

# Adopted Budget

July 1, 2021 – June 30, 2022

# FY22



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## Budget Message from the CEO

If we learned anything from the last year, it was that our nation is deeply dependent on mobility. As COVID lockdowns and quarantines took hold of our communities, our mobility slowed to a crawl, cutting off access to small businesses, postponing visits to loved ones and keeping students out of the classrooms.

We at Metro felt the impact as well, seeing ridership drop sharply by nearly 60 percent, from 1.2 million daily boardings to a low of 500,000. But our mission remained clear, and we were keenly aware that the people we were moving across LA County were still relying on us to move them safely to their destinations. I want to personally thank our very own front-line workers for their hard work and dedication to our customers.

Now, as our region begins a new stage of recovery from the pandemic, we see clear opportunities to make Metro even better than it was before. With an FY22 Adopted Budget of \$8 billion, Metro is well equipped to foster much-needed economic growth throughout the region. We are also positioned to make meaningful advancements toward equity in our system, considering racial and gender equity, as well as service to our disabled customers. We want to connect vulnerable populations to jobs, business opportunities, medical services and other necessities. Looking critically through an equity lens requires us to constantly evolve, and we are ready and committed to bringing equitable transportation to Los Angeles County.

There will never be a higher priority for me than providing an outstanding rider experience for our Metro customers. And while Metro ridership fared better than other large transit agencies during the pandemic, we want to do more to restore and increase our ridership. We have already made significant gains in this effort, but we also understand that it will be a challenge since bus and rail boardings have declined year-over-year for nearly a decade. By partnering with the communities we serve, we look forward to finding the right solutions to change that trajectory and grow our rider population.

I believe making Metro easier and more convenient to use is a key component to this vision of expanded usage. To that end, our efforts will focus on:

- Restoring pre-pandemic transit service levels this fall;
- Completion of our first bus network overhaul in over 25 years. This will mean improved bus service with a simpler network to navigate with more frequent bus service on most key corridors;
- Implementing our first-ever customer experience plan to address cleanliness and safety;
- Creating the first-ever Metro Youth Council to help identify strategies to attract future lifelong riders;
- Reinforcing Metro's organizational culture that places the customer at the center of everything we do; and
- Leading with an unwavering commitment to equity and compassion, and providing the best possible public transportation service for the people of Los Angeles County.

Our future is bright, but financial vigilance will be required as we look for innovative and bold ways to solve big problems. Thanks in large part to essential federal financial assistance over the past two years, Metro remained operational throughout the pandemic. While these federal relief funds were crucial, they were also a short-term solution. This year, I will present a financial stability plan that will offer a comprehensive approach to both operations and capital project advancement. During this recovery period, we will tighten our belts, look for agency-wide efficiencies, and work to improve project delivery to minimize cost overruns.

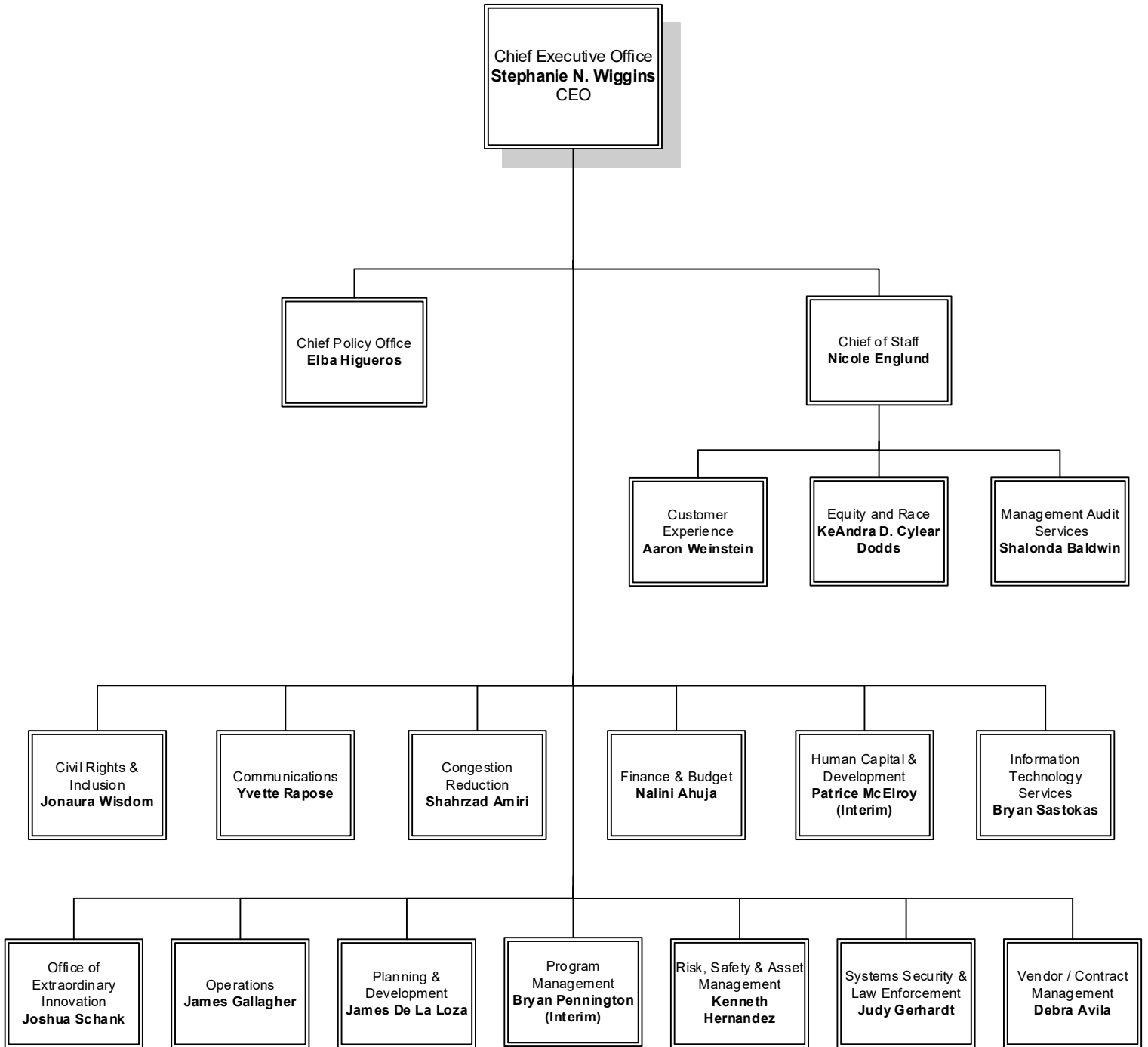
## Budget Message from the CEO

As we build out our transit network today, we must address fiscal responsibility to guarantee that we can sustain it tomorrow. This year, for the first time ever, two women of color will serve as Metro's Chief Executive Officer and Board Chair. Together, we are committed to leading this agency through an equitable recovery and into a better tomorrow. We want this to be the beginning of many more firsts for this incredible organization as we help restore movement around the region.



Stephanie Wiggins  
Chief Executive Officer

# FY22 Organizational Chart



## FY22 Budget Highlights

The adopted \$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 15% 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 pre-pandemic service 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 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). The total FY22 Adopted Budget for the program is \$476.3 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 Adopted Budget for Transportation Infrastructure Development (TID) and Regional Rail programs is \$3.2 billion, an increase of \$632.2 million, or 24.2% 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.

### 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 Adopted Budget, the Office of Equity & Race (OER) 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

## FY22 Budget Highlights (continued)

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 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, 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. 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 Adopted 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.

## Summary of Resources

Resources (\$ in millions)	FY21 Budget	FY22 Adopted	\$ Change	% Change
1 <u>Sales Tax, TDA &amp; STA Revenues</u>				
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 <sup>(1)</sup>	158.2	96.7	(61.5)	-38.9%
8     SB1 State of Good Repair <sup>(1)</sup>	25.4	31.0	5.7	22.3%
9 <b>Sales Tax, TDA, &amp; STA/SB1 Revenues Subtotal</b>	<b>\$ 3,967.2</b>	<b>\$ 4,020.3</b>	<b>\$ 53.1</b>	<b>1.3%</b>
10 <u>Operating &amp; Other Revenues</u>				
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 <sup>(2)</sup>	55.8	109.1	53.3	95.5%
15 <b>Operating &amp; Other Revenues Subtotal</b>	<b>\$ 131.9</b>	<b>\$ 253.1</b>	<b>\$ 121.2</b>	<b>91.9%</b>
16 <u>Capital &amp; Bond Resources</u>				
17     Grant, CARES & CRRSA Act Reimbursements <sup>(3)</sup>	\$ 1,948.8	\$ 2,106.8	\$ 157.9	8.1%
18     Bond Proceeds, TIFIA & Prior Year Carryover <sup>(4)</sup>	946.4	1,660.1	713.7	75.4%
19 <b>Capital &amp; Bond Resources Subtotal</b>	<b>\$ 2,895.2</b>	<b>\$ 3,766.9</b>	<b>\$ 871.6</b>	<b>30.1%</b>
20 <b>Resources Total</b>	<b>\$ 6,994.3</b>	<b>\$ 8,040.2</b>	<b>\$ 1,045.9</b>	<b>15.0%</b>

Note: Totals may not add due to rounding.

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

(2) Other Revenues includes bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, 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 Adopted also include the Coronavirus Aid, Relief, and Economic Security (CARES) Act and Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act reimbursements.

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

- Local sales tax and Transportation Development Act (TDA) revenues are budgeted at \$3.9 billion, a \$108.9 million, or 2.9%, increase from the prior year. 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 \$127.8 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 \$109.1 million in FY22, a 95.5% increase over the prior year, 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 \$776.4 million from the Federal CRRSA Act. \$7.5 million will be used to reimburse COVID-19-related Personal Protective Equipment and other eligible costs. For some regional operators, local funds will be substituted, reducing Metro's net allocation to \$682.5 million, 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.

Los Angeles County Metropolitan Transportation Authority  
**FY22 Adopted Budget**

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

	Type of Revenue (\$ in millions)	FY21 Budget	FY22 Adopted	\$ Change	% Change
1	<b>Proposition A</b>				
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	<b>Estimated Tax Revenue from Proposition A</b>	<b>\$ 840.8</b>	<b>\$ 865.0</b>	<b>\$ 24.2</b>	<b>2.9%</b>
9	<b>Proposition C</b>				
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	<b>Estimated Tax Revenue from Proposition C</b>	<b>\$ 840.8</b>	<b>\$ 865.0</b>	<b>\$ 24.2</b>	<b>2.9%</b>
17	<b>Measure R</b>				
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	<b>Estimated Tax Revenue from Measure R</b>	<b>\$ 840.8</b>	<b>\$ 865.0</b>	<b>\$ 24.2</b>	<b>2.9%</b>
27	<b>Measure M</b>				
28	.5% Administration <sup>(1)</sup>	\$ 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 <sup>(1)</sup>	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	<b>Estimated Tax Revenue from Measure M</b>	<b>\$ 840.8</b>	<b>\$ 865.0</b>	<b>\$ 24.2</b>	<b>2.9%</b>
39	<b>Transportation Development Act (TDA)</b>				
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	4.1%
44	<b>Estimated Tax Revenue from TDA</b>	<b>\$ 420.4</b>	<b>\$ 432.5</b>	<b>\$ 12.2</b>	<b>2.9%</b>
45	<b>State Transit Assistance (STA/Senate Bill 1 (SB1) <sup>(2)</sup></b>				
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	<b>Estimated Tax Revenue from STA/SB1</b>	<b>\$ 183.6</b>	<b>\$ 127.8</b>	<b>\$ (55.8)</b>	<b>-30.4%</b>
51	<b>Sales Tax, TDA &amp; STA/SB1 Revenues Total</b>	<b>\$ 3,967.2</b>	<b>\$ 4,020.3</b>	<b>\$ 53.1</b>	<b>1.3%</b>

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.

Los Angeles County Metropolitan Transportation Authority  
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## Summary of Expenditures by Program

Program Type (\$ in millions)	FY21 Budget	FY22 Adopted	\$ Change	% Change
<b>1 Transportation Infrastructure Development</b>				
2 Transit Expansion	\$ 2,091.5	\$ 2,537.7	\$ 446.2	21.3%
3 Highway	279.7	477.4	197.7	70.7%
<b>4 Transportation Infrastructure Development Total</b>	<b>\$ 2,371.2</b>	<b>\$ 3,015.1</b>	<b>\$ 643.9</b>	<b>27.2%</b>
<b>5 Metro Transit - Operations</b>				
6 Operations & Maintenance	1,819.3	2,049.4	230.1	12.6%
7 Regional Operating Services	20.0	20.8	0.8	4.2%
<b>8 Metro Transit - Operations Subtotal</b>	<b>\$ 1,839.3</b>	<b>\$ 2,070.2</b>	<b>\$ 230.9</b>	<b>12.6%</b>
<b>9 Metro Transit - State of Good Repair (SGR)</b>				
10 SGR Bus & Rail	418.4	371.7	(46.7)	-11.2%
11 Other Asset Improvements	99.1	104.6	5.5	5.5%
<b>12 Metro Transit - State of Good Repair (SGR) Subtotal</b>	<b>\$ 517.5</b>	<b>\$ 476.3</b>	<b>\$ (41.2)</b>	<b>-8.0%</b>
<b>13 Metro Transit Total</b>	<b>\$ 2,356.8</b>	<b>\$ 2,546.5</b>	<b>\$ 189.8</b>	<b>8.1%</b>
<b>14 Subsidy Funding</b>				
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	15.6	1.2	8.4%
<b>19 Subsidy Funding Total</b>	<b>\$ 1,239.0</b>	<b>\$ 1,381.0</b>	<b>\$ 141.9</b>	<b>11.5%</b>
<b>20 Regional Rail</b>				
21 Metro Regional Rail	115.5	109.6	(6.0)	-5.2%
22 Metrolink	129.2	123.5	(5.7)	-4.4%
<b>23 Regional Rail Total</b>	<b>\$ 244.7</b>	<b>\$ 233.0</b>	<b>\$ (11.7)</b>	<b>-4.8%</b>
<b>24 General Planning &amp; Programs</b>				
25 Active Transportation, Bike, & Other	68.6	72.5	3.9	5.7%
26 Financial, Grants Mgmt and Admin	24.3	29.9	5.6	22.8%
27 Property Management	54.6	65.4	10.8	19.8%
28 Public Private Partnership (P3)/Unsolicited Proposals	6.9	5.9	(1.0)	-15.0%
29 Transit Court	1.3	1.5	0.2	19.1%
<b>30 General Planning &amp; Programs Total</b>	<b>\$ 155.7</b>	<b>\$ 175.2</b>	<b>\$ 19.5</b>	<b>12.5%</b>
<b>31 Congestion Management</b>				
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%
<b>36 Congestion Management Total</b>	<b>\$ 88.0</b>	<b>\$ 103.9</b>	<b>\$ 15.9</b>	<b>18.0%</b>
<b>37 Debt Program Total <sup>(1)</sup></b>	<b>\$ 474.9</b>	<b>\$ 515.6</b>	<b>\$ 40.7</b>	<b>8.6%</b>
<b>38 Oversight and Administration Total</b>	<b>\$ 64.0</b>	<b>\$ 69.9</b>	<b>\$ 5.9</b>	<b>9.2%</b>
<b>39 Grand Total</b>	<b>\$ 6,994.3</b>	<b>\$ 8,040.2</b>	<b>\$ 1,045.9</b>	<b>15.0%</b>

Note: Totals may not add up because of rounding.

(1) Total budget for Debt Program includes all debt service costs (in Debt Service section) plus investment and debt management cost of \$2.4 million in FY21 and \$2.6 million in FY22.

## Program Summary

### Transportation Infrastructure Development (TID)

The FY22 Adopted Budget for the TID program is \$3.0 billion. Transit expansion, at \$2.5 billion, consists of projects focused on expanding bus and rail public transit network, while the highway program, at \$477.4 million, is focused on enhancing highways and improving traffic flows.

Transit expansion is 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' FY22 Adopted Budget is \$147.9 million, which includes both the Bus Rapid Transit (BRT) and rail considerations. Meanwhile, the FY22 Adopted Budget for projects in the construction phase, the costliest phase of project delivery, is \$2.4 billion. The total budget for highway projects is \$477.4 million and includes \$279.6 million in subsidies to subregions and external agencies. The balance of \$197.8 million will fund Metro's efforts in planning and constructing Board-authorized highway projects.

Anticipated activities for FY22 include:

- Four Pillar projects:
  - West Santa Ana Branch Corridor continuing environmental clearance activities 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;
- 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 to advance as scheduled;
- The I-5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes) project will be breaking ground;

## Program Summary (continued)

- 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 Summary

	Forecasted Expenditures Through FY21 <sup>(1)</sup>	FY22 Adopted	Life of Project
<b>Transportation Infrastructure Development (\$ in thousands)</b>			
1 <b>Transit Expansion</b>			
2 <b>Rail</b>			
3     Airport Metro Connector	\$ 222,370.8	\$ 143,169.2	\$ 898,581.0
4     Crenshaw/LAX Light Rail Transit	2,258,001.9	123,015.8	2,410,298.2
5     East San Fernando Transit Corridor <sup>(2)</sup>	89,691.4	256,876.7	-
6     E Line (Expo) Light Rail Transit <sup>(3)</sup>	2,296,798.1	4,211.5	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	182,055.2	1,406,870.8
9     Regional Connector	1,519,593.7	260,998.2	1,819,565.1
10     Westside D Line (Purple) Subway Extension Section 1	2,636,483.6	534,612.7	3,949,779.4
11     Westside D Line (Purple) Subway Extension Section 2	1,335,876.8	292,622.7	2,440,969.3
12     Westside D Line (Purple) Subway Extension Section 3	1,001,173.7	511,888.4	3,223,623.3
13     Systemwide <sup>(4)</sup>	80,681.3	64,622.7	-
14 <b>Bus</b>			
15     G Line (Orange) BRT Improvements <sup>(2)</sup>	36,791.9	12,196.6	-
16 <b>Transit Planning <sup>(5)</sup></b>			
17     BRT Connector B Line (Red)/G Line (Orange) to L Line (Gold)	13,290.7	1,725.6	-
18     C Line (Green) Extension: Redondo to South Bay	19,296.2	18,221.9	-
19     Crenshaw Northern Extension	4,206.0	15,309.7	-
20     Eastside Extension	47,898.6	9,643.3	-
21     Eastside Extension - Light Rail Vehicles	31,527.3	-	-
22     Eastside Light Rail Access Phase 1 & 2	22,326.7	1,818.9	-
23     Eastside Light Rail Access Phase 3	3,300.0	8,181.8	29,703.1
24     North San Fernando Valley BRT	7,065.5	2,363.8	-
25     San Gabriel Valley Transit Feasibility Study	1,500.0	1,551.0	-
26     Sepulveda Pass Corridor	28,898.1	60,091.1	-
27     Vermont Transit Corridor	4,999.2	4,160.6	-
28     West Santa Ana Branch Corridor	60,691.2	24,870.4	-
29 <b>Transit Expansion Subtotal</b>	<b>\$ 13,131,199.7</b>	<b>\$ 2,537,711.2</b>	<b>\$ 19,403,963.3</b>
30 <b>Highway Program Subtotal <sup>(6)</sup></b>		<b>\$ 477,397.9</b>	
31 <b>Transportation Infrastructure Development Total</b>		<b>\$ 3,015,109.1</b>	

Note: Totals may not add because of rounding.

(1) Forecasted expenditure through FY21 is expenditure through FY20 plus FY21 Budget.

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

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

(4) Annually funded.

(5) No Board authorized LOP during planning phase except for Eastside Light Rail Access Phase 3, line # 23.

## Program Summary (continued)

### **Metro Transit**

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

#### 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 service plan reflects a restoration of service that outpaces ridership projections and will continue to address physical distancing needs, overcrowding, and service reliability issues.

The FY22 adopted 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. Bus and rail boardings will escalate over time to get us back to pre-COVID-19 ridership levels.

#### Operating Capital

Metro Transit's Operating Capital program includes Safety and Security projects, State of Good Repair (SGR), and Capital Infrastructure improvements. The SGR program includes all improvement, modernization, maintenance, replacement and general capital asset expenses performed on the existing transit systems. 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 light rail vehicle (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.

## Program Summary (continued)

Operating Capital by Mode (\$ in thousands)		Safety & Security	State of Good Repair	Capital Infrastructure	Mode Total
1	<b>Bus</b>	\$ 2,793.4	\$ 154,888.6	\$ 976.8	\$ 158,658.9
2	<b>Rail</b>	\$ 2,327.8	\$ 207,703.9	\$ 7,451.6	\$ 217,483.3
3	Metro A (Blue) Line	-	11,993.3	-	11,993.3
4	Metro L (Gold) Line	-	12,970.9	-	12,970.9
5	Metro C (Green) Line	518.6	5,470.3	-	5,988.8
6	Multiple Rail Lines	869.3	128,296.9	7,451.6	136,617.8
7	Metro B (Red)/Metro D (Purple) Lines	940.0	48,972.4	-	49,912.4
8	<b>Systemwide</b>	\$ 60,530.1	\$ 3,979.0	\$ 12,478.5	\$ 76,987.6
9	<b>Other - Technologies / Regional, etc.</b>	\$ 862.6	\$ 41.8	\$ 22,269.0	\$ 23,173.4
10	<b>Grand Total</b>	\$ 66,514.1	\$ 366,613.2	\$ 43,176.0	\$ 476,303.2

Note: Totals may not add due to rounding.

### 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 Demonstration (CRD) Toll Revenue Grant Program, Open Streets, Active Transportation, Transit Oriented Development (TOD) Planning grants, and the Destination Crenshaw/Sankofa Park Project.

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. Overall, the Subsidy Funding program expenditures are projected to increase to \$1.4 billion, or 11.5% over the FY21 Budget.

Subsidy Funding (\$ in millions)		FY21 Budget	FY22 Adopted	\$ Change	% Change
1	<b>Local Agencies</b>				
2	<b>Allocation by Population</b>				
3	Local Returns (Prop A, Prop C, Measure R, & 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	<b>Allocation by Population Subtotal</b>	\$ 612.4	\$ 686.6	\$ 74.2	12.1%
6	<b>Call for Projects Subtotal</b>	\$ 50.4	\$ 50.5	\$ 0.0	0.1%
7	<b>Other Projects</b>				
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	-	0.0%
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	<b>Other Projects Subtotal</b>	\$ 39.8	\$ 51.4	\$ 11.6	29.2%
17	<b>Local Agencies Total</b>	\$ 702.5	\$ 788.4	\$ 85.9	12.2%
18	<b>Regional &amp; Local Transit</b>				
19	Municipal & Local Operators	\$ 401.3	\$ 437.3	\$ 36.0	9.0%
20	Access Services	97.5	122.6	25.1	25.7%
21	<b>Regional &amp; Local Transit Total</b>	\$ 498.8	\$ 559.9	\$ 61.0	12.2%
22	<b>Regional Federal Grants</b>	\$ 23.3	\$ 17.1	\$ (6.2)	-26.7%
23	<b>Fares Subsidy (LIFE Program) <sup>(1)</sup></b>	\$ 14.4	\$ 15.6	\$ 1.2	8.4%
24	<b>Subsidy Funding Total</b>	\$ 1,239.0	\$ 1,381.0	\$ 141.9	11.5%

Note: Totals may not add up because of rounding.

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

## Program Summary (continued)

### 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, construction, and corridor studies. The FY22 Adopted 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 Adopted	\$ Change	% Change
<b>1 Metro Regional Rail</b>				
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	0.0	1.0%
5     High Desert Corridor Rail Service Plan	1.9	2.0	0.1	6.6%
6     Doran Street Grade Separation	2.0	2.0	0.0	0.3%
7     Lone Hill to CP White	0.5	0.6	0.0	9.0%
8     Other Metro Regional Rail	3.0	2.4	(0.6)	-19.4%
<b>9 Metro Regional Rail Subtotal</b>	<b>\$ 115.5</b>	<b>\$ 109.6</b>	<b>\$ (6.0)</b>	<b>-5.2%</b>
<b>10 Metrolink</b>				
11     Metrolink Operating	\$ 109.2	\$ 98.4	\$ (10.8)	-9.9%
12     Metrolink Capital & SGR	20.0	25.1	5.1	25.3%
<b>13 Metrolink Subtotal</b>	<b>\$ 129.2</b>	<b>\$ 123.5</b>	<b>\$ (5.7)</b>	<b>-4.4%</b>
<b>14 Regional Rail Total</b>	<b>\$ 244.7</b>	<b>\$ 233.0</b>	<b>\$ (11.7)</b>	<b>-4.8%</b>

Note: Totals may not add due to 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 Adopted Budget of \$175.2 million represents a \$19.5 million or 12.5% increase from the prior year. The 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;



## Program Summary (continued)

- 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 Adopted	\$ Change	% Change
1	<b>Active Transportation, Bike &amp; Other</b>				
2	Active Transportation including Bike	\$ 38.7	\$ 36.6	\$ (2.1)	-5.4%
3	First Last Mile	1.7	1.9	0.2	13.3%
4	Sustainability	15.6	18.7	3.1	20.2%
5	System Connectivity Program & Studies	12.7	15.3	2.6	20.7%
6	<b>Active Transportation, Bike &amp; Other Subtotal</b>	<b>\$ 68.6</b>	<b>\$ 72.5</b>	<b>\$ 3.9</b>	<b>5.7%</b>
7	<b>Financial, Grants Management &amp; Administration</b>				
8	Administrative & Planning Support	\$ 18.3	\$ 21.3	\$ 3.0	16.4%
9	Financial Planning & Grants Management	6.0	8.6	2.6	42.4%
10	<b>Financial, Grants Management &amp; Administration Subtotal</b>	<b>\$ 24.3</b>	<b>\$ 29.9</b>	<b>\$ 5.6</b>	<b>22.8%</b>
11	<b>Property Management</b>				
12	Art & Design	\$ 1.5	\$ 1.5	\$ -	0.0%
13	Joint Development	5.2	6.3	1.1	21.1%
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	208.5%
17	Union Station	11.8	14.3	2.5	21.4%
18	<b>Property Management Subtotal</b>	<b>\$ 54.6</b>	<b>\$ 65.4</b>	<b>\$ 10.8</b>	<b>19.8%</b>
19	<b>Public Private Partnership (P3)/Unsolicited Proposals Subtotal</b>	<b>\$ 6.9</b>	<b>\$ 5.9</b>	<b>\$ (1.0)</b>	<b>-15.0%</b>
20	<b>Transit Court Subtotal</b>	<b>\$ 1.3</b>	<b>\$ 1.5</b>	<b>\$ 0.2</b>	<b>19.1%</b>
21	<b>General Planning &amp; Programs Total</b>	<b>\$ 155.7</b>	<b>\$ 175.2</b>	<b>\$ 19.5</b>	<b>12.5%</b>

Note: Totals may not add up because of rounding.

## Program Summary (continued)

### Congestion Management

The program consists of four major groups: ExpressLanes, Freeway Service Patrol (FSP), Motorist Services, and Rideshare Services. The FY22 Adopted Budget for the Congestion Management program of \$103.9 million represents a \$15.9 million or 18.0% increase from the prior year. 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 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 Services which includes the Kenneth Hahn Call Box Program and the Regional Integration of Intelligent Transportation Systems (RIITS), 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 Adopted	\$ Change	% Change
1 Freeway Service Patrol	\$ 26.5	\$ 27.3	\$ 0.8	3.1%
2 ExpressLanes	39.4	53.7	14.3	36.2%
3 Kenneth Hahn Call Box Program	7.4	8.4	1.0	12.8%
4 Regional Integration of Intelligent Transportation System	5.4	5.2	(0.2)	-4.6%
5 Rideshare Services	9.2	9.3	0.1	0.7%
<b>6 Congestion Management Total</b>	<b>\$ 88.0</b>	<b>\$ 103.9</b>	<b>\$ 15.9</b>	<b>18.0%</b>

Note: Totals may not add due to 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.

## Program Summary (continued)

### Current Year Debt Service Expenses

Funding Demand of Debt Service (\$ in Thousands)	FY21 Budget				FY22 Adopted			
	Bus	Rail	Highway	Total	Bus	Rail	Highway	Total
Resources								
Proposition A 35% Rail Set Aside <sup>(1)</sup>	\$ -	\$ 165,053.3	\$ -	\$ 165,053.3	\$ -	\$ 135,815.5	\$ -	\$ 135,815.5
Proposition A 40% Discretionary	1,492.0		-	1,492.0	1,491.8		-	1,491.8
Proposition C 40% Discretionary	2,308.3	54,113.5	-	56,421.8	11,172.3	68,379.0	-	79,551.3
Proposition C 10% Commuter Rail		8,366.7	-	8,366.7		8,439.0	-	8,439.0
Proposition C 25% Street & Highways			112,265.4	112,265.4			119,525.9	119,525.9
Measure R Transit Capital - New Rail 35%	-	163,299.5	-	163,299.5	-	223,776.2	-	223,776.2
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	2,087.2	-	2,087.2	-	2,074.4	-	2,074.4
Measure R Highway Capital 20%	-	-	-	-	-	-	-	-
Measure R BAB Federal Subsidy	-	10,457.1	-	10,457.1	-	10,148.1	-	10,148.1
<b>Funding Demand Debt Service Total</b>	<b>\$ 3,800.3</b>	<b>\$ 403,377.3</b>	<b>\$ 112,265.4</b>	<b>\$ 519,443.0</b>	<b>\$ 12,664.1</b>	<b>\$ 448,632.3</b>	<b>\$ 119,525.9</b>	<b>\$ 580,822.2</b>
(Premium)/Discount Amortization <sup>(2)</sup>	(343.6)	(36,476.1)	(10,151.8)	(46,971.5)	(1,480.0)	(52,429.3)	(13,968.4)	(67,877.6)
<b>Debt Service Expense Total</b>	<b>\$ 3,456.7</b>	<b>\$ 366,901.2</b>	<b>\$ 102,113.6</b>	<b>\$ 472,471.5</b>	<b>\$ 11,184.1</b>	<b>\$ 396,203.0</b>	<b>\$ 105,557.5</b>	<b>\$ 512,944.6</b>
<b>Debt Service (Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add due to rounding

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

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

### Long-Term Enterprise Fund Debt Principal Obligations

Outstanding Debt Principal Balance (\$ in thousands)	Beginning FY21 Balance				Beginning FY22 Balance			
	Bus	Rail	Highway	Total	Bus	Rail	Highway	Total
Proposition A <sup>(1)</sup>	\$ 9,468.8	\$ 1,047,496.2	\$ -	\$ 1,056,965.0	\$ 10,291.5	\$ 936,953.5	\$ -	\$ 947,245.0
Proposition C <sup>(1)</sup>	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
Measure R <sup>(2)</sup>	-	2,908,513.0	-	2,908,513.0	-	3,213,645.0	-	3,213,645.0
Transportation Development Act Article 4	-	-	-	-	-	-	-	-
<b>Outstanding Debt Principal Balance Total <sup>(3)</sup></b>	<b>\$ 31,658.7</b>	<b>\$ 4,556,633.4</b>	<b>\$ 1,079,211.0</b>	<b>\$ 5,667,503.0</b>	<b>\$ 113,981.6</b>	<b>\$ 4,863,547.3</b>	<b>\$ 1,109,321.1</b>	<b>\$ 6,086,850.0</b>

Note: Totals may not add due to rounding

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

<sup>(2)</sup> Included is an estimated Measure R Senior new money issuance of \$850.0 million 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 \$106.0 million that is included in FY21. Also included are the Measure R Junior Subordinate 2020-A bonds of \$1,356.1 million that refinanced the \$1,757.8 million TIFIA (Transportation Infrastructure Finance and Innovation Act) loans included in FY21, which were issued in August 2020.

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

## Program Summary (continued)

### Maximum Permitted Debt Service

TAX REVENUE SOURCE FOR DEBT SERVICING (\$ in MILLIONS)	FY22 NET SALES TAX REVENUE	FY22 DEBT SERVICE <sup>(1)</sup>	ANNUAL DEBT SERVICE MAXIMUM <sup>(2)</sup>	MAXIMUM ADDITIONAL BOND ISSUANCE ALLOWED	% OF ALLOWABLE REVENUE USED
<b>PROPOSITION A (PA)</b>					
Proposition A 35% Rail Set Aside <sup>(3)</sup>	\$ 287.6	\$ 126.4	\$ 250.2	\$ 1,815.0	50.5%
Proposition A 40% Discretionary <sup>(4)</sup>	328.7	1.5	N/A	N/A	100.0%
<b>PROPOSITION C (PC)</b>					
Proposition C 10% Commuter Rail <sup>(5)</sup>	85.2	7.9	34.1	383.3	23.2%
Proposition C 25% Street & Highways <sup>(6)</sup>	213.0	118.1	127.8	142.0	92.4%
Proposition C 40% Discretionary <sup>(7)</sup>	340.8	76.8	136.3	872.1	56.3%
<b>MEASURE R (MR)</b>					
Measure R Transit Capital - New Rail 35% <sup>(8)</sup>	298.2	200.2	259.4	623.9	77.2%
Measure R Highway Capital 20% <sup>(9)</sup>	170.4	26.3	102.2	799.7	25.7%
Measure R Transit Capital - Metrolink 3% <sup>(10)</sup>	25.6	-	22.2	234.3	0.0%
Measure R Transit Capital - Metro Rail 2% <sup>(11)</sup>	17.0	2.1	14.8	134.3	14.2%
<b>MEASURE M (MM)</b>					
Measure M Transit Construction 35% <sup>(12)</sup>	298.2	-	259.4	3,803.4	0.0%
Measure M Highway Construction 17% <sup>(12)</sup>	144.8	-	126.0	1,847.4	0.0%
Measure M Metro Active Transportation Program 2% <sup>(12)</sup>	17.0	-	14.8	217.3	0.0%
Measure M Metro State of Good Repair 2% <sup>(12)</sup>	17.0	-	14.8	217.3	0.0%
Measure M Regional Rail 1% <sup>(12)</sup>	8.5	-	7.4	108.7	0.0%

Note: Totals may not add due to rounding

- <sup>(1)</sup> All of the debt service amounts are for long-term debt; Commercial Paper (CP) is not included because it is used as a short-term interim financing tool and is paid off with the issuance of long-term bonds.
- <sup>(2)</sup> This is a calculation of the annual debt service maximum allowed per the Board-adopted Debt Policy.
- <sup>(3)</sup> Debt policy limits annual debt service to 87% of PA 35% tax revenue.
- <sup>(4)</sup> No further debt issuance is permitted pursuant to the Board-adopted Debt Policy.
- <sup>(5)</sup> Debt policy limits annual debt service to 40% of PC 10% tax revenue.
- <sup>(6)</sup> Debt policy limits annual debt service to 60% of PC 25% tax revenue.
- <sup>(7)</sup> Debt policy limits annual debt service to 40% of PC 40% tax revenue.
- <sup>(8)</sup> Debt policy limits annual debt service to 87% of MR 35% tax revenue.
- <sup>(9)</sup> Debt policy limits annual debt service to 60% of MR 20% tax revenue.
- <sup>(10)</sup> Debt policy limits annual debt service to 87% of MR 3% tax revenue.
- <sup>(11)</sup> Debt policy limits annual debt service to 87% of MR 2% tax revenue.
- <sup>(12)</sup> Debt policy limits annual debt service to 87% of MM 35%, MM 17%, MM ATP 2%, MM SGR 2%, MM Regional Rail 1% tax revenues.

## **Program Summary (continued)**

### **Oversight and Administration**

For Oversight and Administration, the FY22 Adopted Budget of \$69.9 million is an overall 9.2% 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 the 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 services on various projects, regulatory environmental assessments, and legally mandated financial and compliance audits.

### **Oversight and Administration (continued)**

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.

## Summary of Expenditures by Department

Department Name (\$ in millions)	FY21 Budget	FY22 Adopted	\$ Change	% Change
<b>1 Board of Directors</b>				
2 Board Office	\$ 0.6	\$ 0.5	\$ (0.1)	-21.7%
3 County Counsel	23.8	20.0	(3.8)	-15.9%
4 Ethics Office	1.7	1.6	(0.0)	-2.9%
5 Inspector General	7.3	8.3	1.0	13.5%
6 Office Of Board Administration	1.3	1.7	0.4	28.5%
<b>7 Board of Directors Subtotal</b>	<b>\$ 34.5</b>	<b>\$ 31.9</b>	<b>\$ (2.6)</b>	<b>-7.4%</b>
8 Chief Executive Office	\$ 7.0	39.9	32.9	469.9%
9 New Security Model Set Aside	-	75.0	75.0	0.0%
10 Chief Policy Office	6.4	8.3	1.9	30.1%
11 Communications	80.7	100.1	19.4	24.0%
12 Congestion Reduction	89.0	114.6	25.6	28.7%
13 Finance & Budget	1,431.7	1,498.2	66.6	4.7%
14 Human Capital & Development	51.9	57.1	5.2	10.0%
15 Information Technology	79.6	82.9	3.3	4.1%
16 Management Audit Services	5.7	6.6	0.9	16.5%
17 Office Of Civil Rights & Inclusion	101.6	127.3	25.8	25.4%
18 Office Of Extraordinary Innovation	11.8	12.1	0.2	2.0%
19 Operations	1,945.3	2,147.5	202.3	10.4%
20 Planning & Development	295.6	330.9	35.3	12.0%
21 Program Management	2,508.7	3,068.6	560.0	22.3%
22 Risk/Safety & Asset Management	40.4	41.5	1.1	2.7%
23 System Security & Law Enforcement	227.7	213.4	(14.3)	-6.3%
24 Vendor/Contract Management	76.8	84.1	7.3	9.5%
<b>25 Grand Total</b>	<b>\$ 6,994.3</b>	<b>\$ 8,040.2</b>	<b>\$ 1,045.9</b>	<b>15.0%</b>

Note: Totals may not add up because of rounding.

## Summary of Expenditures by Type

Expenditures by Type (\$ in millions)	FY21 Budget	FY22 Adopted	\$ Change	% Change
1 Labor & Benefits	\$ 1,385.8	\$ 1,554.2	\$ 168.3	12.1%
2 Asset Acquisitions for Transit & Highway Projects	1,821.9	2,119.0	297.1	16.3%
3 Regional Transit/Highway Subsidies	1,804.2	1,967.6	163.4	9.1%
4 Contract & Professional Services	1,167.1	1,496.6	329.5	28.2%
5 Materials & Supplies	216.5	268.2	51.7	23.9%
6 PL/PD & Other Insurance	114.5	109.4	(5.1)	-4.4%
7 Debt	482.0	523.0	41.0	8.5%
8 Training & Travel	2.4	2.3	-	-1.5%
<b>9 Expenditures by Type Total</b>	<b>\$ 6,994.3</b>	<b>\$ 8,040.2</b>	<b>\$ 1,045.9</b>	<b>15.0%</b>

Note: Totals may not add up because of rounding.

## FTEs by Department Detail

	Department Name	FY21 Budget	FY22 Adopted <sup>(1)</sup>	Change
1	<b>Board of Directors</b>			
2	County Counsel	3	3	-
3	Ethics Office	6	6	-
4	Inspector General	23	23	-
5	Office Of Board Administration	9	9	-
6	<b>Board of Directors Total</b>	<b>41</b>	<b>41</b>	<b>-</b>
7	Chief Executive Office	9	11	2
8	Chief Policy Office	19	22	3
9	Communications	345	345	-
10	Congestion Reduction	28	31	3
11	Finance & Budget	232	228	(4)
12	Human Capital & Development	223	226	3
13	Information Technology	148	146	(2)
14	Management Audit Services	26	25	(1)
15	Office Of Civil Rights & Inclusion	18	18	-
16	Office Of Extraordinary Innovation	15	15	-
17	Operations	8,005	8,149	144
18	Planning & Development	165	166	1
19	Program Management	290	283	(7)
20	Risk/Safety & Asset Management	101	100	(1)
21	System Security & Law Enforcement	214	210	(4)
22	Vendor/Contract Management	345	334	(11)
23	<b>Total FTEs</b>	<b>10,224</b>	<b>10,350</b>	<b>126</b>
24	<b>Total Agencywide Represented</b>	<b>8,482</b>	<b>8,630</b>	<b>148</b>
25	<b>Total Agencywide Non-Represented</b>	<b>1,742</b>	<b>1,720</b>	<b>(22)</b>
26	<b>Grand Total</b>	<b>10,224</b>	<b>10,350</b>	<b>126</b>

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

## 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 Adopted	FY21 Budget	FY22 Adopted	FY21 Budget	FY22 Adopted
<b>1 Revenues</b>						
2     Sales Tax <sup>(1)</sup>	\$ 3,974.7	\$ 4,028.0	\$ -	\$ -	\$ 3,974.7	\$ 4,028.0
3     Intergovernmental Grants <sup>(2)</sup>	174.6	156.9	27.6	23.2	202.2	180.1
4     Federal CARES/CRRSAA Acts	-	-	-	7.4	-	7.4
5     Investment Income	0.03	0.03	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	70.8	16.8	70.8
<b>9 Revenues Total</b>	<b>\$ 4,149.3</b>	<b>\$ 4,184.9</b>	<b>\$ 61.0</b>	<b>\$ 118.4</b>	<b>\$ 4,210.3</b>	<b>\$ 4,303.3</b>
<b>10 Expenditures</b>						
11     Subsidies	\$ 1,018.2	\$ 1,752.9	\$ 36.9	\$ 33.6	\$ 1,055.1	\$ 1,786.5
12     Operating Expenditures	783.6	390.8	163.8	192.1	947.5	582.8
13     Debt & Interest Expenditures	-	-	-	-	-	-
14     Debt Principal Retirement	-	-	-	-	-	-
<b>15 Expenditures Total</b>	<b>\$ 1,801.9</b>	<b>\$ 2,143.6</b>	<b>\$ 200.7</b>	<b>\$ 225.7</b>	<b>\$ 2,002.6</b>	<b>\$ 2,369.3</b>
<b>16 Transfers</b>						
17     Transfers In	\$ 216.3	\$ 287.7	\$ 122.1	\$ 119.1	\$ 338.4	\$ 406.8
18     Transfers (Out)	(2,359.4)	(2,819.4)	(56.1)	(138.5)	(2,415.6)	(2,957.9)
19     Proceeds from Financing	42.8	42.7	-	-	42.8	42.7
<b>20 Transfers Total</b>	<b>\$ (2,100.3)</b>	<b>\$ (2,489.0)</b>	<b>\$ 65.9</b>	<b>\$ (19.4)</b>	<b>\$ (2,034.3)</b>	<b>\$ (2,508.4)</b>
<b>21 Net Change in Fund Balances</b>	<b>\$ 247.2</b>	<b>\$ (447.7)</b>	<b>\$ (73.8)</b>	<b>\$ (126.8)</b>	<b>\$ 173.4</b>	<b>\$ (574.5)</b>
22 Fund Balances - beginning of year <sup>(4)</sup>	\$ 1,656.1	\$ 1,856.1	\$ 203.7	\$ 129.9	\$ 1,859.8	\$ 1,986.1
<b>23 Fund Balances - End of Year</b>	<b>\$ 1,903.3</b>	<b>\$ 1,408.4</b>	<b>\$ 129.9</b>	<b>\$ 3.2</b>	<b>\$ 2,033.2</b>	<b>\$ 1,411.6</b>

Note: Totals may not add due to rounding.

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

<sup>(2)</sup> Federal, State and Local grants for projects of Regional Rail, Transportation Infrastructure Development, Freeway Service Patrol, Pass Through and miscellaneous Planning projects.

<sup>(3)</sup> 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.

<sup>(4)</sup> Beginning FY22 Fund Balances reflect FY21 actual local returns.



Los Angeles County Metropolitan Transportation Authority  
FY22 Adopted Budget

## Governmental Funds

### Estimated Fund Balances for the Year Ending June 30, 2022

Fund Type (\$ In millions)	FY22 Estimated Ending Fund Balance
<b>1 Proposition A</b>	
2 Discretionary Transit (95% of 40%) <sup>(1)</sup>	\$ 267.3
3 Discretionary Incentive (5% of 40%) <sup>(1)</sup>	27.5
4 Rail (35%) <sup>(1)</sup>	248.6
5 Interest	11.9
<b>6 Total Proposition A</b>	<b>\$ 555.3</b>
<b>7 Proposition C</b>	
8 Discretionary (40%) <sup>(1)</sup>	\$ 280.1
9 Security (5%) <sup>(1)</sup>	1.2
10 Commuter Rail (10%) <sup>(1)</sup>	18.7
11 Street & Highway (25%) <sup>(2)</sup>	(36.8)
12 Interest	-
<b>13 Total Proposition C</b>	<b>\$ 263.2</b>
<b>14 Measure R</b>	
15 Administration (1.5%)	\$ 2.1
16 Transit Capital - Metrolink (3%)	(2.8)
17 Transit Capital - Metro Rail (2%)	10.6
18 Transit Capital - New Rail (35%) <sup>(2)</sup>	(203.1)
19 Highway Capital (20%) <sup>(3)</sup>	(17.7)
20 New Rail Operations (5%)	-
21 Bus Operations (20%) <sup>(1)</sup>	40.2
<b>22 Total Measure R</b>	<b>\$ (170.6)</b>
<b>23 Measure M</b>	
24 Administration (0.5%)	\$ -
25 Local Return (17%)	-
26 Metro Rail Operations (5%)	-
27 Transit Operations (20%) <sup>(1)</sup>	12.4
28 ADA Paratransit for the Disabled	-
29 Transit Construction (35%)	30.9
30 Metro State of Good Repair (2%)	1.3
31 Highway Construction (17%) <sup>(3)</sup>	443.0
32 Metro Active Transportation Program (2%) <sup>(1)</sup>	27.0
33 Regional Rail (1%)	(2.0)
<b>34 Total Measure M</b>	<b>\$ 512.7</b>
<b>35 Transportation Development Act (TDA)</b>	
36 Article 3 <sup>(1)</sup>	\$ 15.2
37 Article 4 <sup>(1)</sup>	156.4
38 Article 8 <sup>(1)</sup>	26.6
<b>39 Total TDA</b>	<b>\$ 198.2</b>
<b>40 State Transit Assistance (STA)</b>	
41 Revenue Share <sup>(1)</sup>	\$ 2.4
42 Population Share	-
<b>43 Total STA</b>	<b>\$ 2.4</b>
<b>44 The Road Recovery and Accountability Act of 2017 (SB1-SGR)</b>	
45 Revenue Share <sup>(1)</sup>	\$ 11.5
46 Population Share	-
<b>47 Total SB1-SGR</b>	<b>\$ 11.5</b>
<b>48 The Road Recovery and Accountability Act of 2017 (SB1-STA)</b>	
49 Revenue Share <sup>(1)</sup>	\$ 7.1
50 Population Share	-
<b>51 Total SB1-STA</b>	<b>\$ 7.1</b>
<b>52 Total SAFE Fund <sup>(3)</sup></b>	<b>\$ 28.9</b>
<b>53 Total Other Special Revenue Funds <sup>(3)</sup></b>	<b>\$ (0.4)</b>
<b>54 General Fund</b>	
55 Administration - Propositions A and C, and TDA	\$ (40.5)
56 LCFS 80% <sup>(3)</sup>	16.0
57 General Fund / Other	27.6
<b>58 Total General Fund</b>	<b>\$ 3.2</b>
<b>59 Total Estimated FY22 Ending Fund Balances</b>	<b>\$ 1,411.6</b>
<b>60 Mandatory Operating Reserve <sup>(4)</sup></b>	<b>\$ 182.2</b>
<b>61 Total Estimated FY22 Ending Fund Balance After Reserve</b>	<b>\$ 1,229.4</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Committed - Previously allocated to Metro, Municipal Operators and cities.

<sup>(2)</sup> Deficits in PC25, and MR35 can be mitigated by bond proceeds based on project activities and actual cash flow demand.

<sup>(3)</sup> Restricted by legislation and Board approved projects & programs.

<sup>(4)</sup> Required by the Board approved Financial Stability Policy.

Los Angeles County Metropolitan Transportation Authority  
FY22 Adopted Budget

## Enterprise Fund Bus & Rail Operations

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

Resources and Expenses (\$ in millions)	FY21 Budget	FY22 Adopted				
		Total	Bus	Rail	Transit Court	Regional Activities
<b>Transit Operations Resources</b>						
<b>Transit Fares &amp; Other Revenues</b>						
Fares <sup>(1)</sup>	\$ 22.2	\$ 73.2	\$ 55.5	\$ 17.7	\$ -	\$ -
Advertising	18.9	24.1	21.1	3.0	-	-
Other Revenues <sup>(2)</sup>	12.2	12.3	10.8	-	1.5	-
<b>Transit Fares &amp; Other Revenues Subtotal</b>	<b>\$ 53.3</b>	<b>\$ 109.6</b>	<b>\$ 87.4</b>	<b>\$ 20.7</b>	<b>\$ 1.5</b>	<b>\$ -</b>
<b>Federal &amp; State Grants</b>						
Federal Preventive Maintenance	\$ 250.2	\$ 250.5	\$ 146.7	\$ 103.8	\$ -	\$ -
Federal CARES/CRRSA Acts <sup>(3)</sup>	874.8	763.8	477.4	286.4	-	-
Federal & State Grants	9.7	0.6	-	0.6	-	-
<b>Federal and State Grants Subtotal</b>	<b>\$ 1,134.8</b>	<b>\$ 1,015.0</b>	<b>\$ 624.2</b>	<b>\$ 390.8</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Local Subsidies</b>						
Prop A - (40% Bus) & (35% Rail)	\$ 18.7	\$ 114.9	\$ 66.3	\$ 48.6	\$ -	\$ -
Prop C - (40% Bus/Rail), (5% Security) & Interest	59.7	162.5	118.5	23.2	-	20.8
Measure R - (20% Bus) & (5% Rail)	105.0	164.5	121.9	42.6	-	-
Measure M - (20% Bus), (5% Rail) & (2% SGR)	129.9	164.1	121.5	42.6	-	-
TDA Article 4	169.0	219.3	218.1	-	-	1.2
STA, SB1 STA & SB1 SGR	165.7	110.1	55.8	54.3	-	-
Toll & Revenue Grant	4.4	4.4	4.4	-	-	-
General Fund & Other Funds	0.1	-	-	-	-	-
<b>Local Subsidies Subtotal</b>	<b>\$ 652.5</b>	<b>\$ 939.8</b>	<b>\$ 706.5</b>	<b>\$ 211.2</b>	<b>\$ -</b>	<b>\$ 22.0</b>
<b>Transit Operations Resources Total</b>	<b>\$ 1,840.6</b>	<b>\$ 2,064.4</b>	<b>\$ 1,418.1</b>	<b>\$ 622.7</b>	<b>\$ 1.5</b>	<b>\$ 22.0</b>
<b>Transit Capital Resources</b>						
Federal, State & Local Grants	\$ 755.4	\$ 917.2	\$ 59.0	\$ 858.2	\$ -	\$ -
Local & State Sales Tax <sup>(4)</sup>	881.6	958.6	100.0	858.6	-	-
Other Capital Financing	984.7	1,157.2	74.4	1,082.8	-	-
<b>Transit Capital Resources Total</b>	<b>\$ 2,621.6</b>	<b>\$ 3,033.0</b>	<b>\$ 233.4</b>	<b>\$ 2,799.7</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Transit Operations &amp; Capital Resources Total</b>	<b>\$ 4,462.2</b>	<b>\$ 5,097.4</b>	<b>\$ 1,651.5</b>	<b>\$ 3,422.4</b>	<b>\$ 1.5</b>	<b>\$ 22.0</b>
<b>Transit Operations Expenses</b>						
Labor & Benefits	\$ 1,170.8	\$ 1,284.8	\$ 935.3	\$ 316.0	\$ 0.7	\$ 32.8
Fuel & Propulsion Power	44.7	61.9	31.5	30.4	-	-
Materials & Supplies	126.1	133.1	98.0	33.3	0.0	1.8
Contract & Professional Services	276.1	368.8	128.3	226.1	0.6	13.9
PL/PD & Other Insurance	50.7	52.2	46.1	6.1	-	-
Purchased Transportation	61.8	63.0	63.0	-	-	-
Allocated Overhead <sup>(5)</sup>	76.3	78.5	75.6	(8.1)	0.3	10.8
Regional Chargeback	(0.0)	(0.0)	27.8	9.4	-	(37.3)
Other Expenses <sup>(6)</sup>	34.1	21.9	12.3	9.6	0.0	0.0
<b>Transit Operations Expenses Total <sup>(7)</sup></b>	<b>\$ 1,840.6</b>	<b>\$ 2,064.4</b>	<b>\$ 1,418.1</b>	<b>\$ 622.7</b>	<b>\$ 1.5</b>	<b>\$ 22.0</b>
<b>Transit Capital Expenses Operating Total</b>	<b>\$ 2,552.5</b>	<b>\$ 2,882.2</b>	<b>\$ 222.5</b>	<b>\$ 2,659.7</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Transit Capital Expenses Planning Total</b>	<b>\$ 69.1</b>	<b>\$ 150.8</b>	<b>\$ 10.9</b>	<b>\$ 139.9</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Capital Expenses Total <sup>(8)</sup></b>	<b>\$ 2,621.6</b>	<b>\$ 3,033.0</b>	<b>\$ 233.4</b>	<b>\$ 2,799.7</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Transit Operations &amp; Capital Expenses Total</b>	<b>\$ 4,462.2</b>	<b>\$ 5,097.4</b>	<b>\$ 1,651.5</b>	<b>\$ 3,422.4</b>	<b>\$ 1.5</b>	<b>\$ 22.0</b>
<b>Transit Operations &amp; Capital (Deficit)/Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add due to rounding.

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

(2) Other Revenues includes 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 COVID19 non-operating CRRSA Act qualified costs. Please refer to the Government Fund Financial Statement page 22 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 includes utilities and credits, taxes, advertisement/settlement, travel/mileage/meals and training/seminar/periodicals.

(7) The Summary of Expenditures on page 9 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.

Los Angeles County Metropolitan Transportation Authority  
FY22 Adopted Budget

## Enterprise Fund Other Operations

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

Resources and Expenses (\$ in millions)	FY21	Budget	FY22 Adopted				
			Total	Union Station	Express-Lanes	Bike Share	Park & Ride
<b>Other Transit Operations Resources</b>							
<b>Toll Fares and Other Revenues</b>							
Tolls & Violation Fines	\$	34.9	\$ 46.6	\$ -	\$ 46.6	\$ -	\$ -
Rental & Lease Income		0.9	1.3	0.8	-	0.3	0.2
<b>Total Toll Fares and Other Revenues</b>	\$	<b>35.9</b>	\$ <b>48.0</b>	\$ <b>0.8</b>	\$ <b>46.6</b>	\$ <b>0.3</b>	\$ <b>0.2</b>
<b>Transit Other Operations Expenses</b>							
Labor & Benefits	\$	5.1	\$ 5.7	\$ 0.5	\$ 2.5	\$ 0.6	\$ 2.2
Materials & Supplies		0.0	0.0	0.0	-	-	0.0
Contract & Professional Services		47.6	50.0	0.1	29.1	14.3	6.4
PL/PD & Other Insurance		0.3	0.3	0.3	-	-	-
Allocated Overhead		1.9	2.1	0.2	0.9	0.2	0.7
Other Expenses		0.1	0.6	-	0.5	-	0.1
<b>Total Other Transit Operations Expenses</b>	\$	<b>55.0</b>	\$ <b>58.7</b>	\$ <b>1.2</b>	\$ <b>33.0</b>	\$ <b>15.1</b>	\$ <b>9.4</b>
<b>Operating (Deficit)/Surplus</b>	\$	<b>(19.2)</b>	\$ <b>(10.8)</b>	\$ <b>(0.4)</b>	\$ <b>13.6</b>	\$ <b>(14.8)</b>	\$ <b>(9.2)</b>
<b>Other Transit Operations Resources</b>							
<b>Federal &amp; State Grants</b>							
Federal CMAQ	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Federal and State Grants</b>	\$	<b>-</b>	\$ <b>-</b>	\$ <b>-</b>	\$ <b>-</b>	\$ <b>-</b>	\$ <b>-</b>
<b>Local Subsidies</b>							
Propositions A & C	\$	15.4	\$ 8.9	\$ -	\$ -	\$ -	\$ 8.9
MM Active Transportation		-	6.0	-	-	6.0	-
General Fund		0.1	1.5	1.2	-	-	0.3
City of LA		8.5	8.8	-	-	8.8	-
<b>Total Local Subsidies</b>	\$	<b>24.0</b>	\$ <b>25.2</b>	\$ <b>1.2</b>	\$ <b>-</b>	\$ <b>14.8</b>	\$ <b>9.2</b>
<b>Total Other Transit Operations Resources</b>	\$	<b>24.0</b>	\$ <b>25.2</b>	\$ <b>1.2</b>	\$ <b>-</b>	\$ <b>14.8</b>	\$ <b>9.2</b>
<b>Net Income</b>	\$	<b>4.8</b>	\$ <b>14.4</b>	\$ <b>0.8</b>	\$ <b>13.6</b>	\$ <b>(0.0)</b>	\$ <b>-</b>
<b>Other Operations Non-Operating Expenses</b>							
Toll Grant Revenue to Bus Operations	\$	4.4	\$ 4.4	\$ -	\$ 4.4	\$ -	\$ -
Congestion Pricing Program		2.5	12.7	-	12.7	-	-
Capital Projects		-	0.0	0.0	-	-	-
Congestion Relief Transit Operating Subsidy		6.4	7.9	-	7.9	-	-
Congestion Relief Toll Revenue Grant Program <sup>(1)</sup>		4.3	4.3	-	4.3	-	-
<b>Total Other Operations Non-Operating Expenses</b>	\$	<b>17.6</b>	\$ <b>29.3</b>	\$ <b>0.0</b>	\$ <b>29.3</b>	\$ <b>-</b>	\$ <b>-</b>
<b>Change in Net Asset</b>	\$	<b>(12.8)</b>	\$ <b>(14.8)</b>	\$ <b>0.8</b>	\$ <b>(15.7)</b>	\$ <b>(0.0)</b>	\$ <b>-</b>
<b>Net Asset - Beginning of Year</b>	\$	<b>146.1</b>	<b>137.7</b>	\$ <b>(2.4)</b>	\$ <b>140.1</b>	\$ <b>-</b>	\$ <b>-</b>
<b>Net Asset - End of Year</b>	\$	<b>133.4</b>	\$ <b>122.9</b>	\$ <b>(1.5)</b>	\$ <b>124.4</b>	\$ <b>(0.0)</b>	\$ <b>-</b>

36 Note: Totals may not add due to rounding.

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

## 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 (\$ in millions)	FY21 Budget	FY22 Adopted
1 Revenues	\$ 433.6	\$ 475.0
2 Expenses	433.6	475.0
3 Increase/(Decrease) in Retained Earnings	-	-
4 Retained Earnings - Beginning of Year	-	-
5 <b>Retained Earnings - End of Year</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add due to 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 Adopted
1 Revenues	\$ 7.5	\$ 7.8
2 Expenditures	7.4	8.4
3 Excess (Deficiency) of Revenues Over Expenditures	\$ 0.1	\$ (0.6)
4 Other Financing and Sources (Uses) - Transfer Out	-	-
5 Fund Balances - Beginning of Year	29.4	29.5
6 <b>Fund Balances - End of Year</b>	<b>\$ 29.5</b>	<b>\$ 28.9</b>

Note: Totals may not add due to rounding.

Los Angeles County Metropolitan Transportation Authority  
FY22 Adopted Budget

## Bus and Rail Operating Statistics

Statistic	Bus			Rail			Total		
	FY21 Budget	FY22 Adopted	% Inc	FY21 Budget	FY22 Adopted	% Inc	FY21 Budget	FY22 Adopted	% Inc
<b>Service Provided (000)</b>									
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%
<b>Service Consumed (000)</b>									
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%
<b>Operating Revenue (000)</b>									
Fare Revenue <sup>(1)(2)</sup>	\$ 15,939	\$ 55,277	246.8%	\$ 5,906	\$ 17,723	200.1%	\$ 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	\$ 87,177	102.6%	\$ 8,706	\$ 20,723	138.0%	\$ 51,745	\$ 107,900	108.5%
<b>Operating Cost Data (000)</b>									
Transportation	\$ 465,673	\$ 524,127	12.6%	\$ 79,160	\$ 82,114	3.7%	\$ 544,833	\$ 606,242	11.3%
Maintenance	\$ 362,818	\$ 401,555	10.7%	\$ 253,922	\$ 275,375	8.4%	\$ 616,740	\$ 676,930	9.8%
Regional	\$ 24,679	\$ 27,730	12.4%	\$ 8,394	\$ 9,428	12.3%	\$ 33,073	\$ 37,158	12.3%
Other & Support Cost	\$ 432,925	\$ 464,674	7.3%	\$ 191,741	\$ 255,810	33.4%	\$ 624,666	\$ 720,484	15.3%
Total <sup>(3)(4)</sup>	\$1,286,095	\$1,418,087	10.3%	\$ 533,216	\$ 622,727	16.8%	\$1,819,311	\$2,040,814	12.2%
<b>Subsidy Data (000):</b>	\$1,243,056	\$1,330,910	7.1%	\$ 524,510	\$ 602,004	14.8%	\$1,767,567	\$1,932,914	9.4%
<b>Per Boarding Statistics</b>									
Fare Revenue	\$ 0.11	\$ 0.28	162.2%	\$ 0.11	\$ 0.28	164.4%	\$ 0.11	\$ 0.28	162.7%
Operating Cost	\$ 8.47	\$ 7.06	-16.6%	\$ 9.48	\$ 9.76	2.9%	\$ 8.74	\$ 7.71	-11.8%
Subsidy	\$ 8.19	\$ 6.63	-19.1%	\$ 9.32	\$ 9.43	1.1%	\$ 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%	214.5%	1.1%	2.8%	156.9%	1.2%	3.6%	197.9%
<b>Per RSH Statistics</b>									
Revenue	\$ 7.61	\$ 12.17	60.0%	\$ 8.76	\$ 18.45	110.6%	\$ 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	\$ 73.19	-11.1%	\$ 79.65	\$ 73.11	-8.2%	\$ 81.92	\$ 73.18	-10.7%
Maintenance Cost	\$ 64.14	\$ 56.08	-12.6%	\$ 255.51	\$ 245.17	-4.0%	\$ 92.73	\$ 81.71	-11.9%
Regional Cost	\$ 4.36	\$ 3.87	-11.2%	\$ 8.45	\$ 8.39	-0.6%	\$ 4.97	\$ 4.49	-9.8%
Other & Support Cost	\$ 76.53	\$ 64.89	-15.2%	\$ 192.94	\$ 227.75	18.0%	\$ 93.92	\$ 86.97	-7.4%
Total Cost	\$ 227.35	\$ 198.03	-12.9%	\$ 536.54	\$ 554.42	3.3%	\$ 273.55	\$ 246.35	-9.9%
Subsidy	\$ 219.74	\$ 185.86	-15.4%	\$ 527.78	\$ 535.97	1.6%	\$ 265.77	\$ 233.33	-12.2%
<b>Per Passenger Mile Statistics</b>									
Revenue	\$ 0.07	\$ 0.10	53.2%	\$ 0.02	\$ 0.05	109.7%	\$ 0.05	\$ 0.09	66.3%
Transportation Cost	\$ 0.72	\$ 0.62	-14.9%	\$ 0.22	\$ 0.20	-8.6%	\$ 0.54	\$ 0.48	-11.3%
Maintenance Cost	\$ 0.56	\$ 0.47	-16.3%	\$ 0.69	\$ 0.66	-4.4%	\$ 0.61	\$ 0.53	-12.5%
Regional Cost	\$ 0.04	\$ 0.03	-15.0%	\$ 0.02	\$ 0.02	0.0%	\$ 0.03	\$ 0.03	0.0%
Other & Support Cost	\$ 0.67	\$ 0.55	-18.8%	\$ 0.52	\$ 0.61	17.6%	\$ 0.62	\$ 0.57	-8.0%
Total Cost	\$ 2.00	\$ 1.67	-16.6%	\$ 1.45	\$ 1.49	2.9%	\$ 1.80	\$ 1.61	-10.5%
Subsidy	\$ 1.93	\$ 1.56	-19.0%	\$ 1.43	\$ 1.44	1.1%	\$ 1.75	\$ 1.52	-12.8%
<b>FTEs per Hundred <sup>(5)</sup></b>									
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 or Metro Micro revenues in Bus.

(2) Fareless System Initiative impacts are not included in fare revenue due to pending board decision.

(3) COVID-19 budget is not included in FY22 Operating Costs.

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

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

Los Angeles County Metropolitan Transportation Authority  
FY22 Adopted Budget

## Service Level Details

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

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

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

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

Note: Totals may not add due to rounding.

Los Angeles County Metropolitan Transportation Authority  
FY22 Adopted Budget

## Activity Based All Bus Cost Model

	FY21 Budget		FY22 Adopted		Inc/(Dec)	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
<b>1 Transportation</b>						
2 Wages & Benefits	\$ 410,436	\$ 77.67	\$ 463,560	\$ 69.78	\$ 53,124	\$ (7.90)
3 Materials & Supplies	828	0.16	828	0.12	-	(0.03)
4 Services	16,002	3.03	18,975	2.86	2,973	(0.17)
5 Field Supervision	14,528	2.75	15,675	2.36	1,147	(0.39)
6 Control Center	9,942	1.88	10,685	1.61	743	(0.27)
7 Training	8,861	1.68	9,314	1.40	453	(0.27)
8 Scheduling & Planning	5,075	0.96	5,088	0.77	14	(0.19)
<b>9 Transportation Subtotal</b>	<b>\$ 465,673</b>	<b>\$ 88.13</b>	<b>\$ 524,127</b>	<b>\$ 78.89</b>	<b>\$ 58,454</b>	<b>\$ (9.22)</b>
<b>10 Division Maintenance</b>						
11 Wages & Benefits	\$ 169,867	\$ 32.15	\$ 196,014	\$ 29.50	\$ 26,147	\$ (2.64)
12 Materials & Supplies	49,359	9.34	48,624	7.32	(735)	(2.02)
13 Services	110	0.02	110	0.02	-	-
14 Fuel	27,048	5.12	33,833	5.09	6,784	(0.03)
15 Fueling Contractor Reimbursement	-	-	-	-	-	-
<b>16 Division Maintenance Subtotal</b>	<b>\$ 246,385</b>	<b>\$ 46.63</b>	<b>\$ 278,581</b>	<b>\$ 41.93</b>	<b>\$ 32,196</b>	<b>\$ (4.69)</b>
<b>17 Central Maintenance</b>						
18 Wages & Benefits	\$ 22,768	\$ 4.31	\$ 22,316	\$ 3.36	(452)	(0.95)
19 Materials & Supplies	5,931	1.12	7,931	1.19	2,000	0.07
20 Services	152	0.03	152	0.02	-	(0.01)
<b>21 Central Maintenance Subtotal</b>	<b>\$ 28,851</b>	<b>\$ 5.46</b>	<b>\$ 30,399</b>	<b>\$ 4.58</b>	<b>\$ 1,548</b>	<b>\$ (0.89)</b>
<b>22 Other Maintenance</b>						
23 Facilities	\$ 61,878	\$ 11.71	\$ 64,819	\$ 9.76	\$ 2,941	\$ (1.95)
24 Support	15,552	2.94	16,115	2.43	562	(0.52)
25 Non-Revenue Vehicles	9,058	1.71	10,386	1.56	1,329	(0.15)
26 Training	2,647	0.50	2,784	0.42	137	(0.08)
<b>27 Other Maintenance Subtotal</b>	<b>\$ 89,135</b>	<b>\$ 16.87</b>	<b>\$ 94,104</b>	<b>\$ 14.16</b>	<b>\$ 4,969</b>	<b>\$ (2.70)</b>
<b>28 Maintenance Total</b>	<b>\$ 364,371</b>	<b>\$ 68.96</b>	<b>\$ 403,085</b>	<b>\$ 60.67</b>	<b>\$ 38,713</b>	<b>\$ (8.28)</b>
<b>29 Other Operating</b>						
30 Transit Security	\$ 64,221	\$ 12.15	\$ 68,553	\$ 10.32	\$ 4,333	\$ (1.83)
31 Customer Experience	4,274	0.81	11,907	1.79	7,634	0.98
32 Workers' Comp	53,228	10.07	53,046	7.98	(182)	(2.09)
33 Casualty & Liability	44,979	8.51	46,466	6.99	1,487	(1.52)
34 Revenue	31,425	5.95	34,259	5.16	2,834	(0.79)
35 Utilities	18,550	3.51	21,826	3.29	3,276	(0.23)
36 Building Costs	5,895	1.12	7,298	1.10	1,403	(0.02)
37 Service Development	21,372	4.04	14,693	2.21	(6,679)	(1.83)
38 Other Metro Operations	10,804	2.04	10,245	1.54	(559)	(0.50)
39 Safety	4,108	0.78	3,584	0.54	(524)	(0.24)
40 Transitional Duty Program	2,668	0.50	3,548	0.53	880	0.03
41 Copy Services	1,000	0.19	1,214	0.18	214	(0.01)
<b>42 Other Operating Total</b>	<b>\$ 262,525</b>	<b>\$ 49.68</b>	<b>\$ 276,640</b>	<b>\$ 41.64</b>	<b>\$ 14,116</b>	<b>\$ (8.04)</b>
<b>43 Support Departments</b>						
44 Procurement	\$ 30,318	\$ 5.74	\$ 33,310	\$ 5.01	\$ 2,992	\$ (0.72)
45 ITS	38,083	7.19	41,075	6.18	2,992	(1.00)
46 Communications	22,344	4.23	23,613	3.55	1,270	(0.67)
47 Finance	9,301	1.76	11,499	1.73	2,198	(0.03)
48 CEO	7,993	1.51	13,619	2.05	5,626	0.54
49 Human Resources	8,567	1.62	10,603	1.60	2,037	(0.03)
50 Construction	591	0.11	820	0.12	229	0.01
51 Real Estate	2,681	0.51	2,476	0.37	(205)	(0.13)
52 Administration	3,715	0.70	4,317	0.65	602	(0.05)
53 Management Audit Services	2,202	0.42	3,233	0.49	1,031	0.07
54 Board Oversight	566	0.07	335	0.05	(231)	(0.02)
<b>55 Support Departments Total</b>	<b>\$ 126,362</b>	<b>\$ 23.91</b>	<b>\$ 144,901</b>	<b>\$ 21.81</b>	<b>\$ 18,540</b>	<b>\$ (2.10)</b>
<b>56 Local &amp; Rapid Bus Total</b>	<b>\$ 1,218,930</b>	<b>\$ 232.00</b>	<b>\$ 1,348,754</b>	<b>\$ 203.02</b>	<b>\$ 129,823</b>	<b>\$ (27.64)</b>
<b>57 Purchased Transportation</b>						
58 Contracted Service	\$ 58,669	\$ 157.39	\$ 58,588	\$ 113.22	(82)	(44.17)
59 Security	4,530	12.15	5,340	10.32	809	(1.83)
60 Administration	3,965	10.64	5,406	10.45	1,441	(0.19)
<b>61 Purchased Transportation Total</b>	<b>\$ 67,165</b>	<b>\$ 181.33</b>	<b>\$ 69,333</b>	<b>\$ 133.98</b>	<b>\$ 2,168</b>	<b>\$ (46.19)</b>
<b>62 Grand Total <sup>(1)(2)</sup></b>	<b>\$ 1,286,095</b>	<b>\$ 228.66</b>	<b>\$ 1,418,087</b>	<b>\$ 198.03</b>	<b>\$ 131,992</b>	<b>\$ (30.63)</b>

	FY21 Budget	FY22 Adopted	Change
63 Bus Revenue Service Hours (RSH) Directly Operated	5,284	6,644	1,359
64 Purchased Transportation	373	517	145
<b>65 Bus RSH Total (in 000s)</b>	<b>5,657</b>	<b>7,161</b>	<b>1,504</b>

Note: Totals may not add due to rounding.  
<sup>(1)</sup> The COVID-19 budget is not included in FY22 operating costs.  
<sup>(2)</sup> The Metro Micro operations budget is included in the bus budget.

Los Angeles County Metropolitan Transportation Authority  
FY22 Adopted Budget

## Activity Based Total Rail Cost Model

Activities	FY21 Budget		FY22 Adopted		Inc/(Dec)	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
<b>Transportation</b>						
Wages & Benefits	\$ 60,543	\$ 60.92	\$ 62,778	\$ 55.89	\$ 2,235	\$ (5.03)
Materials & Supplies	215	0.22	215	0.19	-	(0.03)
Services	3	-	3	0.00	-	-
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)
<b>Transportation Total</b>	<b>\$ 79,160</b>	<b>\$ 79.65</b>	<b>\$ 82,114</b>	<b>\$ 73.11</b>	<b>\$ 2,954</b>	<b>\$ (6.54)</b>
<b>Maintenance</b>						
<b>Vehicle Maintenance</b>						
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
<b>Vehicle Maintenance Subtotal</b>	<b>\$ 85,242</b>	<b>\$ 85.77</b>	<b>\$ 87,017</b>	<b>\$ 77.47</b>	<b>\$ 1,775</b>	<b>\$ (8.30)</b>
<b>Wayside Maintenance</b>						
Wages & Benefits	\$ 54,328	\$ 54.67	\$ 60,850	\$ 54.18	\$ 6,522	\$ (0.49)
Materials & Supplies	5,152	5.18	5,240	4.67	88	(0.51)
Services	1,038	1.04	1,020	0.91	(18)	(0.13)
Propulsion Power	29,060	29.24	30,390	27.06	1,330	(2.18)
Other	49	0.05	49	0.04	-	(0.01)
<b>Wayside Maintenance Subtotal</b>	<b>\$ 89,626</b>	<b>\$ 90.19</b>	<b>\$ 97,549</b>	<b>\$ 86.85</b>	<b>\$ 7,923</b>	<b>\$ (3.34)</b>
<b>Other Maintenance</b>						
Maintenance Support	\$ 6,363	\$ 6.40	\$ 7,207	\$ 6.42	\$ 844	\$ 0.02
Non-Revenue Vehicles	3,617	3.64	3,899	3.47	282	(0.17)
Facilities Maintenance	69,609	70.04	80,229	71.43	10,620	1.39
<b>Other Maintenance Subtotal</b>	<b>\$ 79,589</b>	<b>\$ 80.08</b>	<b>\$ 91,336</b>	<b>\$ 81.32</b>	<b>\$ 11,747</b>	<b>\$ 1.24</b>
<b>Maintenance Total</b>	<b>\$ 254,457</b>	<b>\$ 256.04</b>	<b>\$ 275,902</b>	<b>\$ 245.64</b>	<b>\$ 21,445</b>	<b>\$ (10.40)</b>
<b>Other Operating</b>						
Transit Security	\$ 92,022	\$ 92.60	\$ 132,888	\$ 118.31	\$ 40,866	\$ 25.71
Customer Experience	-	-	23,847	21.23	23,847	21.23
Revenue	19,430	19.55	19,522	17.38	92	(2.17)
Service Development	183	0.18	208	0.19	25	0.01
Safety	9,865	9.93	9,693	8.63	(172)	(1.30)
Casualty & Liability	6,128	6.17	6,149	5.47	21	(0.70)
Workers' Comp	9,229	9.29	9,140	8.14	(89)	(1.15)
Transitional Duty Program	573	0.58	617	0.55	44	(0.03)
Utilities	7,959	8.01	8,040	7.16	81	(0.85)
Other Metro Operations	5,228	5.26	4,415	3.93	(813)	(1.33)
Building Costs	1,194	1.20	1,194	1.06	-	(0.14)
Copy Services	145	0.15	145	0.13	-	(0.02)
<b>Other Operating Subtotal</b>	<b>\$ 151,957</b>	<b>\$ 152.90</b>	<b>\$ 215,859</b>	<b>\$ 192.18</b>	<b>\$ 63,902</b>	<b>\$ 39.28</b>
<b>Support Departments</b>						
Board Oversight	\$ 11	\$ 0.01	\$ 9	\$ 0.01	\$ (2)	\$ -
CEO	980	0.99	1,554	1.38	574	0.39
Management Audit Services	284	0.29	284	0.25	-	(0.04)
Procurement	16,127	16.23	16,344	14.55	217	(1.68)
Communication	10,748	10.81	10,692	9.52	(56)	(1.29)
Real Estate	7,534	7.58	7,904	7.04	370	(0.54)
Finance	1,868	1.88	1,868	1.66	-	(0.22)
Human Resources	2,147	2.16	2,042	1.82	(105)	(0.34)
ITS	7,727	7.78	7,808	6.95	81	(0.83)
Construction	217	0.22	346	0.31	129	0.09
<b>Support Departments Total</b>	<b>\$ 47,643</b>	<b>\$ 47.94</b>	<b>\$ 48,852</b>	<b>\$ 43.49</b>	<b>\$ 1,209</b>	<b>\$ (4.45)</b>
<b>Grand Total <sup>(1)</sup></b>	<b>\$ 533,216</b>	<b>\$ 536.54</b>	<b>\$ 622,727</b>	<b>\$ 554.42</b>	<b>\$ 89,511</b>	<b>\$ 17.88</b>
<b>Rail RSH Total (in 000s)</b>	<b>994</b>		<b>1,123</b>		<b>129</b>	

Note: Totals may not add due to rounding.

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



Los Angeles County Metropolitan Transportation Authority  
FY22 Adopted Budget

## TID - Transit Expansion Project List

Project Description (\$ in thousands)	FORECAST EXPENDITURES THRU FY21 <sup>(1)</sup>	FY22 ADOPTED	LIFE OF PROJECT
<b>Transit Expansion</b>			
<b>Bus</b>			
<b>G Line (Orange) BRT Improvements <sup>(2)</sup></b>			
G Line (Orange) BRT Improvements: Construction	\$ 33,290.0	\$ 11,563.8	\$ 44,853.8
G Line (Orange) BRT Improvements: Planning	3,501.9	632.8	4,134.8
<b>Orange Line BRT Improvements Total</b>	<b>\$ 36,791.9</b>	<b>\$ 12,196.6</b>	<b>\$ 48,988.6</b>
<b>Bus Total</b>	<b>\$ 36,791.9</b>	<b>\$ 12,196.6</b>	<b>\$ 48,988.6</b>
<b>Rail</b>			
<b>Airport Connector</b>			
Airport Metro Connector: Planning	\$ 56,217.6	\$ 37.8	\$ -
Airport Metro Connector: Construction	166,153.2	143,131.4	898,581.0
<b>Airport Connector Total</b>	<b>\$ 222,370.8</b>	<b>\$ 143,169.2</b>	<b>\$ 898,581.0</b>
<b>Crenshaw/LAX</b>			
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 <sup>(3)</sup>	5,275.7	-	5,275.7
Crenshaw/LAX Light Rail Transit: Construction	2,024,531.2	81,685.9	2,148,000.0
Crenshaw/LAX Light Rail Transit: Closeout	2,478.4	14,946.5	30,000.0
Crenshaw/LAX Light Rail Transit: Planning Phase 1 <sup>(3)</sup>	5,526.2	-	-
Crenshaw/LAX Light Rail Transit: Planning Phase 2 <sup>(3)</sup>	20,022.9	-	-
Crenshaw Pre-Revenue Service <sup>(4)</sup>	18,136.6	22,819.4	40,956.0
Southwestern Maintenance Yard <sup>(5)</sup>	156,825.2	174.4	157,000.0
<b>Crenshaw/LAX Total</b>	<b>\$ 2,258,001.9</b>	<b>\$ 123,015.8</b>	<b>\$ 2,410,298.2</b>
<b>East San Fernando Transit Corridor <sup>(2)</sup></b>			
East San Fernando Transit Corridor: Construction	\$ 70,155.4	\$ 254,865.7	\$ 325,021.1
East San Fernando Transit Corridor: Planning	19,536.0	2,011.0	21,547.0
<b>East San Fernando Transit Corridor Total</b>	<b>\$ 89,691.4</b>	<b>\$ 256,876.7</b>	<b>\$ 346,568.1</b>
<b>E Line (Expo)</b>			
Expo Blvd Light Rail Transit Phase 1: Expo Authority <sup>(3)</sup>	\$ 847,082.6	\$ -	\$ 967,400.0
Expo Blvd Light Rail Transit Phase 1: Metro Incurred <sup>(3)</sup>	61,820.7	-	-
Expo 1 Light Rail Vehicle <sup>(3), (5)</sup>	66,906.7	-	-
Division 22 Paint & Body Shop <sup>(3)</sup>	10,321.8	-	11,000.0
Expo Blvd Light Rail Transit Phase 2 - Holdback <sup>(3)</sup>	39,135.7	-	-
Expo Blvd Light Rail Transit Phase 2 - Non-Holdback <sup>(3)</sup>	123,100.8	-	-
Expo Blvd Light Rail Transit Phase 2: Construction <sup>(3)</sup>	924,894.2	-	1,300,158.0
Expo Blvd Light Rail Transit Phase 2: Planning <sup>(3)</sup>	396.1	-	-
Expo 2 Insurance Betterment <sup>(3)</sup>	2,462.9	-	2,462.9
Expo Phase 2 <sup>(3)</sup>	3,050.5	-	3,900.0
Expo Phase 2 Bikeway <sup>(3)</sup>	15,500.7	-	16,102.2
Expo 2 Light Rail Vehicle <sup>(3), (5)</sup>	201,236.8	-	-
Expo Closeout	2,361.1	4,494.0	-
<b>Expo Total</b>	<b>\$ 2,298,270.7</b>	<b>\$ 4,494.0</b>	<b>\$ 2,301,023.1</b>
<b>L Line (Gold) Foothill Extension 2A</b>			
Foothill Extension Insurance Betterment <sup>(3)</sup>	\$ 2,079.9	\$ -	\$ 2,079.9
Foothill Extension to Azusa: Construction <sup>(3)</sup>	647,751.8	-	708,833.0
Foothill Extension to Azusa: Planning <sup>(3)</sup>	426.9	-	-
Foothill Extension Maintenance Facility - Metro 75% <sup>(3)</sup>	207,118.7	-	207,437.4
Light Rail Vehicle <sup>(3)</sup>	61,058.7	-	-
Foothill Extension 2A Closeout	-	3,503.3	5,200.0
<b>Gold Line Foothill 2A to Azusa Total</b>	<b>\$ 918,436.0</b>	<b>\$ 3,503.3</b>	<b>\$ 923,550.2</b>
<b>L Line (Gold) Foothill Extension 2B</b>			
Foothill Extension 2B: Planning <sup>(3)</sup>	\$ 30,910.0	\$ -	\$ -
Foothill Extension 2B: Construction	426,672.6	182,055.2	1,406,870.8
Light Rail Vehicle <sup>(3)</sup>	32,718.3	-	-
<b>Gold Line Foothill 2B Total</b>	<b>\$ 490,300.8</b>	<b>\$ 182,055.2</b>	<b>\$ 1,406,870.8</b>
<b>Regional Connector</b>			
Regional Connector Business Interruption Fund	\$ 3,328.6	\$ 2,000.0	\$ 5,328.6
Regional Connector Insurance Betterment <sup>(3)</sup>	4,006.8	-	4,006.8
Regional Connector: Construction	1,428,898.2	225,997.0	1,750,840.6
Regional Connector: Construction -Non-FFGA	55,624.3	6,855.3	59,389.2
Regional Connector: Planning <sup>(3)</sup>	27,735.8	-	-
Regional Connector Pre-Revenue Service <sup>(2)</sup>	-	26,146.0	26,146.0
<b>Regional Connector Total</b>	<b>\$ 1,519,593.7</b>	<b>\$ 260,998.2</b>	<b>\$ 1,845,711.1</b>

Note: Totals may not add because of rounding.

- (1) Forecast expenditure through FY21 is actual expenditure through FY20 plus FY21 budget.
- (2) Projects are cumulatively funded on an annual basis until the Board adopts a Life-of-Project (LOP) budget.
- (3) Project completed or in closeout phase.
- (4) \$12.1M of FY22 budget is in system wide project, line # 84; staff will monitor soft cost to adhere to LOP.
- (5) Expenditure to be adjusted.

Los Angeles County Metropolitan Transportation Authority  
FY22 Adopted Budget

## TID - Transit Expansion Project List

Project Description (\$ in thousands)	FORECAST EXPENDITURES THRU FY21 <sup>(1)</sup>	FY22 ADOPTED	LIFE OF PROJECT
64 <b>Westside D Line (Purple) Section 1</b>			
65     Division 20 Portal Widening & Turnback Facility	\$ 375,300.3	\$ 165,768.9	\$ 801,749.6
66     Division 20 Shop Expansion <sup>(2), (6), (7)</sup>	-	1,200.0	1,200.0
67     Non-Revenue Vehicle <sup>(3)</sup>	853.9	-	854.0
68     Westside Extension Business Interruption Fund	9,531.2	2,260.0	11,791.2
69     Westside Insurance Betterment <sup>(3)</sup>	6,505.1	-	6,505.1
70     Westside Subway Extension Section 1: Construction	2,198,906.1	365,383.9	3,128,879.6
71     Westside Subway Extension: Planning Phase 1 <sup>(3)</sup>	8,504.7	-	-
72     Westside Subway Extension: Planning Phase 2 <sup>(3)</sup>	36,882.3	-	-
73 <b>Westside Purple 1 Total</b>	<b>\$ 2,636,483.6</b>	<b>\$ 534,612.7</b>	<b>\$ 3,950,979.4</b>
74 <b>Westside D Line (Purple) Section 2</b>			
75     Westside Subway Extension Section 2: Construction	\$ 1,331,997.5	\$ 292,618.2	\$ 2,440,969.3
76     Westside Subway Extension Section 2: Planning	3,879.3	4.5	-
77 <b>Westside Purple 2 Total</b>	<b>\$ 1,335,876.8</b>	<b>\$ 292,622.7</b>	<b>\$ 2,440,969.3</b>
78 <b>Westside D Line (Purple) Section 3</b>			
79     Westside Subway Extension Section 3: Construction	\$ 1,000,298.6	\$ 511,888.4	\$ 3,222,492.4
80     Westside Subway Extension Section 3: Planning <sup>(3)</sup>	875.1	-	1,130.9
81 <b>Westside Purple 3 Total</b>	<b>\$ 1,001,173.7</b>	<b>\$ 511,888.4</b>	<b>\$ 3,223,623.3</b>
82 <b>Rail Total</b>	<b>\$ 12,770,199.5</b>	<b>\$ 2,313,236.1</b>	<b>\$ 19,748,174.3</b>
83 <b>System Wide <sup>(9)</sup></b>			
84     Anticipated Measure R & M Projects <sup>(8)</sup>	\$ 78,700.0	\$ 61,600.2	\$ -
85     Metro Business Solution Center	1,981.3	2,740.0	-
86 <b>System Wide Total</b>	<b>\$ 80,681.3</b>	<b>\$ 64,340.2</b>	<b>\$ -</b>
87 <b>Transit Expansion Total</b>	<b>\$ 12,887,672.7</b>	<b>\$ 2,389,773.0</b>	<b>\$ 19,797,162.9</b>
88 <b>Transit Planning <sup>(10)</sup></b>			
89     BRT Connector B Line (Red)/G Line (Orange) to L Line (Gold)	\$ 13,290.7	\$ 1,725.6	\$ -
90     C Line (Green) Extension: Redondo to South Bay	19,296.2	18,221.9	-
91     Crenshaw Northern Extension	4,206.0	15,309.7	-
92     Eastside Extension	47,898.6	9,643.3	-
93     Eastside Extension - Light Rail Vehicles <sup>(3)</sup>	31,527.3	-	-
94     Eastside Light Rail Access Phase 1 & 2	22,326.7	1,818.9	-
95     Eastside Light Rail Access Phase 3 <sup>(11)</sup>	3,300.0	8,181.8	29,703.1
96     North San Fernando Valley BRT	7,065.5	2,363.8	-
97     San Gabriel Valley Transit Feasibility Study	1,500.0	1,551.0	-
98     Sepulveda Pass Corridor	28,898.1	60,091.1	-
99     Vermont Transit Corridor	4,999.2	4,160.6	-
100     West Santa Ana Branch Corridor	60,691.2	24,870.4	-
101 <b>Transit Planning Total</b>	<b>\$ 244,999.6</b>	<b>\$ 147,938.2</b>	<b>\$ 29,703.1</b>
102 <b>TRANSIT EXPANSION TOTAL</b>	<b>\$ 13,132,672.3</b>	<b>\$ 2,537,711.2</b>	<b>\$ 19,826,866.0</b>

Note: Totals may not add because of rounding.

- (1) Forecast expenditure through FY21 is actual expenditure through FY20 plus FY21 budget.
- (2) Projects are cumulatively funded on an annual basis until the Board adopts a Life-of-Project (LOP) budget.
- (3) Project completed or in closeout phase.
- (6) Authorized budget is for design work only
- (7) New project proposed for Board adoption.
- (8) Separate board authorization is required for new projects or LOP budget changes.
- (9) Annually funded.
- (10) No Board LOP during planning phase; project is funded on an annual basis.
- (11) LOP authorized by the Board.

## TID - Highway Project List

Project Description (\$ in thousands)	FY22ADOPTED		
	Highway Subsidies	Non-Subsidies	Total
<b>1 Highway Program</b>			
<b>2 Measure R &amp; M Construction &amp; Subregional Projects</b>			
3 Alameda Corridor East Grade Separations Phase II	\$ 59,000.0	\$ 32.8	\$ 59,032.8
4 Countywide Soundwall Constructions	-	20,822.5	20,822.5
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 Operational Improvements in Arroyo Verdugo subregion	8,239.0	-	8,239.0
9 Highway Operational Improvements in Las Virgenes/Malibu subregion	6,741.0	-	6,741.0
10 I-105 ExpressLane from I-405 to I-605	-	7,778.3	7,778.3
11 I-5 Capacity Enhancement from SR-134 to SR-170	17,000.0	-	17,000.0
12 I-5 Carmenita Road Interchange Improvement	4,500.0	-	4,500.0
13 I-5 Corridor Improvements (I-605 to I-710)	10.0	-	10.0
14 Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)	21,071.2	5,534.7	26,605.9
15 Interstate 5 / St. Route 14 Capacity Enhancement	200.0	-	200.0
16 Interstate 5 Capacity Enhancement from I-605 to Orange County Line	17,000.0	-	17,000.0
17 Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	-	83,718.2	83,718.2
18 Interstate 605 Corridor "Hot Spot" Interchanges	6,884.7	42,241.4	49,126.1
19 Interstate 710 South and/or Early Action Projects	9,801.2	5,490.6	15,291.9
20 Sepulveda Pass Transit Corridor (Ph 1)	-	8,624.4	8,624.4
21 South Bay Highway Operational Improvements	4,309.0	-	4,309.0
22 SR-57/SR-60 Interchange Improvements	53,000.0	3,493.8	56,493.8
23 SR-71 Gap from I-10 to Rio Rancho Road	27,659.8	-	27,659.8
24 SR-710 N Corridor Mobility Improvements	6,750.0	2,068.7	8,818.7
25 State Route 138 Capacity Enhancements	22,000.0	-	22,000.0
26 Transportation System and Mobility Improve. Program (SB #50)	11,000.0	-	11,000.0
27 Transportation System and Mobility Improve. Program (SB #66)	3,363.0	-	3,363.0
<b>28 Total Measure R &amp; M Construction &amp; Subregional Projects</b>	<b>\$ 279,628.9</b>	<b>\$ 180,205.5</b>	<b>\$ 459,834.4</b>
<b>29 Other Highway Projects</b>			
30 I-210 Barrier Replacement	\$ -	\$ 5,814.4	\$ 5,814.4
31 I-405 Car Pool Lane	-	668.0	668.0
32 Nextgen Bus Lanes	-	8,184.6	8,184.6
33 Caltrans Property Maintenance	-	200.0	200.0
34 Highway Planning	-	2,696.5	2,696.5
<b>35 Total Other Highway Projects</b>	<b>\$ -</b>	<b>\$ 17,563.5</b>	<b>\$ 17,563.5</b>
<b>36 Total Highway Program</b>	<b>\$ 279,628.9</b>	<b>\$ 197,769.0</b>	<b>\$ 477,397.9</b>

Note: Totals may not add due to rounding.

Los Angeles County Metropolitan Transportation Authority  
**FY22 Adopted Budget**

**Metro Transit - SGR Project List**

Project Description (\$ in Thousands)	Forecasted Expenditures Through FY21	FY22 Adopted	Life of Project
<b>1 SGR Bus &amp; Rail</b>			
<b>2 Bus Acquisition</b>			
3 40' Compressed Natural Gas Buses	\$ 317,349.7	\$ 53,335.7	\$ 420,913.3
4 60' Zero Emission Buses	60,641.3	742.5	80,003.3
5 60' Zero Emission Buses - Grant Funded	965.2	4,144.7	5,109.5
6 60' Compressed Natural Gas Buses	137,899.3	596.5	149,311.4
7 40' Zero Emission Buses	4,463.6	34,272.2	128,982.3
<b>8 Bus Acquisition Subtotal</b>	<b>\$ 521,319.1</b>	<b>\$ 93,091.7</b>	<b>\$ 784,319.9</b>
<b>9 Bus Facilities Improvements</b>			
10 El Monte Busway Access Road	\$ 737.8	\$ 180.8	\$ 1,426.0
11 Bus Facility Pavement Replacement	3,937.9	10.4	4,249.0
12 Fuel Storage Tanks-FY20-FY22	10,416.0	5,239.5	23,433.0
13 Orange Line Reclaimed Water Project	183.6	176.4	400.0
14 Division 1 Improvements (Bus Operations Subcommittee Funded)	15,039.1	5,827.0	20,866.0
15 Bus Facility Improvements III	20,422.7	684.9	21,650.0
16 Fire Alarm Panel Replacement Throughout Metro Facilities	684.0	1,419.6	3,474.0
17 Bus Division Improvements IV	2,930.1	2,000.0	28,000.0
18 Bus Facility Lighting Retrofit	2,266.3	9.1	4,250.0
19 Division 4 Concrete Pavement	1,832.2	2.6	2,100.0
20 Automated Storage Retrieval System (ASRS) Upgrade	5.4	1,096.9	3,865.0
21 Union Station Cesar Chavez Bus Improvements	2,763.3	166.9	3,530.0
22 Metro Orange Line In-Road Warning Lights	165.8	33.0	198.4
<b>23 Bus Facilities Improvements Subtotal</b>	<b>\$ 61,384.4</b>	<b>\$ 16,847.1</b>	<b>\$ 117,441.4</b>
<b>24 Bus Maintenance</b>			
25 Live View Monitor System	\$ 242.3	\$ 595.3	\$ 875.0
26 NABI Compo And New Flyer Midlife	103,351.0	40,363.1	158,138.0
27 Bus Engine Replacement	2,232.6	3,203.3	13,518.0
28 Farebox Upgrade (FY19)	38,719.6	1,984.2	45,000.0
29 Central Maintenance Facility Acquisition Of Equipment	2,351.8	19.4	3,000.0
30 Collision Avoidance Demo	761.4	745.6	2,000.0
31 FY22 Non-Revenue Emergency Generator Replacement <sup>(2)</sup>	-	5.0	4,130.0
32 FY22 Non-Revenue Vehicle and Equipment Replacement <sup>(2)</sup>	-	5.0	1,520.0
33 FY22 AQMD 1196 Rule Non-Revenue Vehicles <sup>(2)</sup>	-	150.0	9,400.0
<b>34 Bus Maintenance Subtotal</b>	<b>\$ 147,658.8</b>	<b>\$ 47,070.8</b>	<b>\$ 237,581.0</b>
<b>35 Non-Revenue Vehicles</b>			
36 FY19 Non-Revenue Vehicle Replacement	\$ 3,199.6	\$ 1,000.0	\$ 8,994.0
37 FY20 Non-Revenue Vehicle Replacement	899.9	2,179.0	8,800.0
38 System Security Non-Revenue Vehicle Replacement <sup>(1)</sup>	4,765.8	800.0	5,565.8
<b>39 Non-Revenue Vehicles Subtotal</b>	<b>\$ 8,865.4</b>	<b>\$ 3,979.0</b>	<b>\$ 23,359.8</b>
<b>40 Rail Facilities Improvements</b>			
41 Metro Blue Line Artwork	\$ 102.0	\$ 49.8	\$ 477.2
42 Sound Enclosure LRT Freeway Stations	2,037.9	33.3	8,609.0
43 Division 21 Midway Yard, Etc.	733.6	289.0	1,024.0
44 Vertical System Modern Elevators	5,872.6	1.6	8,000.0
45 Fire Control Panel Upgrade	4,179.8	820.1	5,000.0
46 Escalator Replacement/Modernization At Metro Red Line	17,769.6	16.6	20,756.0
47 Metro Red Line Platform Gates Replacement	1,994.6	18.8	3,500.0
48 Metro Blue Line High Density Storage Equipment	312.2	608.5	963.5
49 Blue & Expo Tunnel Artwork	127.6	134.4	453.0
50 Metro Art Enhancement	61.4	33.2	147.0
51 Rail Facility Improvements	8,789.9	1,000.0	24,400.0
52 Rail Facility Lighting Retrofit Division 2	1,844.4	83.0	4,205.1
53 Electric Vehicle Charging Station At Metro Rail	82.2	39.1	175.3
54 Elevator Modernization and Escalator Replacement	726.4	5.0	126,692.0
55 Metro Green Line/Gold Line TPSS Battery Replacement	87.6	515.0	1,871.5
56 Emergency Telephone/Patron Telephone Replacement	1,045.1	1,155.4	2,440.0
<b>57 Rail Facilities Improvements Subtotal</b>	<b>\$ 45,766.7</b>	<b>\$ 4,802.9</b>	<b>\$ 208,713.6</b>

Los Angeles County Metropolitan Transportation Authority  
FY22 Adopted Budget

## Metro Transit - SGR Project List

Project Description (\$ in thousands)	Forecasted Expenditures Through FY21	FY22 Adopted	Life of Project
<b>58 Rail Fleet Procurement</b>			
59 P3010 LRV Project Plus Options	\$ 749,380.2	\$ 62,192.4	\$ 867,153.5
60 LRV Design, Procure And Management	27,597.1	1,000.0	30,000.0
61 Heavy Rail Vehicle Procurement	32,150.3	28,671.1	130,901.0
<b>62 Rail Fleet Procurement Subtotal</b>	<b>\$ 809,127.6</b>	<b>\$ 91,863.4</b>	<b>\$ 1,028,054.5</b>
<b>63 Rail Vehicle Maintenance</b>			
64 P2000 Component Overhauls	\$ 26,264.7	\$ 95.1	\$ 26,360.1
65 Heavy Rail Vehicle Midlife	48,071.7	17,422.5	105,109.6
66 Division 20 Wheel Press Machine	3,755.0	245.1	4,000.0
67 P2000 Light Rail Midlife Modernization	74,021.6	55,914.3	160,800.0
68 MRLA650 Component Overhauls	5,777.3	2,342.4	8,120.0
69 Rail Journal Bearings <sup>(1)</sup>	8.6	200.0	208.6
70 P865/2020 BlueLine Fleet Midlife	28,869.2	1,048.8	30,000.0
71 P2550 Light Rail Vehicle	12,919.7	7,204.5	35,007.5
72 P2550 Light Rail Vehicle Mid-Life Overhaul	15,110.2	5,444.2	160,000.0
73 Integrated Data and Communications System (IDCS) <sup>(2)</sup>	-	5.0	33,980.0
74 P2000 Vehicle Component Replacement <sup>(2)</sup>	-	200.0	16,100.0
75 P3010 Fleet-Friction Brake Overhaul <sup>(2)</sup>	-	200.0	35,990.0
<b>76 Rail Vehicle Maintenance Subtotal</b>	<b>\$ 214,798.0</b>	<b>\$ 90,321.8</b>	<b>\$ 615,675.8</b>
<b>77 Wayside Systems</b>			
78 Heavy Rail Subway SCADA System Replacement	\$ 13,057.4	\$ 935.1	\$ 15,882.5
79 Metro Green Line Emergency Trip System	4,981.9	518.6	5,500.0
80 Metro Green Line Negative Grounding Devices	791.5	251.9	1,500.0
81 Fiber Optic Main Loop Upgrade	2,817.2	232.5	4,250.0
82 Systemwide Corrosion Protection	5,944.4	816.3	13,000.0
83 Platform Track Intrusion	2,173.8	49.2	2,400.0
84 Metro Blue Line Pedestrian Gates	30,896.2	33.1	31,425.0
85 Metro Red Line Electronic Access Control	1,345.7	364.3	2,319.0
86 Replacement Of UPS/Batteries	2,914.1	379.5	3,684.0
87 Metro Green Line Track Circuits & TWC System Refurbishments	15,290.6	4,774.5	28,851.2
88 Metro Blue Line Resignaling Rehabilitation	108,798.4	6,356.0	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	324.9	228.4	2,763.7
91 Metro Green Line Remote Terminal Unit Refurbishment	858.8	215.5	1,431.1
92 Metro Blue Line Trip System Replacement	1,834.2	1,234.5	8,306.9
93 Metro Blue Line Track & System Refurbishment	99,237.5	2,495.1	102,279.8
94 Metro Red Line Fire Control Panel Upgrade	10.9	940.0	3,000.0
95 Digital Rail Radio System	16,965.2	1,255.8	25,000.0
96 Metro Red Line Tunnel Lighting Rehabilitation	7,652.7	638.9	9,000.0
97 Metro Red Line TWC Rehabilitation	785.2	279.0	1,800.0
98 Maintenance Of Way Tools and Equipment	1,451.3	763.4	3,325.8
99 Overhead Catenary System Inspection System	83.6	418.5	1,259.0
100 Metro Red Line SEG-2 Supervisory Control and Data Acquisition Systems Equip Repl <sup>(2)</sup>	-	5.0	8,270.0
101 Metro Green Line Overhead Catenary System (OCS) Replacement <sup>(2)</sup>	-	35.0	38,350.0
102 Metro Red Line Program Station Stop Replacement <sup>(2)</sup>	-	35.0	2,860.0
103 Metro Green Line Arroyo Seco Hill Stabilization <sup>(2)</sup>	-	35.0	10,660.0
104 Systemwide Corrosion Control <sup>(2)</sup>	-	35.0	21,350.0
105 Metro Red Line Mainline Fastener Replacement <sup>(2)</sup>	-	35.0	28,130.0
106 Metro Red Line UPS/Batteries FY22-FY25 <sup>(2)</sup>	-	30.0	5,640.0
107 Metro Blue Line 7th/Metro Substation Replacement <sup>(2)</sup>	-	30.0	7,860.0
108 Transit Passenger Information System (TPIS) Station Replacement - Expo I/PGL <sup>(2)</sup>	-	30.0	1,390.0
<b>109 Wayside Systems Subtotal</b>	<b>\$ 318,618.0</b>	<b>\$ 23,757.7</b>	<b>\$ 511,463.5</b>
<b>110 SGR Bus &amp; Rail Total</b>	<b>\$ 2,127,538.0</b>	<b>\$ 371,734.4</b>	<b>\$ 3,526,609.5</b>
<b>111 Other Asset Improvements</b>			
<b>112 Non MR/MM Major Construction</b>			
113 Rosa Parks/Willowbrook	\$ 119,012.3	\$ 6,270.6	\$ 128,348.4
114 Metro Center Street Project	37,910.7	46,900.1	130,688.3
<b>115 Non MR/MM Major Construction Subtotal</b>	<b>\$ 156,923.0</b>	<b>\$ 53,170.7</b>	<b>\$ 259,036.7</b>

Los Angeles County Metropolitan Transportation Authority  
**FY22 Adopted Budget**

**Metro Transit - SGR Project List**

Project Description (\$ in thousands)	Forecasted Expenditures Through FY21	FY22 Adopted	Life of Project
<b>116 Regional &amp; Hubs</b>			
117 Patsaouras Bus Plaza Station Improvements	\$ 49,725.9	\$ 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	23.4	973.0
120 Building Renovation Plan	35,066.0	4,630.5	42,842.0
121 New Ticket Vending Machines	4,887.4	1,181.0	6,736.0
122 Muni Ticket Vending Machine Installations	422.3	35.0	1,728.0
123 TAP CRM Enhancements (Phase 2.1)	2,328.3	550.0	3,300.0
124 TAP Mobile Phone Validator Enhancements (Phase 4)	140.2	284.0	731.6
125 Systemwide Signage	28.0	4,138.3	24,100.0
126 Gateway New Led Lighting	63.9	86.9	2,588.7
127 Rail Operations Center/Bus Operations	103.7	422.9	14,305.0
128 Passenger Screen-Facility Hardening	1,307.9	250.0	3,448.8
129 CCTV Video Analytics Technology	108.8	3,000.0	7,200.0
130 Track and Tunnel Intrusion Detection	376.3	8,255.2	8,873.1
131 Metro Emergency Operations Center <sup>(1)</sup>	891.5	790.7	1,682.2
132 Video Management Security Intelligence <sup>(1)</sup>	-	750.0	750.0
133 Call Point Security Blue Light Boxes <sup>(2)</sup>	-	5,000.0	13,950.0
<b>134 Regional &amp; Hubs Subtotal</b>	<b>\$ 99,342.5</b>	<b>\$ 30,304.1</b>	<b>\$ 192,206.5</b>
<b>135 Technology</b>			
136 Financial & Budget System Integration	\$ 1,500.4	\$ 75.0	\$ 4,200.0
137 FIS R12 Upgrade	12,163.7	261.6	12,900.0
138 Internet-Based Customer Help Desk	1,084.4	57.3	1,142.0
139 Nextrip Electronic Signage	4,222.1	178.1	4,400.0
140 Mobile & Tablet Applications	779.8	198.4	978.0
141 Agency Information Security & Compliance Program	6,131.7	862.6	7,814.0
142 Enterprise Telephone & United Messaging System	3,896.4	694.2	9,646.0
143 E-Discovery & Legal Hold Management	1,078.7	497.8	3,800.0
144 Technology Enhancement For Customer Experience	1,008.2	129.7	2,226.8
145 Connected Buses With Wi-Fi	8,960.5	35.6	9,408.0
146 Enterprise Safety Management	1,379.9	161.3	2,488.0
147 Enterprise Asset Management System	13,616.2	10,644.6	45,800.0
148 Human Capital System Project	1,936.7	350.0	3,980.0
149 Real Estate Management System	872.5	447.7	1,748.0
150 Connected Facilities Project	1,045.7	2,000.0	7,454.2
151 Windows 10 Upgrade	1,364.7	200.0	1,975.0
152 Payroll System Replacement Program	1.2	300.0	22,856.0
153 Platform Refresh Program (FY21-22)	197.1	700.0	2,000.0
154 Workstation Program (FY21-FY22)	410.9	700.0	2,700.0
155 Data Center Modernization	132.6	600.0	5,500.0
156 Oracle E-Business System Upgrade	667.9	1,000.0	2,636.0
157 USG Fire Detection System Renovation <sup>(2)</sup>	-	1,000.0	5,950.0
<b>158 Technology Subtotal</b>	<b>\$ 62,451.6</b>	<b>\$ 21,094.0</b>	<b>\$ 161,602.0</b>
<b>159 Other Asset Improvements Total</b>	<b>\$ 318,717.1</b>	<b>\$ 104,568.7</b>	<b>\$ 612,845.2</b>
<b>160 SGR &amp; Other Asset Improvements Total</b>	<b>\$ 2,446,255.2</b>	<b>\$ 476,303.2</b>	<b>\$ 4,139,454.7</b>

Los Angeles County Metropolitan Transportation Authority  
**FY22 Adopted Budget**

**Metro Transit - SGR Project List**

Project Description (\$ in thousands)	Forecasted Expenditures Through FY21	FY22 Adopted	Life of Project
161 <b>Other Operating Capital</b> <sup>(3)</sup>			
162     Parking Guidance System	\$ 2,737.3	\$ 1,132.7	\$ 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 <sup>(1)</sup>	4,051.7	9,965.9	14,017.6
166     Data Infrastructure	1,900.0	1,600.0	3,500.0
167     Renovate Basement Drainage System	549.5	1,100.5	1,650.0
168     Parking Lot G - Enhancements	3,196.1	3,103.9	6,300.0
169     TVA-CCTV System Expansion <sup>(2)</sup>	-	1,500.0	1,500.0
170     Security Operations Center / Central Dispatch Upgrade <sup>(2)</sup>	-	600.0	600.0
171     Plumbing System Upgrades <sup>(2)</sup>	-	500.0	2,500.0
172     Waterproofing/Drainage Repair <sup>(2)</sup>	-	650.0	2,550.0
173     MWD Walkway Repairs <sup>(2)</sup>	-	1,000.0	1,500.0
174 <b>Other Operating Capital Total</b>	<b>\$ 14,197.8</b>	<b>\$ 22,361.5</b>	<b>\$ 43,792.6</b>

Note: Totals may not add up because of rounding.

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

<sup>(2)</sup> New project proposed for Board adoption.

<sup>(3)</sup> Projects captured under General Planning & Programs.

Los Angeles County Metropolitan Transportation Authority  
FY22 Adopted Budget

## Transit Fund Allocations

	State and Local (\$ in thousands)	FY22 Estimated Revenue	Carryover FY20 Budget vs Actual	Interest FY20 Actual	FY20 Impact on FY21 Estimated Revenue	FY22 Total Funds Available	FY21 Total Funds	
1	<b>Transportation Development Act</b>							
2	<b>Planning &amp; Administration</b>							
3	Planning - Metro	\$ 4,325.0				\$ 4,325.0	\$ 3,434.0	
4	Planning - SCAG	3,243.8				3,243.8	2,576.5	
5	Administration - Metro	3,285.5				3,285.5	3,192.9	
6	<b>Planning &amp; Administration Subtotal</b>	<b>\$ 10,854.2</b>				<b>\$ 10,854.2</b>	<b>\$ 9,202.4</b>	
7	Article 3 Pedestrian & Bikeways	2.0%	\$ 8,432.9	\$ (610.2)	\$ 71.0	\$ (894.8)	\$ 8,788.5	\$ 6,748.7
8	Article 4 Bus Transit	91.3%	385,015.2	(27,861.5)	3,243.2	(40,892.2)	401,289.1	308,389.8
9	Article 8 Streets & Highways	6.7%	28,197.7	(2,040.5)	237.5	(2,951.8)	29,346.5	22,297.2
10	<b>Transportation Development Act Total</b>	<b>\$ 432,500.0</b>	<b>\$ (30,512.3)</b>	<b>\$ 3,551.8</b>	<b>\$ (44,738.7)</b>	<b>\$ 450,278.2</b>	<b>\$ 346,638.1</b>	
11	<b>Proposition A</b>							
12	Administration	5.0%	\$ 43,250.0	\$ (2,421.6)		\$ (4,565.0)	\$ 45,393.4	\$ 34,467.4
13	Local Return <sup>(1)</sup>	25.0%	205,437.5	n/a			205,438	184,798.8
14	Rail Development	35.0%	287,612.5	(16,103.4)		(30,357.3)	301,866.3	229,208.3
15	Bus Transit: <sup>(2),(3)</sup>	40.0%						
16	95% of 40% Capped at CPI of 2.0%		260,744.0	n/a		-	260,744.0	255,631.3
17	95% of 40% Over CPI		51,521.0	n/a		(32,959.3)	84,480.3	(7,696.5)
18	Bus Transit Subtotal		312,265.0	-		(32,959.3)	345,224.3	247,934.8
19	5% of 40% Incentive		16,435.0	(920.2)		(1,734.7)	17,249.5	13,097.6
20	<b>Proposition A Total</b>	<b>\$ 865,000.0</b>	<b>\$ (19,445.2)</b>		<b>\$ (69,616.3)</b>	<b>\$ 915,171.1</b>	<b>\$ 709,506.9</b>	
21	<b>Proposition C</b>							
22	Administration	1.5%	\$ 12,975.0	\$ (726.5)		\$ (1,369.5)	\$ 13,618.0	\$ 10,340.2
23	Rail/Bus Security	5.0%	42,601.3	(2,385.3)		(4,496.5)	44,712.4	33,950.3
24	Commuter Rail	10.0%	85,202.5	(4,770.7)		(8,993.1)	89,424.9	67,900.5
25	Local Return <sup>(1)</sup>	20.0%	170,405.0	n/a			170,405	153,285.7
26	Freeways and Highways	25.0%	213,006.3	(11,926.6)		(22,482.6)	223,562.2	169,751.3
27	Discretionary	40.0%	340,810.0	(19,082.6)		(35,972.2)	357,699.6	271,602.2
28	<b>Proposition C Total</b>	<b>\$ 865,000.0</b>	<b>\$ (38,891.7)</b>		<b>\$ (73,313.9)</b>	<b>\$ 899,422.2</b>	<b>\$ 706,830.2</b>	
29	<b>State Transit Assistance <sup>(4)</sup></b>							
30	Bus (PUC 99314 Rev Base Share)		\$ 30,072.5	\$ (4,491.7)	\$ 396.3	\$ (9,090.7)	\$ 35,067.8	\$ 54,336.5
31	Rail (PUC 99313 Population Share)		23,214.9	(4,558.3)	407.5	(8,010.3)	27,074.3	42,173.5
32	<b>State Transit Assistance Total</b>	<b>\$ 53,287.4</b>	<b>\$ (9,050.0)</b>	<b>\$ 803.8</b>	<b>\$ (17,101.0)</b>	<b>\$ 62,142.2</b>	<b>\$ 96,510.0</b>	
33	<b>SB 1 State Transit Assistance <sup>(4), (5)</sup></b>							
34	Bus (PUC 99314 Rev Base Share) <sup>(6)</sup>		\$ 24,516.9	\$ (4,278.9)	\$ 328.5	\$ (7,536.1)	\$ 28,102.5	\$ 43,885.5
35	Rail (PUC 99313 Population Share)		18,926.2	(4,204.3)	337.7	(6,639.9)	21,699.5	34,058.4
36	<b>SB 1 State Transit Assistance Total</b>	<b>\$ 43,443.0</b>	<b>\$ (8,483.2)</b>	<b>\$ 666.2</b>	<b>\$ (14,176.0)</b>	<b>\$ 49,802.0</b>	<b>\$ 77,943.8</b>	
37	<b>SB 1 State Of Good Repair <sup>(6)</sup></b>							
38	Bus (PUC 99314 Rev Base Share) <sup>(6)</sup>		\$ 17,513.1	\$ 1,362.5	\$ 186.8	\$ 3,520.0	\$ 15,542.4	\$ 17,549.4
39	Rail (PUC 99313 Population Share)		13,519.5	774.7	69.9	2,436.1	11,928.0	13,752.5
40	<b>SB 1 State Of Good Repair Total</b>	<b>\$ 31,032.6</b>	<b>\$ 2,137.2</b>	<b>\$ 256.7</b>	<b>\$ 5,956.1</b>	<b>\$ 27,470.4</b>	<b>\$ 31,301.9</b>	
41	<b>Measure R</b>							
42	Administration	1.5%	\$ 12,975.0	\$ (744.3)	\$ 1,219.2	\$ (1,369.5)	\$ 14,819.4	\$ 11,678.4
43	Transit Capital - "New Rail"	35.0%	298,208.8	(17,105.8)	7,124.3	(31,475.7)	319,703.0	243,070.7
44	Transit Capital - Metrolink	3.0%	25,560.8	(1,466.2)	(25.4)	(2,697.9)	26,767.0	21,091.4
45	Transit Capital - Metro Rail	2.0%	17,040.5	(977.5)	(589.8)	(1,798.6)	17,271.8	12,434.3
46	Highway Capital	20.0%	170,405.0	(9,774.7)	5,368.2	(17,986.1)	183,984.6	143,617.1
47	Operations "New Rail"	5.0%	42,601.3	(2,443.7)	(315.7)	(4,496.5)	44,338.4	33,681.9
48	Operations Bus	20.0%	170,405.0	(9,774.7)	(1,080.0)	(17,986.1)	177,536.3	134,999.7
49	Local Return <sup>(1)</sup>	15.0%	127,803.8	n/a	n/a	n/a	127,803.8	114,964.3
50	<b>Measure R Total</b>	<b>\$ 865,000.0</b>	<b>\$ (42,286.8)</b>	<b>\$ 11,700.7</b>	<b>\$ (77,810.4)</b>	<b>\$ 912,224.3</b>	<b>\$ 715,537.8</b>	
51	<b>Measure M</b>							
52	Local Return Supplemental & Administration:							
53	Administration	0.5%	\$ 4,454.8	\$ (269.2)	\$ 76.7	\$ (470.2)	\$ 4,732.5	\$ 3,579.8
54	Supplemental transfer to Local Return <sup>(1),(7)</sup>	1.0%	8,520.3	n/a	n/a	n/a	8,520.3	7,664.3
55	<b>Local Return Supplemental &amp; Administration Subtotal</b>	<b>\$ 12,975.0</b>	<b>\$ (269.2)</b>	<b>\$ 76.7</b>	<b>\$ (470.2)</b>	<b>\$ 13,252.7</b>	<b>\$ 11,244.1</b>	
56	Local Return Base <sup>(1),(7)</sup>	16.0%	\$ 136,324.0	n/a	n/a	n/a	\$ 136,324.0	\$ 122,628.6
57	Metro Rail Operations	5.0%	42,601.3	(2,574.6)	(319.9)	(4,496.5)	44,203.3	33,446.0
58	Transit Operations ( Metro & Municipal Providers)	20.0%	170,405.0	(10,298.2)	(1,161.4)	(17,986.1)	176,931.5	133,102.5
59	ADA Paratransit/Metro Discounts for Seniors & Students	2.0%	17,040.5	(1,029.8)	846.3	(1,798.6)	18,465.5	13,911.0
60	Transit Construction	35.0%	298,208.8	(18,021.9)	9,538.4	(31,475.7)	321,200.9	242,873.0
61	Metro State of Good Repairs	2.0%	17,040.5	(1,029.8)	131.0	(1,798.6)	17,940.3	13,308.9
62	Highway Construction	17.0%	144,844.3	(8,753.5)	11,340.3	(15,288.2)	162,719.3	119,229.7
63	Metro Active Transportation Program	2.0%	17,040.5	(1,029.8)	936.8	(1,798.6)	18,746.1	13,894.7
64	Regional Rail	1.0%	8,520.3	(514.9)	230.3	(899.3)	9,134.9	6,799.6
65	<b>Measure M Total</b>	<b>\$ 865,000.0</b>	<b>\$ (43,521.8)</b>	<b>\$ 21,418.6</b>	<b>\$ (76,011.8)</b>	<b>\$ 918,908.6</b>	<b>\$ 710,438.0</b>	
66	<b>Total Funds Available</b>	<b>\$ 4,020,263.0</b>	<b>\$ (190,053.8)</b>	<b>\$ 38,397.7</b>	<b>\$ (366,812.0)</b>	<b>\$ 4,235,419.0</b>	<b>\$ 3,394,706.8</b>	
67	<b>Total Planning &amp; Admin Allocations (lines 6, 12, 22, 42, and 53)</b>	<b>\$ 84,509.0</b>	<b>\$ (4,161.5)</b>	<b>\$ 1,295.9</b>	<b>\$ (7,774.2)</b>	<b>\$ 89,417.5</b>	<b>\$ 69,268.2</b>	

Note: Totals may not add up because of rounding.

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

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

<sup>(3)</sup> Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.

<sup>(4)</sup> 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.

<sup>(5)</sup> 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.

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

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



## Abbreviations

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



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