportation Cost	\$ 82.32	\$ 73.21	-11.1%	\$ 79.65	\$ 73.11	-8.2%	\$ 81.92	\$ 73.20	-10.6%
Maintenance Cost	\$ 64.11	\$ 55.97	-12.7%	\$ 259.82	\$ 245.16	-5.6%	\$ 93.36	\$ 81.62	-12.6%
Regional Cost	\$ 4.36	\$ 3.84	-11.8%	\$ 8.44	\$ 8.33	-1.3%	\$ 4.97	\$ 4.45	-10.4%
Other & Support Cost	\$ 77.87	\$ 64.99	-16.5%	\$ 181.50	\$ 227.78	25.5%	\$ 93.36	\$ 87.06	-6.7%
Total Cost	\$ 228.66	\$ 198.01	-13.4%	\$ 529.41	\$ 554.38	4.7%	\$ 273.60	\$ 246.33	-10.0%
Subsidy	\$ 221.06	\$ 185.86	-15.9%	\$ 520.65	\$ 535.77	2.9%	\$ 265.82	\$ 233.30	-12.2%
Per Passenger Mile Statistics									
Revenue	\$ 0.07	\$ 0.10	52.9%	\$ 0.02	\$ 0.05	111.5%	\$ 0.05	\$ 0.09	66.3%
Transportation Cost	\$ 0.72	\$ 0.62	-14.8%	\$ 0.22	\$ 0.20	-8.6%	\$ 0.54	\$ 0.48	-11.2%
Maintenance Cost	\$ 0.56	\$ 0.47	-16.4%	\$ 0.70	\$ 0.66	-6.0%	\$ 0.61	\$ 0.53	-13.1%
Regional Cost	\$ 0.04	\$ 0.03	-15.6%	\$ 0.02	\$ 0.02	0.0%	\$ 0.03	\$ 0.03	0.0%
Other & Support Cost	\$ 0.68	\$ 0.55	-20.1%	\$ 0.49	\$ 0.61	25.0%	\$ 0.61	\$ 0.57	-7.4%
Total Cost	\$ 2.01	\$ 1.67	-17.1%	\$ 1.43	\$ 1.49	4.3%	\$ 1.80	\$ 1.61	-10.6%
Subsidy	\$ 1.94	\$ 1.56	-19.5%	\$ 1.41	\$ 1.44	2.5%	\$ 1.75	\$ 1.52	-12.8%
FTEs per Hundred ⁽⁴⁾									
Operators per RSH	6.94	5.60	-19.4%	3.89	3.45	-11.5%	6.61	5.19	-21.5%
Mechanics per RSM	0.14	0.11	-20.7%	0.12	0.10	-11.7%	0.14	0.11	-21.2%
Service Attendants RSM	0.09	0.07	-20.0%	0.06	0.06	0.0%	0.09	0.07	-20.6%
Maintenance of Way (MOW)	-	-	-	3.09	3.12	0.9%	3.09	3.12	0.9%
Inspectors per Route Mile (RM)									
Transit Operations Supervisors per RSH	0.86	0.67	-22.3%	2.74	2.42	-11.5%	1.18	0.91	-23.5%

Note: Totals may not add up because of rounding; calculations are made before rounding.

⁽¹⁾ FY22 fare revenues do not include \$188,000 in revenues from TAP card sales and Metro Micro revenues in bus.

⁽²⁾ The COVID-19 budget is not included in FY22 operating costs.

⁽³⁾ FY21 operating costs do not include unallocated overhead balance.

⁽⁴⁾ Does not include purchased transportation miles/hours.

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Service Level Details

	Service Hours	FY21 Budget	FY22 Proposed	Change
1	Revenue			
2	Bus			
3	Local & Rapid	5,122,039	6,214,887	1,092,848
4	J Line (Silver)	83,680	104,729	21,049
5	G Line (Orange)	78,450	104,921	26,471
6	Purchased Transportation	372,768	517,475	144,707
7	Metro Micro	-	218,966	218,966
8	Bus Subtotal	5,656,937	7,160,978	1,504,041
9	Rail			
10	A Line (Blue)	199,894	212,528	12,634
11	C Line (Green)/K Line (Crenshaw/LAX)	103,378	119,097	15,719
12	L Line (Gold)	210,866	241,818	30,952
13	E Line (Expo)	185,968	193,403	7,435
14	B Line (Red) / D Line (Purple)	293,696	356,353	62,657
15	Rail Subtotal	993,802	1,123,199	129,397
16	Revenue Service Hours Total	6,650,739	8,284,177	1,633,438
17	Pre-Revenue			
18	K Line (Crenshaw/LAX)	-	48,854	48,854
19	Regional Connector	-	67,660	67,660
20	Pre-Revenue Service Hours Total	-	116,514	116,514
21	Service Hours Total	6,650,739	8,400,691	1,749,952

	Boardings (000)	FY21 Budget	FY22 Proposed	Change
1	Bus			
2	Local & Rapid	137,906	182,178	44,272
3	J Line (Silver)	3,122	4,105	983
4	G Line (Orange)	3,804	5,013	1,209
5	Purchased Transportation	6,964	9,186	2,222
6	Metro Micro	-	290	290
7	Bus Subtotal	151,796	200,772	48,976
8	Rail			
9	A Line (Blue)	9,429	10,706	1,277
10	C Line (Green)/K Line (Crenshaw/LAX)	5,074	5,749	675
11	L Line (Gold)	8,344	9,480	1,136
12	E Line (Expo)	10,195	11,555	1,360
13	B Line (Red) / D Line (Purple)	23,206	26,343	3,137
14	Rail Subtotal	56,248	63,833	7,585
15	Boardings (000) Total	208,044	264,605	56,561

	Service Miles	FY21 Budget	FY22 Proposed	Change
1	Revenue			
2	Bus			
3	Local & Rapid	52,893,990	64,025,531	11,131,541
4	J Line (Silver)	1,555,864	1,942,555	386,691
5	G Line (Orange)	1,103,822	1,472,736	368,914
6	Purchased Transportation	3,935,622	5,450,303	1,514,681
7	Metro Micro	-	1,888,567	1,888,567
8	Bus Subtotal	59,489,298	74,779,692	15,290,394
9	Rail			
10	A Line (Blue)	4,058,662	4,287,227	228,565
11	C Line (Green)/K Line (Crenshaw/LAX)	2,762,837	3,162,317	399,480
12	L Line (Gold)	4,820,306	5,492,069	671,763
13	E Line (Expo)	3,060,411	3,162,154	101,743
14	B Line (Red) / D Line (Purple)	6,872,486	8,338,656	1,466,170
15	Rail Subtotal	21,574,702	24,442,423	2,867,721
16	Revenue Service Miles Total	81,064,000	99,222,115	18,158,115
17	Pre-Revenue			
18	K Line (Crenshaw/LAX)	-	1,025,943	1,025,943
19	Regional Connector	-	1,420,861	1,420,861
20	Pre-Revenue Service Miles Total	-	2,446,804	2,446,804
21	Service Miles Total	81,064,000	101,668,919	20,604,919

	Passenger Miles (000)	FY21 Budget	FY22 Proposed	Change
1	Bus			
2	Local & Rapid	553,870	731,676	177,806
3	J Line (Silver)	32,915	43,288	10,373
4	G Line (Orange)	24,371	32,115	7,744
5	Purchased Transportation	32,398	42,733	10,335
6	Metro Micro	-	959	959
7	Bus Subtotal	643,554	850,771	207,217
8	Rail			
9	A Line (Blue)	72,337	82,139	9,802
10	C Line (Green)/K Line (Crenshaw/LAX)	38,084	43,146	5,062
11	L Line (Gold)	73,238	83,206	9,968
12	E Line (Expo)	72,545	82,219	9,674
13	B Line (Red) / D Line (Purple)	111,811	126,925	15,114
14	Rail Subtotal	368,015	417,635	49,620
15	Passenger Miles (000) Total	1,011,569	1,268,406	256,837

Note: Totals may not add up because of rounding.

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Activity Based All Bus Cost Model

Activities	FY21 Budget		FY22 Proposed		Change	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
Transportation						
Wages & Benefits	\$ 410,436	\$ 77.67	\$ 463,690	\$ 69.80	\$ 53,254	\$ (7.88)
Materials & Supplies	828	0.16	828	0.12	-	(0.03)
Services	16,002	3.03	18,975	2.86	2,973	(0.17)
Field Supervision	14,528	2.75	15,676	2.36	1,148	(0.39)
Control Center	9,942	1.88	10,686	1.61	743	(0.27)
Training	8,861	1.68	9,314	1.40	453	(0.27)
Scheduling & Planning	5,075	0.96	5,088	0.77	14	(0.19)
Transportation Total	\$ 465,673	\$ 88.13	\$ 524,258	\$ 78.91	\$ 58,585	\$ (9.20)
Division Maintenance						
Wages & Benefits	\$ 169,855	\$ 32.14	\$ 195,257	\$ 29.39	\$ 25,402	\$ (2.75)
Materials & Supplies	49,224	9.32	48,624	7.32	(600)	(2.00)
Services	110	0.02	110	0.02	-	-
Fuel	27,048	5.12	33,833	5.09	6,784	(0.03)
Fueling Contractor Reimbursement	-	-	-	-	-	-
Division Maintenance Subtotal	\$ 246,238	\$ 46.60	\$ 277,824	\$ 41.82	\$ 31,587	\$ (4.78)
Central Maintenance						
Wages & Benefits	\$ 22,768	\$ 4.31	\$ 22,316	\$ 3.36	\$ (451)	\$ (0.95)
Materials & Supplies	5,931	1.12	7,931	1.19	2,000	0.07
Services	152	0.03	152	0.02	-	(0.01)
Central Maintenance Subtotal	\$ 28,851	\$ 5.46	\$ 30,400	\$ 4.58	\$ 1,549	\$ (0.89)
Other Maintenance						
Facilities	\$ 61,886	\$ 11.71	\$ 64,821	\$ 9.76	\$ 2,935	\$ (1.95)
Support	15,552	2.94	16,115	2.43	563	(0.52)
Non-Revenue Vehicles	9,058	1.71	10,386	1.56	1,329	(0.15)
Training	2,647	0.50	2,784	0.42	137	(0.08)
Other Maintenance Subtotal	\$ 89,143	\$ 16.87	\$ 94,106	\$ 14.17	\$ 4,963	\$ (2.70)
Maintenance Total	\$ 364,232	\$ 68.93	\$ 402,330	\$ 60.56	\$ 38,098	\$ (8.37)
Other Operating						
Transit Security	\$ 70,311	\$ 13.31	\$ 68,015	\$ 10.24	\$ (2,295)	\$ (3.07)
Customer Experience	4,650	0.88	11,907	1.79	7,257	0.91
Workers' Compensation	53,421	10.11	53,041	7.98	(380)	(2.13)
Casualty & Liability	45,983	8.70	46,472	7.00	489	(1.71)
Revenue	31,308	5.92	34,105	5.13	2,797	(0.79)
Utilities	18,586	3.52	21,842	3.29	3,256	(0.23)
Building Costs	6,041	1.14	7,362	1.11	1,322	(0.03)
Service Development	21,278	4.03	14,694	2.21	(6,584)	(1.81)
Other Metro Operations	9,554	1.81	10,246	1.54	691	(0.27)
Safety	3,735	0.71	3,584	0.54	(150)	(0.17)
Transitional Duty Program	2,668	0.50	3,548	0.53	880	0.03
Copy Services	1,025	0.19	1,225	0.18	200	(0.01)
Other Operating Total	\$ 268,558	\$ 50.82	\$ 276,040	\$ 41.55	\$ 7,482	\$ (9.27)
Support Departments						
Vendor/Contract Management	\$ 30,605	\$ 5.79	\$ 33,381	\$ 5.02	\$ 2,776	\$ (0.77)
Information & Technology Services	38,017	7.19	41,212	6.20	3,195	(0.99)
Communications	22,275	4.22	23,594	3.55	1,319	(0.66)
Finance & Budget	9,474	1.79	11,593	1.75	2,119	(0.05)
Chief Executive Office	8,523	1.61	14,311	2.15	5,789	0.54
Human Capital & Development	8,775	1.66	10,697	1.61	1,922	(0.05)
Construction	591	0.11	824	0.12	232	0.01
Real Estate	2,615	0.49	2,478	0.37	(138)	(0.12)
Administration	3,783	0.72	4,347	0.65	565	(0.06)
Management Audit Services	2,256	0.43	3,262	0.49	1,006	0.06
Board of Directors	567	0.11	337	0.05	(230)	(0.06)
Support Departments Total	\$ 127,482	\$ 24.13	\$ 146,035	\$ 21.98	\$ 18,554	\$ (2.14)
Local & Rapid Bus Total	\$ 1,225,945	\$ 232.00	\$ 1,348,663	\$ 203.00	\$ 122,718	\$ (28.98)
Purchased Transportation						
Contracted Service	\$ 58,669	\$ 157.39	\$ 58,588	\$ 113.22	\$ (81)	\$ (44.17)
Security	4,960	13.31	5,298	10.24	338	(3.07)
Administration	3,965	10.64	5,406	10.45	1,441	(0.19)
Purchased Transportation Total	\$ 67,594	\$ 181.33	\$ 69,291	\$ 133.90	\$ 1,697	\$ (47.43)
Grand Total ⁽¹⁾, ⁽²⁾	\$ 1,293,539	\$ 228.66	\$ 1,417,954	\$ 198.01	\$ 124,416	\$ (30.65)

Note: Totals may not add up because of rounding.

Revenue Service Hours (RSH)	FY21 Budget	FY22 Proposed	Change
Directly Operated	5,284	6,644	1,359
Purchased Transportation	373	517	145
Total Bus RSH (in 000s)	5,657	7,161	1,504

⁽¹⁾ The COVID-19 budget is not included in FY22 operating costs.

⁽²⁾ The Metro Micro operations budget is included in the bus budget.

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Activity Based Total Rail Cost Model

Activities	FY21 Budget		FY22 Proposed		Change	
	\$000	\$/RSH	\$000	\$/RSH	\$	\$/RSH
Transportation						
Wages & Benefits	\$ 60,543	\$ 60.92	\$ 62,779	\$ 55.89	\$ 2,236	\$ (5.03)
Materials & Supplies	215	0.22	215	0.19	-	(0.03)
Services	3	-	3	-	-	-
Control Center	14,942	15.04	15,930	14.18	988	(0.86)
Training	3,457	3.48	3,189	2.84	(268)	(0.64)
Transportation Total	\$ 79,160	\$ 79.65	\$ 82,115	\$ 73.11	\$ 2,955	\$ (6.54)
Maintenance						
Vehicle Maintenance						
Wages & Benefits	\$ 70,225	\$ 70.66	\$ 72,972	\$ 64.97	\$ 2,747	\$ (5.69)
Materials & Supplies	14,867	14.96	13,720	12.22	(1,147)	(2.74)
Services	150	0.15	325	0.29	175	0.14
Vehicle Maintenance Subtotal	\$ 85,242	\$ 85.77	\$ 87,018	\$ 77.47	\$ 1,776	\$ (8.30)
Wayside Maintenance						
Wages & Benefits	\$ 58,628	\$ 58.99	\$ 60,851	\$ 54.18	\$ 2,223	\$ (4.81)
Materials & Supplies	5,116	5.15	5,240	4.67	124	(0.48)
Services	1,020	1.03	1,020	0.91	-	(0.12)
Propulsion Power	29,060	29.24	30,390	27.06	1,330	(2.18)
Other	49	0.05	49	0.04	-	(0.01)
Wayside Maintenance Subtotal	\$ 93,873	\$ 94.46	\$ 97,549	\$ 86.85	\$ 3,676	\$ (7.61)
Other Maintenance						
Maintenance Support	\$ 6,358	\$ 6.40	\$ 7,208	\$ 6.42	\$ 850	\$ 0.02
Non-Revenue Vehicles	3,617	3.64	3,899	3.47	282	(0.17)
Facilities Maintenance	69,648	70.08	80,214	71.42	10,566	1.34
Other Maintenance Subtotal	\$ 79,623	\$ 80.12	\$ 91,321	\$ 81.30	\$ 11,698	\$ 1.18
Maintenance Total	\$ 258,738	\$ 260.35	\$ 275,888	\$ 245.63	\$ 17,150	\$ (14.72)
Other Operating						
Transit Security	\$ 85,431	\$ 85.96	\$ 136,943	\$ 121.92	\$ 51,512	\$ 35.96
Customer Experience	-	-	23,847	21.23	23,847	21.23
Revenue	19,390	19.51	19,468	17.33	78	(2.18)
Service Development	183	0.18	208	0.19	25	0.01
Safety	8,829	8.88	9,044	8.05	215	(0.83)
Casualty & Liability	6,124	6.16	6,145	5.47	21	(0.69)
Workers' Compensation	9,428	9.49	9,114	8.11	(314)	(1.38)
Transitional Duty Program	573	0.58	617	0.55	44	(0.03)
Utilities	7,882	7.93	7,962	7.09	80	(0.84)
Other Metro Operations	4,778	4.81	4,416	3.93	(362)	(0.88)
Building Costs	751	0.76	751	0.67	-	(0.09)
Copy Services	91	0.09	91	0.08	-	(0.01)
Other Operating Total	\$ 143,459	\$ 144.35	\$ 218,606	\$ 194.63	\$ 75,147	\$ 50.28
Support Departments						
Board of Directors	\$ 8	\$ 0.01	\$ 6	\$ 0.01	\$ (2)	\$ -
Chief Executive Office	804	0.81	1,340	1.19	536	0.38
Management Audit Services	181	0.18	181	0.16	-	(0.02)
Vendor/Contract Management	15,775	15.87	15,993	14.24	218	(1.63)
Communications	10,722	10.79	10,671	9.50	(51)	(1.29)
Real Estate	7,594	7.64	8,079	7.19	485	(0.45)
Finance & Budget	1,174	1.18	1,174	1.05	-	(0.13)
Human Capital & Development	1,558	1.57	1,452	1.29	(106)	(0.28)
Information & Technology Services	6,742	6.78	6,824	6.08	82	(0.70)
Construction	217	0.22	346	0.31	129	0.09
Support Department Total	\$ 44,776	\$ 45.06	\$ 46,066	\$ 41.01	\$ 1,290	\$ (4.05)
Grand Total ⁽¹⁾	\$ 526,133	\$ 529.41	\$ 622,675	\$ 554.38	\$ 96,542	\$ 24.97

Note: Totals may not add up because of rounding.

Revenue Service Hours (RSH)	FY21 Budget	FY22 Proposed	Change
Total Rail RSH (in 000s)	994	1,123	129

⁽¹⁾ The COVID-19 budget is not included in FY22 operating costs.

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Appendix III

Transportation Infrastructure Development (TID) Project List

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

TID - Transit Expansion Project List

Project Description (\$ in thousands)	Expenditures Through FY21	FY22 Proposed	Life of Project
Transit Expansion			
Bus			
G Line (Orange) ⁽¹⁾			
G Line (Orange) BRT Improvements: Construction	\$ 33,290.0	\$ 11,564.4	\$ 44,854.3
G Line (Orange) BRT Improvements: Planning	3,501.9	632.9	4,134.9
G Line (Orange) Subtotal	\$ 36,791.9	\$ 12,197.3	\$ 48,989.2
Bus Total	\$ 36,791.9	\$ 12,197.3	\$ 48,989.2
Rail			
Airport Connector			
Airport Metro Connector: Planning	\$ 56,217.6	\$ 37.8	\$ -
Airport Metro Connector: Construction	166,153.2	143,132.2	898,581.0
Airport Connector Subtotal	\$ 222,370.8	\$ 143,169.9	\$ 898,581.0
Crenshaw/LAX			
Crenshaw/LAX Business Interruption Fund	\$ 19,266.4	\$ 2,000.0	\$ 21,266.4
Crenshaw/LAX Fare Gates	5,939.4	1,389.6	7,800.0
Crenshaw/LAX Insurance Betterment ⁽²⁾	5,275.7	-	5,275.7
Crenshaw/LAX Light Rail Transit: Construction	2,024,531.2	81,687.4	2,148,000.0
Crenshaw/LAX Light Rail Transit: Closeout	2,478.4	14,946.8	30,000.0
Crenshaw/LAX Light Rail Transit: Planning Phase 1 ⁽²⁾	5,526.2	-	-
Crenshaw/LAX Light Rail Transit: Planning Phase 2 ⁽²⁾	20,022.9	-	-
Crenshaw Pre-Revenue Service ⁽¹⁰⁾	18,136.6	22,819.1	40,956.0
Southwestern Maintenance Yard ⁽⁶⁾	157,380.2	174.4	157,000.0
Crenshaw Subtotal	\$ 2,258,556.9	\$ 123,017.3	\$ 2,410,298.2
East San Fernando Transit Corridor ⁽¹⁾			
East San Fernando Transit Corridor: Construction	\$ 70,155.4	\$ 254,866.2	\$ 325,021.7
East San Fernando Transit Corridor: Planning	19,536.0	2,011.3	21,547.2
East San Fernando Transit Corridor Subtotal	\$ 89,691.4	\$ 256,877.5	\$ 346,568.9
E Line (Expo)			
E Line (Expo) Light Rail Transit Phase 1: Expo Authority ⁽²⁾	\$ 847,082.6	\$ -	\$ 967,400.0
E Line (Expo) Light Rail Transit Phase 1: Metro Incurred ⁽²⁾	61,820.7	-	-
E Line (Expo) 1 Light Rail Vehicle ^{(2),(6)}	66,906.7	-	-
Division 22 Paint & Body Shop ⁽²⁾	10,321.8	-	11,000.0
E Line (Expo) Light Rail Transit Phase 2: Holdback ⁽²⁾	39,135.7	-	-
E Line (Expo) Light Rail Transit Phase 2: Non-Holdback ⁽²⁾	123,100.8	-	-
E Line (Expo) Light Rail Transit Phase 2: Construction ⁽²⁾	924,894.2	-	1,300,158.0
E Line (Expo) Light Rail Transit Phase 2: Planning ⁽²⁾	396.1	-	-
E Line (Expo) 2 Insurance Betterment ⁽²⁾	2,462.9	-	2,462.9
E Line (Expo) Phase 2 ⁽²⁾	3,050.5	-	3,900.0
E Line (Expo) Phase 2 Bikeway ⁽²⁾	15,500.7	-	16,102.2
E Line (Expo) 2 Light Rail Vehicle ^{(2),(6)}	201,236.8	-	-
E Line (Expo) Closeout	2,361.1	4,494.0	-
E Line (Expo) Subtotal	\$ 2,298,270.7	\$ 4,494.0	\$ 2,301,023.1

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.

⁽⁶⁾ Expenditure to be adjusted.

⁽¹⁰⁾ \$11.7 million of the FY22 Proposed Budget is in the Systemwide project (line #84). Staff will monitor soft cost to adhere to LOP.

TID - Transit Expansion Project List

	Project Description (\$ in thousands)	Expenditures Through FY21	FY22 Proposed	Life of Project
43	L Line (Gold) Foothill 2A to Azusa			
44	Foothill Extension Insurance Betterment ⁽²⁾	\$ 2,079.9	\$ -	\$ 2,079.9
45	Foothill Extension to Azusa: Construction ⁽²⁾	647,751.8	-	708,833.0
46	Foothill Extension to Azusa: Planning ⁽²⁾	426.9	-	-
47	Foothill Maintenance Facility - Metro 75% ⁽²⁾	207,118.7	-	207,437.4
48	Light Rail Vehicle ⁽²⁾	61,058.7	-	-
49	Foothill Extension 2A Closeout	-	3,503.3	5,200.0
50	L Line (Gold) Foothill 2A to Azusa Subtotal	\$ 918,436.0	\$ 3,503.3	\$ 923,550.2
51	L Line (Gold) Foothill 2B			
52	Foothill Extension 2B: Planning ⁽²⁾	\$ 30,910.0	\$ -	\$ -
53	Foothill Extension 2B: Construction	426,672.6	182,055.6	1,406,870.8
54	Light Rail Vehicle ⁽²⁾	32,718.3	-	-
55	L Line (Gold) Foothill 2B Subtotal	\$ 490,300.8	\$ 182,055.6	\$ 1,406,870.8
56	Regional Connector			
57	Regional Connector Business Interruption Fund	\$ 3,328.6	\$ 2,000.0	\$ 5,328.6
58	Regional Connector Insurance Betterment ⁽²⁾	4,006.8	-	4,006.8
59	Regional Connector: Construction	1,428,898.2	225,998.3	1,750,840.6
60	Regional Connector: Construction - Non-FFGA	55,624.3	6,855.3	59,389.2
61	Regional Connector: Planning ⁽²⁾	27,735.8	-	-
62	Regional Connector Pre-Revenue Service ⁽¹⁾	-	26,146.9	26,146.9
63	Regional Connector Total	\$ 1,519,593.7	\$ 261,000.4	\$ 1,845,712.0
64	Westside D Line (Purple) Section 1			
65	Division 20 Portal Widening & Turnback Facility	\$ 375,300.3	\$ 165,769.4	\$ 801,749.6
66	Division 20 Shop Expansion ^{(1),(5),(7)}	-	1,200.0	1,200.0
67	Non-Revenue Vehicle ⁽²⁾	853.9	-	854.0
68	Westside Extension Business Interruption Fund	9,531.2	2,260.0	11,791.2
69	Westside Insurance Betterment ⁽²⁾	6,505.1	-	6,505.1
70	Westside Subway Extension Section 1: Construction	2,198,906.1	365,385.6	2,978,879.6
71	Westside Subway Extension: Planning Phase 1 ⁽²⁾	8,504.7	-	-
72	Westside Subway Extension: Planning Phase 2 ⁽²⁾	36,882.3	-	-
73	Westside D Line (Purple) Section 1 Subtotal	\$ 2,636,483.6	\$ 534,615.0	\$ 3,800,979.4

Note: Totals may not add up because of rounding.

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

⁽²⁾ Project completed or in closeout phase.

⁽⁵⁾ Authorized budget is for design work only.

⁽⁷⁾ New project proposed for Board adoption.

TID - Transit Expansion Project List

	Project Description (\$ in thousands)	Expenditures Through FY21	FY22 Proposed	Life of Project
74	Westside D Line (Purple) Section 2			
75	Westside Subway Extension Section 2: Construction	\$ 1,331,997.5	\$ 292,619.9	\$ 2,440,969.3
76	Westside Subway Extension Section 2: Planning	3,879.3	4.5	-
77	Westside D Line (Purple) Section 2 Subtotal	\$ 1,335,876.8	\$ 292,624.4	\$ 2,440,969.3
78	Westside D Line (Purple) Section 3			
79	Westside Subway Extension Section 3: Construction	\$ 1,000,298.6	\$ 511,890.4	\$ 3,222,492.4
80	Westside Subway Extension Section 3: Planning ⁽²⁾	875.1	-	1,130.9
81	Westside D Line (Purple) Section 3 Subtotal	\$ 1,001,173.7	\$ 511,890.4	\$ 3,223,623.3
82	Rail Total	\$ 12,770,754.5	\$ 2,313,247.9	\$ 19,598,176.1
83	Systemwide			
84	Anticipated Measures R & M Projects ⁽³⁾	\$ 78,700.0	\$ 61,601.9	\$ 140,301.9
85	Metro Business Solution Center ⁽⁸⁾	1,981.3	2,740.0	4,721.3
86	Systemwide Subtotal	\$ 80,681.3	\$ 64,341.9	\$ 145,023.2
87	Transit Expansion Total	\$ 12,888,227.7	\$ 2,389,787.1	\$ 19,792,188.5
88	Transit Planning ⁽⁴⁾			
89	BRT Connector B Line (Red)/G Line (Orange) to L Line (Gold)	\$ 13,290.7	\$ 1,725.8	\$ 15,016.5
90	C Line (Green) Extension: Redondo to South Bay	19,296.2	18,222.2	37,518.4
91	Crenshaw Northern Extension	4,206.0	15,309.9	19,515.8
92	Eastside Extension	31,527.3	-	31,527.3
93	Eastside Extension - Light Rail Vehicles ⁽²⁾	47,898.6	9,643.5	57,542.1
94	Eastside Light Rail Access Phases 1 & 2	22,326.7	1,818.9	24,145.6
95	Eastside Light Rail Access Phase 3 ⁽⁹⁾	3,300.0	8,181.9	29,703.1
96	North San Fernando Valley BRT	7,065.5	2,363.9	9,429.5
97	San Gabriel Valley Transit Feasibility Study	1,500.0	1,551.0	3,051.0
98	Sepulveda Pass Corridor	28,898.1	60,091.5	88,989.6
99	Vermont Transit Corridor	4,999.2	4,160.7	9,159.9
100	West Santa Ana Branch Corridor	60,691.2	24,871.1	85,562.2
101	Transit Planning Total	\$ 244,999.6	\$ 147,940.4	\$ 411,161.1
102	Transit Expansion & Transit Planning Total	\$ 13,133,227.3	\$ 2,537,727.5	\$ 20,203,349.7

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.
- ⁽⁸⁾ Annually funded.
- ⁽⁹⁾ LOP authorized by the Board.

TID - Highway Project List

	Project Description (\$ in thousands)	FY22 Proposed		
		Highway Subsidies	Non-Subsidies	Total
1	Highway Program			
2	Measures R & M Construction & Subregional Projects			
3	Alameda Corridor East Grade Separations Phase II	\$ 59,000.0	\$ 32.8	\$ 59,032.8
4	Countywide Soundwall Constructions	-	20,822.7	20,822.7
5	High Desert Corridor (Environmental)	-	400.0	400.0
6	Highway Efficiency Program (Las Virgenes/Malibu)	1,000.0	-	1,000.0
7	Highway Efficiency Program (North County)	100.0	-	100.0
8	Highway Efficiency, Noise Mitigation, and Arterial Program	-	-	-
9	Highway Operational Improvements in Arroyo Verdugo Subregion	8,239.0	-	8,239.0
10	Highway Operational Improvements in Las Virgenes/Malibu Subregion	6,741.0	-	6,741.0
11	I-105 Express Lane from I-405 to I-605	-	7,778.5	7,778.5
12	I-5 Capacity Enhancement from SR-134 to SR-170	17,000.0	-	17,000.0
13	I-5 Carmenita Road Interchange Improvement	4,500.0	-	4,500.0
14	I-5 Corridor Improvements (I-605 to SR-710)	10.0	-	10.0
15	I-405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)	21,071.2	5,534.8	26,605.9
16	I-5/St. Route 14 Capacity Enhancement	200.0	-	200.0
17	I-5 Capacity Enhancement from I-605 to Orange County Line	17,000.0	-	17,000.0
18	I-5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	-	83,718.5	83,718.5
19	I-605 Corridor "Hot Spot" Interchanges	6,884.7	42,241.7	49,126.4
20	SR-710 South and/or Early Action Projects	9,801.2	5,490.7	15,292.0
21	Sepulveda Pass Transit Corridor Phase 1	-	8,624.4	8,624.4
22	South Bay Highway Operational Improvements	4,309.0	-	4,309.0
23	SR-57/SR-60 Interchange Improvements	53,000.0	3,493.8	56,493.8
24	SR-71 Gap from I-10 to Rio Rancho Road	27,659.8	-	27,659.8
25	SR-710 N Corridor Mobility Improvements	6,750.0	2,068.7	8,818.7
26	SR-138 Capacity Enhancements	22,000.0	-	22,000.0
27	Transportation System and Mobility Improvement Program (SB #50)	11,000.0	-	11,000.0
28	Transportation System and Mobility Improvement Program (SB #66)	3,363.0	-	3,363.0
29	Measures R & M Construction & Subregional Projects Subtotal	\$ 279,628.9	\$ 180,206.7	\$ 459,835.6
30	Other Highway Projects			
31	I-210 Barrier Replacement	\$ -	\$ 5,814.5	\$ 5,814.5
32	I-405 Carpool Lane	-	668.0	668.0
33	NextGen Bus Lanes	-	8,184.6	8,184.6
34	Caltrans Property Maintenance	-	200.0	200.0
35	Highway Planning	-	2,696.8	2,696.8
36	Other Highway Projects Subtotal	\$ -	\$ 17,563.9	\$ 17,563.9
37	Highway Program Total	\$ 279,628.9	\$ 197,770.6	\$ 477,399.6

Note: Totals may not add up because of rounding.

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Appendix IV

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

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Metro Transit - SGR Project List

Project Description (\$ in thousands)	Forecasted Expenditures Through FY21	FY22 Proposed	Life of Project
SGR Bus & Rail			
Bus Acquisition			
40' Compressed Natural Gas Buses	\$ 285,725.9	\$ 53,335.7	\$ 420,913.3
60' Zero Emission Buses	55,224.0	742.6	80,003.3
60' Zero Emission Buses - Grant Funded	951.1	4,144.7	5,109.5
60' Compressed Natural Gas Buses	131,964.7	596.6	149,311.4
40' Zero Emission Buses	2,018.1	272.3	128,982.3
Bus Acquisition Subtotal	\$ 475,883.8	\$ 59,092.0	\$ 784,319.9
Bus Facilities Improvements			
El Monte Busway Access Road	\$ 737.4	\$ 180.8	\$ 1,426.0
Bus Facility Pavement Replacement	3,937.9	10.4	4,249.0
Fuel Storage Tanks-FY20-FY22	9,141.8	5,239.5	23,433.0
Orange Line Reclaimed Water Project	183.6	176.4	400.0
Division 1 Improvements (Bus Operations Subcommittee Funded)	15,425.1	5,827.1	20,866.0
Bus Facility Improvements III	20,322.3	684.9	21,650.0
Fire Alarm Panel Replacement Throughout Metro Facilities	639.5	1,419.6	3,474.0
Bus Division Improvements IV	2,843.7	2,000.0	28,000.0
Bus Facility Lighting Retrofit	2,266.3	9.1	4,250.0
Division 4 Concrete Pavement	1,832.2	2.6	2,100.0
Automated Storage Retrieval System (ASRS) Upgrade	-	1,096.9	3,865.0
Union Station Cesar Chavez Bus Improvements	2,736.7	166.9	3,530.0
Metro Orange Line In-Road Warning Lights	162.8	33.0	198.4
Bus Facilities Improvements Subtotal	\$ 60,229.4	\$ 16,847.3	\$ 117,441.4
Bus Maintenance			
Live View Monitor System	\$ 242.3	\$ 595.3	\$ 875.0
NABI Compo And New Flyer Midlife	94,365.3	40,363.9	158,138.0
Bus Engine Replacement	1,531.1	3,203.3	13,518.0
Farebox Upgrade (FY19)	38,424.0	1,984.3	45,000.0
Central Maintenance Facility Acquisition Of Equipment	2,318.2	19.4	3,000.0
Collision Avoidance Demo	613.7	745.6	2,000.0
FY22 Non-Revenue Emergency Generator Replacement ⁽²⁾	-	5.0	4,130.0
FY22 Non-Revenue Vehicle and Equipment Replacement ⁽²⁾	-	5.0	1,520.0
FY22 AQMD 1196 Rule Non-Revenue Vehicles ⁽²⁾	-	150.0	9,400.0
Bus Maintenance Subtotal	\$ 137,494.6	\$ 47,071.8	\$ 237,581.0
Non-Revenue Vehicles			
FY19 Non-Revenue Vehicle Replacement	\$ 2,979.9	\$ 1,000.0	\$ 8,994.0
FY20 Non-Revenue Vehicle Replacement	449.0	2,179.0	8,800.0
System Security Non-Revenue Vehicle Replacement ⁽¹⁾	50.2	800.0	850.0
Non-Revenue Vehicles Subtotal	\$ 3,479.1	\$ 3,979.0	\$ 18,644.0

Note: Totals may not add up because of rounding.

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

⁽²⁾ New project proposed for Board adoption.

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Metro Transit - SGR Project List

Project Description (\$ in thousands)	Forecasted Expenditures Through FY21	FY22 Proposed	Life of Project
Rail Facilities Improvements			
Metro Blue Line Artwork	\$ 102.0	\$ 49.8	\$ 477.2
Sound Enclosure LRT Freeway Stations	2,037.9	33.3	8,609.0
Division 21 Midway Yard, Etc.	627.8	289.0	1,024.0
Vertical System Modern Elevators	5,872.6	1.6	8,000.0
Fire Control Panel Upgrade	4,179.8	820.2	5,000.0
Escalator Replacement/Modernization At Metro Red Line	17,769.6	16.7	20,756.0
Metro Red Line Platform Gates Replacement	1,994.6	18.8	3,500.0
Metro Blue Line High Density Storage Equipment	308.4	608.5	963.5
Blue & Expo Tunnel Artwork	111.4	134.4	453.0
Metro Art Enhancement	61.4	33.2	147.0
Rail Facility Improvements	8,598.6	1,000.0	24,400.0
Rail Facility Lighting Retrofit Division 2	1,052.2	83.0	4,205.1
Electric Vehicle Charging Station At Metro Rail	82.2	39.1	175.3
Elevator Modernization and Escalator Replacement	725.6	5.0	126,692.0
Metro Green Line/Gold Line TPSS Battery Replacement	85.3	515.0	1,871.5
Emergency Telephone/Patron Telephone Replacement	836.6	1,155.5	2,440.0
Rail Facilities Improvements Subtotal	\$ 44,446.0	\$ 4,803.0	\$ 208,713.6
Rail Fleet Procurement			
P3010 LRV Project Plus Options	\$ 756,795.8	\$ 62,192.5	\$ 867,153.5
LRV Design, Procure & Management	27,257.0	1,000.0	30,000.0
Heavy Rail Vehicle Procurement	31,657.5	28,671.2	130,901.0
Rail Fleet Procurement Subtotal	\$ 815,710.4	\$ 91,863.7	\$ 1,028,054.5
Rail Vehicle Maintenance			
P2000 Component Overhauls	\$ 26,257.7	\$ 95.2	\$ 26,360.1
Heavy Rail Vehicle Midlife	45,113.3	17,422.5	105,109.6
Division 20 Wheel Press Machine	3,525.7	245.1	4,000.0
P2000 Light Rail Midlife Modernization	69,330.3	55,914.4	160,800.0
Metro Red Line A650 Component Overhauls	5,540.1	2,342.4	8,120.0
Rail Journal Bearings ⁽¹⁾	8.6	200.0	208.6
P865/2020 Blue Line Fleet Midlife	28,838.1	1,048.8	30,000.0
P2550 Light Rail Vehicle	10,216.3	7,204.5	35,007.5
P2550 Light Rail Vehicle Mid-Life Overhaul	2,041.0	5,444.3	160,000.0
Integrated Data & Communications System (IDCS) ⁽²⁾	-	5.0	33,980.0
P2000 Vehicle Component Replacement ⁽²⁾	-	200.0	16,100.0
P3010 Fleet-Friction Brake Overhaul ⁽²⁾	-	200.0	35,990.0
Rail Vehicle Maintenance Subtotal	\$ 190,871.1	\$ 90,322.3	\$ 615,675.8

Note: Totals may not add up because of rounding.

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

⁽²⁾ New project proposed for Board adoption.

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Metro Transit - SGR Project List

	Project Description (\$ in thousands)	Forecasted Expenditures Through FY21	FY22 Proposed	Life of Project
77	Wayside Systems			
78	Heavy Rail Subway SCADA System Replacement	\$ 12,939.2	\$ 935.2	\$ 15,882.5
79	Metro Green Line Emergency Trip System	4,894.0	518.6	5,500.0
80	Metro Green Line Negative Grounding Devices	783.2	251.9	1,500.0
81	Fiber Optic Main Loop Upgrade	2,808.7	232.5	4,250.0
82	Systemwide Corrosion Protection	5,934.0	816.3	13,000.0
83	Platform Track Intrusion	2,173.8	49.2	2,400.0
84	Metro Blue Line Pedestrian Gates	30,895.8	33.1	31,425.0
85	Metro Red Line Electronic Access Control	1,282.4	364.3	2,319.0
86	Replacement Of UPS/Batteries	2,743.4	379.5	3,684.0
87	Metro Green Line Track Circuits & TWC System Refurbishments	14,948.5	4,774.5	28,851.2
88	Metro Blue Line Resignaling Rehabilitation	103,733.6	6,356.1	118,290.0
89	Metro Blue Line/Gold Line Train Control Battery Replacement	402.6	307.8	1,685.5
90	Metro Green Line Switch Machine Overhaul	180.9	228.4	2,763.7
91	Metro Green Line Remote Terminal Unit Refurbishment	685.2	215.5	1,431.1
92	Metro Blue Line Trip System Replacement	1,672.1	1,234.5	8,306.9
93	Metro Blue Line Track & System Refurbishment	99,165.5	2,495.1	102,279.8
94	Metro Blue Line Track & System Refurbishment	10.9	940.0	3,000.0
95	Digital Rail Radio System	16,951.0	1,255.8	25,000.0
96	Metro Red Line Tunnel Lighting Rehabilitation	7,479.1	638.9	9,000.0
97	Metro Red Line TWC Rehabilitation	703.8	279.0	1,800.0
98	Maintenance Of Way Tools and Equipment	1,360.7	763.4	3,325.8
99	Overhead Catenary System Inspection System	63.3	418.5	1,259.0
100	Metro Red Line SEG-2 Supervisory Control and Data Acquisition Systems Equip Repl ⁽²⁾	-	5.0	8,270.0
101	Metro Green Line Overhead Catenary System (OCS) Replacement ⁽²⁾	-	35.0	38,350.0
102	Metro Red Line Program Station Stop Replacement ⁽²⁾	-	35.0	2,860.0
103	Metro Green Line Arroyo Seco Hill Stabilization ⁽²⁾	-	35.0	10,660.0
104	Systemwide Corrosion Control ⁽²⁾	-	35.0	21,350.0
105	Metro Red Line Mainline Fastener Replacement ⁽²⁾	-	35.0	28,130.0
106	Metro Red Line UPS/Batteries FY22-FY25 ⁽²⁾	-	30.0	5,640.0
107	Metro Blue Line 7th/Metro Substation Replacement ⁽²⁾	-	30.0	7,860.0
108	Transit Passenger Information System (TPIS) Station Replacement - Expo I/PGL ⁽²⁾	-	30.0	1,390.0
109	Wayside Systems Subtotal	\$ 311,811.6	\$ 23,758.0	\$ 511,463.5
110	SGR Bus & Rail Total	\$ 2,039,926.0	\$ 337,737.1	\$ 3,521,893.7
111	Other Asset Improvements			
112	Non-MR/MM Major Construction			
113	Rosa Parks/Willowbrook	\$ 111,080.1	\$ 6,270.7	\$ 128,348.4
114	Metro Center Street Project	37,910.7	46,900.5	130,688.3
115	Non-MR/MM Major Construction Subtotal	\$ 148,990.8	\$ 53,171.2	\$ 259,036.7

Note: Totals may not add up because of rounding.

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

⁽²⁾ New project proposed for Board adoption.

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Metro Transit - SGR Project List

	Project Description (\$ in thousands)	Forecasted Expenditures Through FY21	FY22 Proposed	Life of Project
116	Regional & Hubs			
117	Patsaouras Bus Plaza Station Improvements	\$ 49,308.4	\$ 706.2	\$ 50,913.0
118	Universal Fare Collection System (UFS) Disaster Recovery	3,065.1	200.0	8,085.0
119	Public Plug-In Charge Station	827.2	23.5	973.0
120	Building Renovation Plan	34,543.6	4,630.5	42,842.0
121	New Ticket Vending Machines	4,640.7	1,181.0	6,736.0
122	Muni Ticket Vending Machine Installations	316.8	35.0	1,728.0
123	TAP CRM Enhancements (Phase 2.1)	2,268.3	550.0	3,300.0
124	TAP Mobile Phone Validator Enhancements (Phase 4)	96.8	284.0	731.6
125	Systemwide Signage	-	4,138.3	24,100.0
126	Gateway New Led Lighting	63.9	86.9	2,588.7
127	Rail Operations Center/Bus Operations	206.3	422.9	14,305.0
128	Passenger Screen-Facility Hardening	1,307.1	250.0	3,448.8
129	CCTV Video Analytics Technology	247.0	3,000.0	7,200.0
130	Track and Tunnel Intrusion Detection	144.0	8,255.2	8,873.1
131	Metro Emergency Operations Center ⁽¹⁾	337.6	790.7	1,128.3
132	Video Management Security Intelligence ⁽¹⁾	-	750.0	750.0
133	Call Point Security Blue Light Boxes ⁽²⁾	-	5,000.0	13,950.0
134	Regional & Hubs Subtotal	\$ 97,372.8	\$ 30,304.3	\$ 191,652.5
135	Technology			
136	Financial & Budget System Integration	\$ 1,500.4	\$ 75.0	\$ 4,200.0
137	FIS R12 Upgrade	12,092.7	261.7	12,900.0
138	Internet-Based Customer Help Desk	1,085.2	57.3	1,142.0
139	Nextrip Electronic Signage	4,206.5	178.1	4,400.0
140	Mobile & Tablet Applications	779.8	198.4	978.0
141	Agency Information Security & Compliance Program	6,074.2	862.7	7,814.0
142	Enterprise Telephone & United Messaging System	3,440.8	694.2	9,646.0
143	E-Discovery & Legal Hold Management	1,076.0	497.8	3,800.0
144	Technology Enhancement For Customer Experience	997.1	129.7	2,226.8
145	Connected Buses With Wi-Fi	8,533.7	35.6	9,408.0
146	Enterprise Safety Management	1,434.5	161.3	2,488.0
147	Enterprise Asset Management System	12,044.5	10,644.7	45,800.0
148	Human Capital System Project	1,894.3	350.0	3,980.0
149	Real Estate Management System	809.2	447.7	1,748.0
150	Connected Facilities Project	914.3	2,000.0	7,454.2
151	Windows 10 Upgrade	1,229.1	200.0	1,975.0
152	Payroll System Replacement Program	161.3	300.0	22,856.0
153	Platform Refresh Program (FY21-22)	82.2	700.0	2,000.0
154	Workstation Program (FY21-FY22)	13.4	700.0	2,700.0
155	Data Center Modernization	124.0	600.0	5,500.0
156	Oracle E-Business System Upgrade	-	1,000.0	2,636.3
157	USG Fire Detection System Renovation ⁽²⁾	-	1,000.0	5,950.0
158	Technology Subtotal	\$ 58,493.3	\$ 21,094.3	\$ 161,602.3
159	Other Asset Improvements Total	\$ 304,856.9	\$ 104,569.7	\$ 612,291.5
160	SGR & Other Asset Improvements Total	\$ 2,344,783.0	\$ 442,306.9	\$ 4,134,185.3

Note: Totals may not add up because of rounding.

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

⁽²⁾ New project proposed for Board adoption.

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Metro Transit - SGR Project List

Project Description (\$ in thousands)	Forecasted Expenditures Through FY21	FY22 Proposed	Life of Project
161 Other Operating Capital ⁽³⁾			
162 Parking Guidance System	\$ 2,737.3	\$ 1,132.8	\$ 5,025.0
163 Bike Share Tap Integration	1,407.9	144.5	1,650.0
164 Bike Locker Capital Improvements	355.4	1,064.0	3,000.0
165 Rail to Rail ⁽¹⁾	4,051.7	9,966.2	14,017.9
166 Station Wide Tile Replacement	249.5	-	1,000.0
167 Data Infrastructure	1,900.0	-	1,900.0
168 Renovate Basement Drainage System	549.5	350.5	900.0
169 Parking Lot G - Enhancements	3,196.1	2,753.9	5,950.0
170 Ticket Concourse Restaurant	255.0	-	7,250.0
171 TVA-CCTV System Expansion ⁽²⁾	-	1,500.0	1,500.0
172 Security Operations Center / Central Dispatch Upgrade ⁽²⁾	-	600.0	600.0
173 Plumbing System Upgrades ⁽²⁾	-	500.0	2,500.0
174 Waterproofing/Drainage Repair ⁽²⁾	-	650.0	2,550.0
175 MWD Walkway Repairs ⁽²⁾	-	1,000.0	1,500.0
176 Other Operating Capital Total	\$ 14,702.4	\$ 19,662.0	\$ 49,342.9

Note: Totals may not add up because of rounding.

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

⁽²⁾ New project proposed for Board adoption.

⁽³⁾ Projects captured under General Planning & Programs.

Appendix V

Regional Transit Allocations

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Regional Transit Allocations

	State & Local (\$ in thousands)	FY22 Estimated Revenue	Carryover FY20 Budget vs Actual	Interest FY20 Actual	FY20 Impact on FY21 Estimated Revenue	FY22 Total Funds Available
1	Transportation Development Act					
2	Planning & Administration					
3	Planning - Metro	\$ 4,325.0				\$ 4,325.0
4	Planning - SCAG	3,243.8				3,243.8
5	Administration - Metro	3,285.5				3,285.5
6	Planning & Administration Subtotal	\$ 10,854.2				\$ 10,854.2
7	Article 3 Pedestrian & Bikeways 2.0%	\$ 8,432.9	\$ (610.2)	\$ 71.0	\$ (894.8)	\$ 8,788.5
8	Article 4 Bus Transit 91.3%	385,015.2	(27,861.5)	3,243.2	(40,892.2)	401,289.1
9	Article 8 Streets & Highways 6.7%	28,197.7	(2,040.5)	237.5	(2,951.8)	29,346.5
10	Transportation Development Act Total	\$ 432,500.0	\$ (30,512.3)	\$ 3,551.8	\$ (44,738.7)	\$ 450,278.2
11	Proposition A					
12	Administration 5.0%	\$ 43,250.0	\$ (2,421.6)		\$ (4,565.0)	\$ 45,393.4
13	Local Return ⁽¹⁾ 25.0%	205,437.5	n/a			205,438
14	Rail Development 35.0%	287,612.5	(16,103.4)		(30,357.3)	301,866.3
15	Bus Transit ^{(2),(3)} 40.0%					
16	95% of 40% Capped at CPI of 2.0%	260,744.0	n/a		-	260,744.0
17	95% of 40% Over CPI	51,521.0	n/a		(32,959.3)	84,480.3
18	Bus Transit Subtotal	312,265.0	-		(32,959.3)	345,224.3
19	5% of 40% Incentive	16,435.0	(920.2)		(1,734.7)	17,249.5
20	Proposition A Total	\$ 865,000.0	\$ (19,445.2)		\$ (69,616.3)	\$ 915,171.1
21	Proposition C					
22	Administration 1.5%	\$ 12,975.0	\$ (726.5)		\$ (1,369.5)	\$ 13,618.0
23	Rail/Bus Security 5.0%	42,601.3	(2,385.3)		(4,496.5)	44,712.4
24	Commuter Rail 10.0%	85,202.5	(4,770.7)		(8,993.1)	89,424.9
25	Local Return ⁽¹⁾ 20.0%	170,405.0	n/a			170,405
26	Freeways & Highways 25.0%	213,006.3	(11,926.6)		(22,482.6)	223,562.2
27	Discretionary 40.0%	340,810.0	(19,082.6)		(35,972.2)	357,699.6
28	Proposition C Total	\$ 865,000.0	\$ (38,891.7)		\$ (73,313.9)	\$ 899,422.2
29	State Transit Assistance ⁽⁴⁾					
30	Bus (PUC 99314 Revenue Base Share)	\$ 30,072.5	\$ (4,491.7)	\$ 396.3	\$ (9,090.7)	\$ 35,067.8
31	Rail (PUC 99313 Population Share)	23,214.9	(4,558.3)	407.5	(8,010.3)	27,074.3
32	State Transit Assistance Total	\$ 53,287.4	\$ (9,050.0)	\$ 803.8	\$ (17,101.0)	\$ 62,142.2

Note: Totals may not add up because of rounding.

⁽¹⁾ Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.

⁽²⁾ Consumer price index (CPI) of 2.0% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Proposition A discretionary allocated to Included operators.

⁽³⁾ 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.

⁽⁴⁾ STA Revenue estimate from the State Controller's Office is reduced by 40% for the revenue-base share and population-base share due to anticipated shortfall of FY22 revenue.

Los Angeles County Metropolitan Transportation Authority
FY22 Proposed Budget

Regional Transit Allocations

	State & Local (\$ in thousands)	FY22 Estimated Revenue	Carryover FY20 Budget vs Actual	Interest FY20 Actual	FY20 Impact on FY21 Estimated Revenue	FY22 Total Funds Available
33	SB 1 State Transit Assistance ^{(4), (6)}					
34	Bus (PUC 99314 Rev Base Share) ⁽⁶⁾	\$ 24,516.9	\$ (4,278.9)	\$ 328.5	\$ (7,536.1)	\$ 28,102.5
35	Rail (PUC 99313 Population Share)	18,926.2	(4,204.3)	337.7	(6,639.9)	21,699.5
36	SB 1 State Transit Assistance Total	\$ 43,443.0	\$ (8,483.2)	\$ 666.2	\$ (14,176.0)	\$ 49,802.0
37	SB 1 State Of Good Repair ⁽⁶⁾					
38	Bus (PUC 99314 Rev Base Share) ⁽⁶⁾	\$ 17,513.1	\$ 1,362.5	\$ 186.8	\$ 3,520.0	\$ 15,542.4
39	Rail (PUC 99313 Population Share)	13,519.5	774.7	69.9	2,436.1	11,928.0
40	SB 1 State Of Good Repair Total	\$ 31,032.6	\$ 2,137.2	\$ 256.7	\$ 5,956.1	\$ 27,470.4
41	Measure R					
42	Administration 1.5%	\$ 12,975.0	\$ (744.3)	\$ 1,219.2	\$ (1,369.5)	\$ 14,819.4
43	Transit Capital - "New Rail" 35.0%	298,208.8	(17,105.8)	7,124.3	(31,475.7)	319,703.0
44	Transit Capital - Metrolink 3.0%	25,560.8	(1,466.2)	(25.4)	(2,697.9)	26,767.0
45	Transit Capital - Metro Rail 2.0%	17,040.5	(977.5)	(589.8)	(1,798.6)	17,271.8
46	Highway Capital 20.0%	170,405.0	(9,774.7)	5,368.2	(17,986.1)	183,984.6
47	Operations "New Rail" 5.0%	42,601.3	(2,443.7)	(315.7)	(4,496.5)	44,338.4
48	Operations Bus 20.0%	170,405.0	(9,774.7)	(1,080.0)	(17,986.1)	177,536.3
49	Local Return ⁽¹⁾ 15.0%	127,803.8	n/a	n/a	n/a	127,803.8
50	Measure R Total	\$ 865,000.0	\$ (42,286.8)	\$ 11,700.7	\$ (77,810.4)	\$ 912,224.3
51	Measure M					
52	Local Return Supplemental & Administration					
53	Administration 0.5%	\$ 4,454.8	\$ (269.2)	\$ 76.7	\$ (470.2)	\$ 4,732.5
54	Supplemental Transfer to Local Return ^{(1),(7)} 1.0%	8,520.3	n/a	n/a	n/a	8,520.3
55	Local Return Supplemental & Administration Subtotal	\$ 12,975.0	\$ (269.2)	\$ 76.7	\$ (470.2)	\$ 13,252.7
56	Local Return Base ^{(1),(7)} 16.0%	\$ 136,324.0	n/a	n/a	n/a	\$ 136,324.0
57	Metro Rail Operations 5.0%	42,601.3	(2,574.6)	(319.9)	(4,496.5)	44,203.3
58	Transit Operations (Metro & Municipal Providers) 20.0%	170,405.0	(10,298.2)	(1,161.4)	(17,986.1)	176,931.5
59	ADA Paratransit/Metro Discounts for Seniors & Students 2.0%	17,040.5	(1,029.8)	646.3	(1,798.6)	18,455.5
60	Transit Construction 35.0%	298,208.8	(18,021.9)	9,538.4	(31,475.7)	321,200.9
61	Metro State of Good Repairs 2.0%	17,040.5	(1,029.8)	131.0	(1,798.6)	17,940.3
62	Highway Construction 17.0%	144,844.3	(8,753.5)	11,340.3	(15,288.2)	162,719.3
63	Metro Active Transportation Program 2.0%	17,040.5	(1,029.8)	936.8	(1,798.6)	18,746.1
64	Regional Rail 1.0%	8,520.3	(514.9)	230.3	(899.3)	9,134.9
65	Measure M Total	\$ 865,000.0	\$ (43,521.8)	\$ 21,418.6	\$ (76,011.8)	\$ 918,908.6
66	Total Funds Available	\$ 4,020,263.0	\$ (190,053.8)	\$ 38,397.7	\$ (366,812.0)	\$ 4,235,418.9
67	Total Planning & Admin Allocations (lines 6, 12, 22, 42, and 53)	\$ 84,509.0	\$ (4,161.5)	\$ 1,295.9	\$ (7,774.2)	\$ 89,417.5

Note: Totals may not add up because of rounding.

⁽¹⁾ Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.

⁽⁴⁾ STA Revenue estimate from the State Controller's Office is reduced by 40% for the revenue-base share and population-base share due to anticipated shortfall of FY22 revenue.

⁽⁵⁾ In order to be eligible for SB1-SGR funding, eligible agencies must comply with various reporting requirements. SGR revenue estimates from the State Controller's Office is reduced by 10% due to anticipated shortfall of FY22 revenue.

⁽⁶⁾ STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.

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

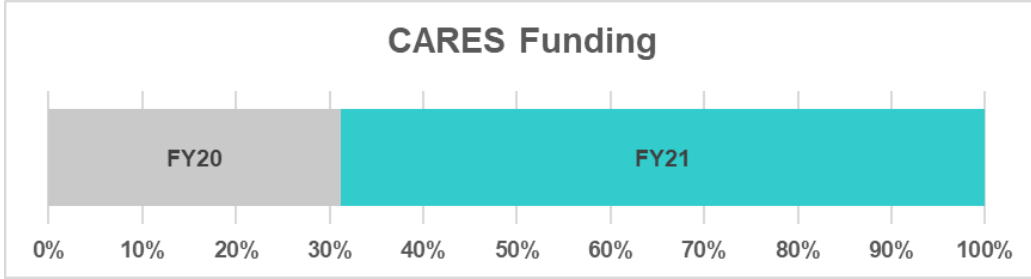
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Appendix VI

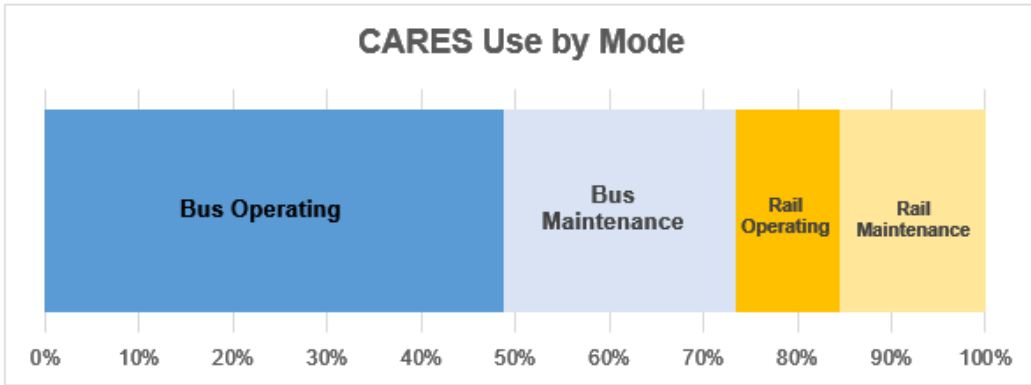
Coronavirus Aid, Relief, and Economic Security (CARES) Act

CARES Act

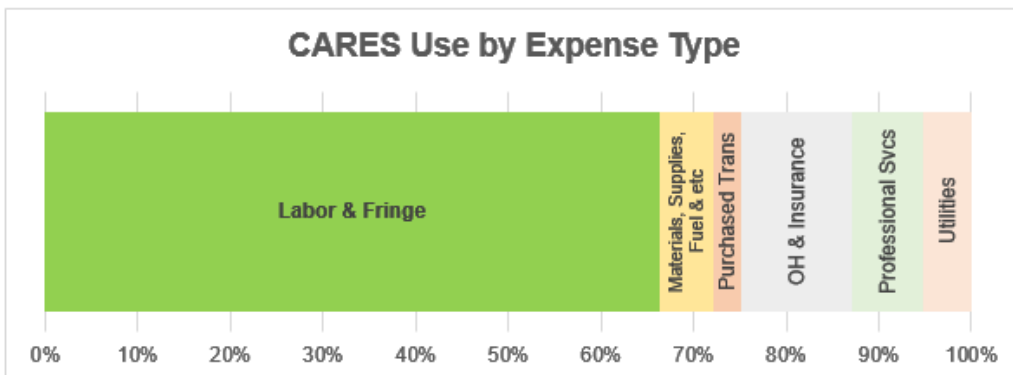
In March 2020, Congress approved and signed into law the CARES Act, providing for over \$1 billion in transit funding for Los Angeles County. In May 2020, the Metro Board approved allocations to Metro totaling \$874.8 million, which included fund exchanges for other transit operators in the County. In September 2020, Metro completed full drawdown of all these funds to operate and maintain the transit system. The CARES funding helped mitigate losses in FY20 and FY21, as shown in the table below.



The use of CARES Act funding by mode aligns with how the allocations of funds, with over 70% used to fund bus operations and maintenance, as shown in the table below.



The CARES Act funding provided reimbursement for operating costs to maintain service and lost revenue. The table below summarizes the use of CARES by expense type, with almost 70% utilized on labor and fringe expenses.



Appendix VII

Eligibility and Allocation of FY22 Funding for Transit Operating, State of Good Repair, and Transit Infrastructure Development

Eligibility and Allocation of FY22 Funding for Transit Operating, State of Good Repair, and Transit Infrastructure Development

The table below illustrates the use of operating-eligible resources in the FY22 Proposed Budget. The transit-eligible resources available to be used by Metro are broken down into three general types by eligibility of use. Those three types are further broken down by their application in the budget.

FY22 Proposed Budget Dedicated Funding Sources by Program Type (\$ in millions)							
1	Total FY22 Proposed Budget Resources						\$ 8,002.6
2	Less: Highway and Regional Rail						(818.2)
3	Less: Subsidy Funding						(1,380.7)
4	Less: General Planning & Programs ⁽¹⁾						(172.0)
5	Less: Congestion Management						(103.9)
6	Less: Oversight & Administration						(69.7)
7	Operations and Transit Capital Resources						\$ 5,458.1

	Operations Only		Ops/SGR/TID		SGR/TID Only		Total
	Amount	Cat. %	Amount	Cat. %	Amount	Cat. %	
8	\$ 362.3	29%	\$ 893.1	79%	\$ 844.2	28%	\$ 2,099.6
9	-	0%	149.6	13%	-	0%	149.6
10	128.5	10%	94.9	8%	2,216.5	72%	2,439.9
11	769.0	61%	-	0%	-	0%	769.0
12	\$ 1,259.8		\$ 1,137.6		\$ 3,060.7		\$ 5,458.1

Resource Allocation Split by Eligibility (\$ in millions)		Operations Only		Ops/SGR/TID		SGR/TID Only		Total
Amount	Cat. %	Amount	Cat. %	Amount	Cat. %	Amount	Cat. %	
13	\$ 1,259.8	100%	\$ 810.0	71%	-	0%	\$ 2,069.8	
14	-	0%	92.2	8%	350.1	11%	442.3	
15	-	0%	40.7	4%	2,497.1	82%	2,537.8	
16	-	0%	194.7	17%	213.5	7%	408.2	
17	\$ 1,259.8		\$ 1,137.6		\$ 3,060.7		\$ 5,458.1	

Note: Totals may not add up because of rounding.

⁽¹⁾ General Planning & Programs includes \$50.8 million of Ops/SGR/TID-eligible Operating and Other Resources used for bikeshare, parking, Union Station, right-of-way, joint development and sustainability projects.

⁽²⁾ Metro received \$776.5 million from the Federal CRRSA Act. \$7.5 million will be used to reimburse COVID-19-related PPE and other eligible costs in lines 2-6. For some regional operators, local funds will be substituted (included in Subsidy Funding on line 3), reducing Metro's net allocation to \$682.5 million, as approved by the Metro Board.

⁽³⁾ 100% of operating-only eligible funding is used for operations.

⁽⁴⁾ 100% of funding dedicated for SGR is used for SGR.

⁽⁵⁾ Only 4% of flexible funding eligible for operations, SGR, and TID is used for Transit Infrastructure Development for the Regional Connector and Crenshaw/LAX projects.

⁽⁶⁾ For details of projects funded with debt proceeds since FY10, see the breakdown below.

To provide some context for the uses of bond proceeds that the debt service expense is paying for, the following table provides the list of projects paid for with Proposition A 35% and Proposition C 40% bond proceeds since FY10. For Proposition A 35%, more than 70% was used for rail car purchases and SGR projects. For Proposition C 40%, 100% was used for bus purchases and SGR projects.

PA35 & PC40 Debt Proceeds Uses Since FY10 (\$ in millions)	Proceeds Used	% of Total
PA35 Total	\$ 751	100%
LRVs & HRVs	333	44%
New Blue and related projects	111	15%
Other SGR	89	12%
Southwest Yard	93	12%
Union Station Purchase	75	10%
Expo Phase 1	27	4%
Universal City Pedestrian Bridge	23	3%
PC40 Total	\$ 151	100%
Replacement Buses	129	85%
Bus Midlifes	15	10%
CNG Storage Tanks	5	3%
Farebox Upgrade	2	1%

Appendix VIII

Abbreviations

Abbreviations

ADA	Americans with Disabilities Act	P3	Public Private Partnership
AFSCME	American Federation of State, County, and Municipal Employees	PA	Proposition A
API	Application Program Interface	PC	Proposition C
AQMD	Air Quality Management District	PERS	Public Employees' Retirement System
ASRS	Automated Storage Retrieval System	PGL	Pasadena Gold Line
ATP	Active Transportation Projects	PL/PD	Public Liability/Property Damage
BAB	Build America Bonds	PSAC	Public Safety Advisory Committee
BRT	Bus Rapid Transit	PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
BYD	Build Your Dreams Company	PTSC	Public Transportation Services Corporation
CARES	Coronavirus Aid, Relief, and Economic Security	PUC	Public Utilities Code
CEO	Chief Executive Office	R12	Release 12 of FIS
CMAQ	Congestion Mitigation and Air Quality	RM	Route Mile
CMF	Central Maintenance Facility	RPOS	Regional Point of Sale
CNG	Compressed Natural Gas	RRTP	Rider Relief Transportation Program
CPI	Consumer Price Index	RSH	Revenue Service Hour
CRA	Community Redevelopment Agency	RSM	Revenue Service Mile
CRRSA	Coronavirus Response and Relief Supplemental Appropriations	SAFE	Service Authority for Freeway Emergencies
EV	Electric Vehicle	SB1	Senate Bill 1 (The Road Repair Accountability Act of 2017)
FFGA	Full Funding Grant Agreement	SCADA	Supervisory Control and Data Acquisition
FIS	Financial Information System	SCAG	Southern California Association of Governments
FLS	Fire Life Safety	SCO	State Controller's Office
FSI	Fareless System Initiative	SCRRA	Southern California Regional Rail Authority
FTE	Full-Time Equivalent	SGR	State of Good Repair
FY	Fiscal Year	SHORE	Support for Homeless Re-Entry Program
HOV	High Occupancy Vehicle	SLT	Senior Leadership Team
HRV	Heavy Rail Vehicle	SOC	Security Operations Center
I	Interstate	SR	State Route
IAT	Interagency Transfer	STA	State Transit Assistance
INTP	Immediate Needs Transportation Program	TAM	Transit Asset Management
ITS	Information and Technology Services	TAP	Transit Access Pass
LACMTA	Los Angeles County Metropolitan Transportation Authority	TDA	Transportation Development Act
LAX	Los Angeles International Airport	TID	Transportation Infrastructure Development
LED	Light-Emitting Diode	TIFIA	Transportation Infrastructure & Innovation Act
LIFE	Low Income Fare is Easy	TOC	Transit Oriented Communities
LOP	Life of Project	TOD	Transit-Oriented Development
LRT	Light Rail Transit	TPSS	Traction Power Substation
LRV	Light Rail Vehicle	Trans	Transportation
MBEAT	Metro Budget Equity Assessment Tool	TVM	Ticket Vending Machine
Metro	Metropolitan Transportation Authority	TWC	Train to Wayside Communications
MetroLink	Southern California Regional Rail Authority	UFS	Universal Fare System
MGL	Metro Green Line	UPS	Uninterruptible Power Supply
MM	Measure M	USG	Union Station Gateway
MOW	Maintenance of Way	VA	Veterans Affairs
MPV	Mobile Phone Validator	VSIP	Voluntary Separation Incentive Program
MR	Measure R		
NABI	North American Bus Industries		
NC	Non-Contract		
NFC	Near Field Communication		
OCS	Overhead Catenary System		

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