



## Board Report

File #: 2021-0208, File Type: Public Hearing

Agenda Number: 8.

**BUDGET PUBLIC HEARING  
FINANCE, BUDGET AND AUDIT COMMITTEE  
MAY 19, 2021**

**SUBJECT: FISCAL YEAR 2022 (FY22) BUDGET**

**ACTION: ADOPT THE FY22 BUDGET**

**RECOMMENDATION**

- A. ADOPTING the proposed FY22 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
1. AUTHORIZING \$8.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
  2. AUTHORIZING a total of 10,347 FTEs with 8,630 Represented FTEs and 1,717 Non-Represented FTEs (see Attachment E); and
  3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increase for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 5%; and
  4. AUTHORIZING a 2.0% adjustment to current Non-Represented job pay grade levels to reflect best practice. There is minimal impact to the budget and current employees' salaries (see Attachment D); and
  5. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment A; and
  6. AMENDING the proposed budget to include any Board approved actions currently under consideration such as the Fareless System Initiative, from now to end of fiscal year (June 30, 2021); and
- B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY22 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

## **ISSUE**

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

Since February 2021, staff has provided a series of status updates on the FY22 Budget development process to the Metro Board's Finance, Budget and Audit Committee. Meanwhile, an extensive public outreach process was launched to communicate the budget proposal and to collect public comments as the budget development was in progress. On May 4, 2021, the FY22 Proposed Budget in its entirety were made available to the public at [www.metro.net](http://www.metro.net), in printed copies through the Records Management Center (RMC) at [RMC@metro.net](mailto:RMC@metro.net), and on the plaza level of the Gateway building. The public hearing is scheduled on May 19, 2021. On April 9, 2021 and April 23, 2021, advanced public notifications of the Budget Public Hearing were issued through advertisements posted in more than 11 news publications and in various languages.

## **DISCUSSION**

The FY22 Proposed Budget is balanced at \$8.0 billion, an increase of \$1.0 billion or 14.4%, from the \$7.0 billion FY21 Budget. The \$1.0 billion will allow Metro to restore and enhance transit services, as well as resume planning and construction activities temporarily slowed down at the beginning of the pandemic. As COVID-19 vaccines continue to roll out in Los Angeles County, schools and the economy begin to open, and the region prepares for a new normal, service restoration is a priority as Metro Transit looks to supply service to pre-pandemic levels by September 2021. Service enhancements are planned as NextGen enters its final phase, delivering more reliable service with speed improvements and covering more miles in less time. The final phase also includes expansion of Metro Micro to nine zones.

Metro will continue to advance transportation by keeping transit assets in a state of good repair, progressing Measure R and M projects as several are moving into construction phase while projects in planning phase are moving towards shovel readiness for new highways and transportation infrastructure projects. Funding will continue according to the forecasted economic recovery for local cities and operators under regional transportation activities. Further, the FY22 Proposed Budget includes several initiatives and considerations to improve customer experience, public safety, and security. The FY22 budget allocation has been comprehensively evaluated through an equity lens.

## **Resources Summary**

The FY22 Proposed Budget ensures resources are available to meet the planned Metro program and project delivery schedules for the upcoming fiscal year. Revenue projections are based on the current economic conditions such as the continuing economic impacts of the pandemic, anticipated

economic recovery in FY22 due to accelerated rollout of vaccinations, leading regional forecasting sources, and recent transit system usage.

The total FY22 Proposed Budget planned resources are \$8.0 billion which is 14.4% more than the FY21 Budget.

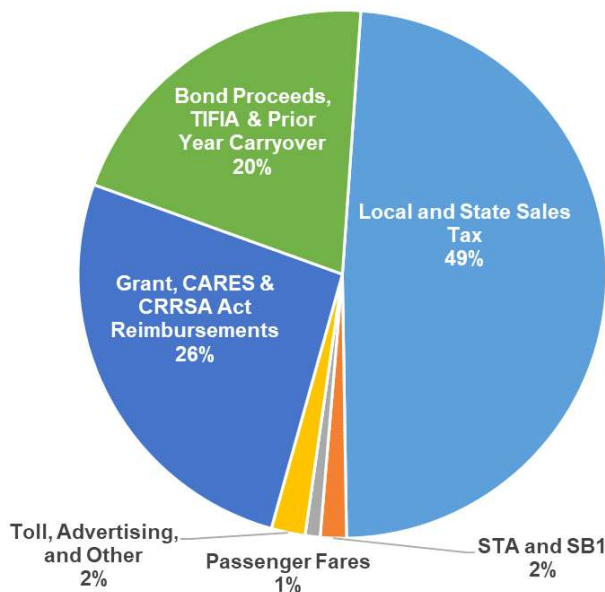
- Local sales tax and Transportation Development Act (TDA) revenues are projected to increase by 2.9% based on economic analysis of the recovery from the COVID-19 pandemic's impact on taxable sales, nationally recognized forecasting sources, and Metro's own historical experience.
- State Transit Assistance (STA) and Senate Bill 1 (SB1) revenues are expected to be \$127.7 million region wide, representing a 30.4% decrease from FY21 Budget based on State Controller's Office (SCO) estimates.
- Passenger fares are expected to come in at \$73.2 million for FY22, reflecting ridership projections, fare collection impact of social distancing measures, and impacts of promotional fare adopted by Metro Board.
- Expresslanes toll revenues are expected to be \$46.6 million in anticipation of increased traffic and service demand during the pandemic recovery.
- Advertising revenues of \$24.1 million are expected in FY22, which is 27.8% above the FY21 Budget.
- Other revenues are expected to come in at \$95.5 million which include bike program, park and ride, lease, vending, film, Service Authority for Freeway Emergencies (SAFE), credits, fees, investment income, and other miscellaneous revenues.
- Metro received \$776.5 million from Federal CRRSA Act to facilitate fund exchanges for transit operator allocations, with \$682.5 million for Metro Transit.
- Bond proceeds, Transportation Infrastructure Finance and Innovation Act (TIFIA), and sales tax carryover are in line with planned Transit Infrastructure Development and State of Good Repair expenditure activities.

	Resources (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1	Local and State Sales Tax	\$ 3,783.6	\$ 3,892.5	\$ 108.9	2.9%
2	STA and SB1	183.6	127.8	(55.8)	-30.4%
3	<b>Sales Tax and STA/SB1 Revenues Subtotal</b>	<b>\$ 3,967.2</b>	<b>\$ 4,020.3</b>	<b>\$ 53.1</b>	<b>1.3%</b>
4	Passenger Fares	22.2	73.2	51.0	229.7%
5	Toll, Advertising, and Other	109.6	166.2	56.6	51.6%
6	<b>Operating &amp; Other Revenues Subtotal</b>	<b>\$ 131.8</b>	<b>\$ 239.4</b>	<b>\$ 107.6</b>	<b>81.6%</b>
7	Grant, CARES & CRRSA Act Reimbursements	1,948.8	2,094.2	145.4	7.5%
8	Bond Proceeds, TIFIA & Prior Year Carryover	945.0	1,648.7	703.7	74.5%
9	<b>Capital &amp; Bond Resources Subtotal</b>	<b>\$ 2,893.8</b>	<b>\$ 3,742.9</b>	<b>\$ 849.1</b>	<b>29.3%</b>
10	<b>Resources Total</b>	<b>\$ 6,992.9</b>	<b>\$ 8,002.6</b>	<b>\$ 1,009.7</b>	<b>14.4%</b>

(1) Represents use of Bond Proceeds, Transportation Infrastructure Finance and Innovation Act (TIFIA) drawdowns and sales tax revenues received and unspent in prior years.

Note: Totals may not add up due to rounding

Resources % of FY22 Budget



**Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA)**

In December 2020, additional federal relief was provided through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which will be used to support the transit operations for Metro and 68 other transit operators in Los Angeles County. The Southern California Association of Governments (SCAG) Regional Council approved the distribution of \$911.5 million to

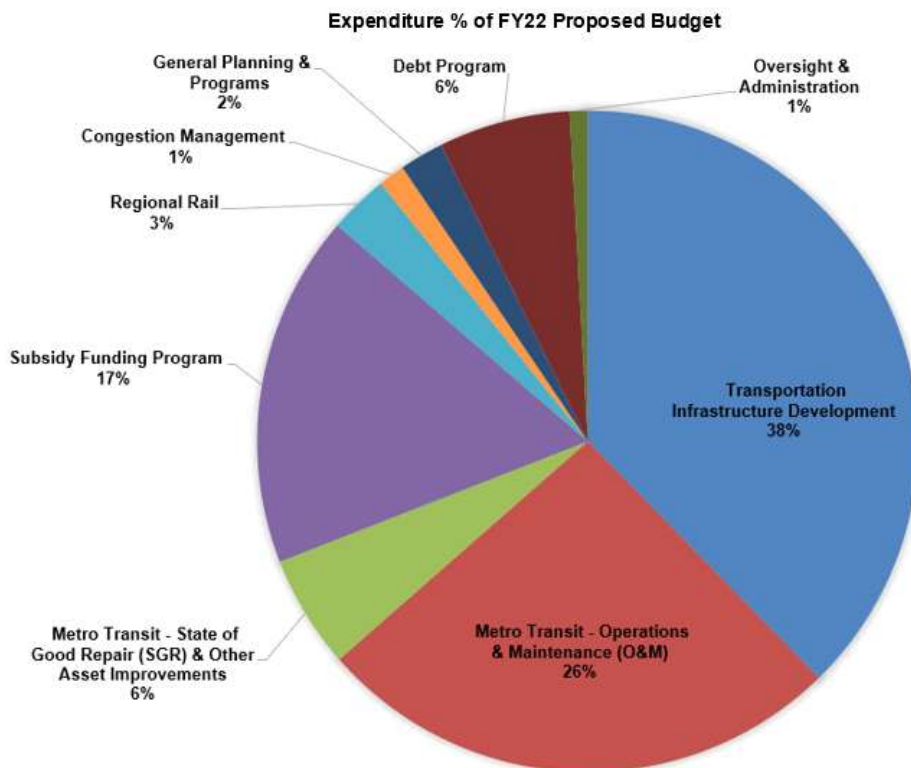
Los Angeles County. \$776.5 million is allocated to Metro to facilitate fund exchanges for transit operator allocations, with \$682.5 million for Metro Transit and \$93.9 million to Tier 2 Operators, Metrolink, Access Services, Regional Paratransit and Voluntary Reporters.

**Expenditure Summary**

The total proposed budget of \$8.0 billion, an increase of 14.4%, is aligned with Board priorities of service restoration and enhancement, as well as improving customer experience and public safety through an equity lens. Each program, function, and department budget are developed accordingly to reflect the new economic realities and progress on projects. The table below illustrates the expenditures by program type in FY22 Proposed Budget.

Expenditure by Program Type (\$ in millions)		FY21 Budget	FY22 Proposed	\$ Change	% Change
1	Transportation Infrastructure Development	\$ 2,367.9	\$ 3,015.1	\$ 647.2	27.3%
2	Metro Transit	2,357.3	2,512.2	154.8	6.6%
3	Metro Transit - Operations & Maintenance (O&M)	1,844.1	2,069.9	225.8	12.2%
4	Metro Transit - State of Good Repair (SGR) & Other Asset Improvements	513.2	442.3	(70.9)	-13.8%
5	Subsidy Funding Program	1,239.0	1,380.7	141.7	11.4%
6	Regional Rail	244.7	233.0	(11.7)	-4.8%
7	Congestion Management	88.0	103.9	15.9	18.0%
8	General Planning & Programs	157.4	172.0	14.6	9.3%
9	Debt Program	474.9	516.0	41.1	8.7%
10	Oversight & Administration	63.6	69.7	6.1	9.6%
11	<b>Total Budget</b>	<b>\$ 6,992.9</b>	<b>\$ 8,002.6</b>	<b>\$ 1,009.7</b>	<b>14.4%</b>

Note: Totals may not add due to rounding.



### **Full-Time Equivalent (FTE) Summary**

During FY21, Metro implemented the Board approved Voluntary Separation Incentive Program (VSIP) to eligible Non-Represented, AFSCME, and Teamsters Represented employees who voluntarily agree to separate or retire from Metro within a pre-designated retirement period. A total of 179 FTEs (Non-Represented and Represented) elected to participate in VSIP and 87 (57 Non-Represented and 30 Represented) positions were eliminated in the FY22 Proposed Budget.

The FY22 Proposed Budget includes a total of 1,717 Non-Represented FTEs, a net decrease of 25 Non-Represented FTEs from FY21 resulting from the elimination of 57 VSIP positions and the addition of 32 new positions to implement new initiatives in delivery Metro's Transit and Transportation programs. Represented FTEs for FY22 total 8,630 which is an increase of 148 Represented FTEs from FY21, resulting from an elimination of 30 VSIP positions and 178 new positions. Please refer to Attachment E for more details.

Agencywide FTEs	FY21 Budget	VSIP	New Initiatives	FY22 Proposed	Change
1 AFSCME	821	(26)	33	828	7
2 ATU	2,444		36	2,480	36
3 TCU	915		4	919	4
4 TEAMSTERS	175	(4)		171	(4)
5 SMART	4,127		105	4,232	105
6 Non-Contract	1,742	(57)	32	1,717	(25)
<b>7 Total FTEs</b>	<b>10,224</b>	<b>(87)</b>	<b>210</b>	<b>10,347</b>	<b>123</b>
8 Total Agencywide Represented	8,482	(30)	178	8,630	148
9 Total Agencywide Non-Represented	1,742	(57)	32	1,717	(25)
<b>10 Grand Total</b>	<b>10,224</b>	<b>(87)</b>	<b>210</b>	<b>10,347</b>	<b>123</b>

### **Labor Summary**

The FY22 Proposed Budget includes contract wage increases of 5.0% on average according to the pre-negotiated Collective Bargaining Agreements with the Represented union groups. An average 3.5% performance increase is included for Non-Represented employees which will be distributed on a merit-based system. Non-Represented employees did not receive any salary increase in FY21. The labor cost increases reflect the rising wage inflation and living wage standards. Health and welfare benefits for Represented employees are based on Collective Bargaining Agreements. Non-Represented medical and dental benefits reflect the carrier contract rates previously approved by the Board.

Non-Represented pay grade levels were last adjusted in July 2019. To reflect best practice, Human Capital & Development (HCD) will be adjusting the current compensation pay grade levels by 2.0%. There will be minimal impact to budget and current employees' salaries. Please refer to Attachment D for more details.

### **Life of Project (LOP) Budgets**

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New capital projects with LOP budgets exceeding \$5.0 million must be approved by the Board as separate Board actions.

Attachment A includes a detailed listing of new capital projects for FY22 with LOP in excess of \$5.0 million. These new capital projects in the FY22 Proposed Budget include Metro Green Line Overhead Catenary System Replacement, Metro Gold Line Arroyo Seco Hill Stabilization, Union Station Gateway Fire Detection System Renovation, as well as other new State of Good Repair projects.

### **Reimbursement Resolution**

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

### **Public Outreach**

The budget outreach process began in February 2021 with an e-blast to more than 375,000 Metro subscribers that directed them to the metro.net/myvoice landing page where information about the budget was available, including stakeholders' meeting schedules and a special Budget Briefing for all five Regional Service Councils. The landing page also allowed access to the questionnaire to provide comments (budgetcomments@metro.net) and presented information about the Budget Public Hearing. The budget communication campaign was initiated via social media platforms such as Metro's Facebook page, Instagram, NextDoor, Twitter, TheSource alongside print media through the utilization of interior car cards on Metro buses and trains.

Office of Management & Budget (OMB) staff provided FY22 Proposed Budget Briefings at other meetings for stakeholder groups, including but not limited to the Citizens Advisory Council, Technical Advisory Committee, Policy Advisory Committee, Bus Operations Subcommittee, Local Transit Systems Subcommittee, Streets, Freeways Committee, Valley Industry Commerce Association as well as the Gateway Cities and San Gabriel Valley Councils of Governments. In addition to the meetings listed above, OMB staff was invited to present to Metro's Accessibility Advisory Committee. Engagement at all meetings were conducted virtually, thus continuing to follow physical distancing guidelines currently in place.

The budget public hearing is legally required, pursuant to California PUC codes 130106 - *Notice of time and place of the public hearing for the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code, and shall be published not later than the 15th day prior to the date of the hearing.*

A summary of the public outreach efforts, feedback received, as well as results from the budget questionnaire are shown in Attachment C.

### **EQUITY ASSESSMENT**

*Metro Budget Equity Assessment Tool (MBEAT) - Process Evaluations*

The FY22 Metro Budget Equity Assessment Tool (MBEAT) pilot is a comprehensive agencywide budget equity assessment process that helps staff consider how Metro's annual budget influences marginalized communities' access to opportunities and addresses potential barriers or harms. Implementation of the MBEAT has created a process to highlight budgetary requests with benefits for marginalized and/or vulnerable communities and identifies opportunities to improve budget equity outcomes.

Together with the Office of Management and Budget, staff from the Office of Equity and Race have tracked and documented opportunities for improvements to the MBEAT process for subsequent fiscal years, such as lengthening the review process and offering a variety of educational resources and training materials for Metro staff. There is additional need for continued training to streamline the MBEAT process and continued support for staff to consider how investment, projects, programs, and policies might cause harm or not benefit all as intended, given historic and current disparities and systemic inequities. Furthermore, they will conduct interviews with department staff to further refine the MBEAT process and continue to build on this foundation in future budget cycles.

Please see the FY22 Budget Equity Assessment - Receive and File Report for a full summary.

### **DETERMINATION OF SAFETY IMPACT**

This recommendation will not have an impact on safety standards at Metro.

### **FINANCIAL IMPACT**

The FY22 Proposed Budget (provided in a separate submittal) at \$8.0 billion is balanced and appropriates the resources necessary to fund them. The proposed budget demonstrates Metro's ongoing commitment to meeting its capital and operating obligations, which is essential in receiving subsidies from federal and state governments and to administer regional transportation funding to local cities and municipal operators.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Recommendation supports the following Metro Strategic Plan Goal:

Goal # 5: Provide responsive, accountable, and trustworthy governance within the Metro Organization.

### **ALTERNATIVES CONSIDERED**

The annual budget serves as the legal authority to obligate and spend funds. Failure to adopt the budget would severely impact Metro's stated goal of improving transportation in Los Angeles County.

### **NEXT STEPS**

Upon Board authorization and adoption of the FY22 Proposed Budget, Metro will make funds available for the planned transit and transportation programs outlined in this document and program funding to regional transit/transportation partnering agencies, cities and recipients.

Staff will closely monitor the financial situation and will request Board approval of Mid-Year budget amendments, if needed. In addition, as part of the performance management process, Metro will



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monitor progress throughout the year relative to the Agency goals using measurements such as budget variances, Key Performance Indicators (KPIs) target achievement, Project Milestone achievement and cost savings. This reinforces Metro's commitment to strategic monitoring of performance and the improvement of accountability. In addition, continuous improvements will be implemented to the process and regular updates will be reported to the Board.

**ATTACHMENTS**

Proposed FY22 Budget document can be accessed at

<https://media.metro.net/2021/FY22-Proposed-Budget-Book.pdf>

Attachment A - FY22 New Capital Projects

Attachment B - Reimbursement Resolution of Metro for FY22

Attachment C - FY22 Public Outreach

Attachment D - Compensation Adjustment

Attachment E - FY22 Non-Represented and Represented FTEs

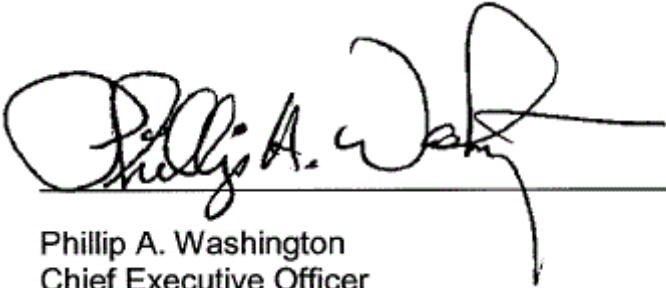
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Phillip A. Washington  
Chief Executive Officer



FY22 New Capital Projects

State of Good Repair Projects

1	<b>PROJECT: USG Fire Detection System Renovation</b>
	PROJECT OWNER: Human Capital & Development - Technology
	LOP: \$5,950,000 <span style="float: right;">FY22: \$1,000,000</span>
	SCOPE: Complete replacement of the Fire Alarm Panel, devices, wiring and related components at Union Station Gateway Building, USG Parking, Union Station East Portal, and Patsaouras Bus plaza.
	JUSTIFICATION: Replacement parts for the existing Siemens model MXL are hard to find. Siemens will no longer support this model after 2022. Reduced reliability of the existing system is due to age and many tenant improvement during the years. New technologies are now available to improve communication and add features such as an earthquake early warning system, connection to user interfaces (GUI's), remote monitoring, and improvement in troubleshooting capabilities. The Siemens XLS fire alarm equipment is proprietary, and there are limited authorized installation / maintenance contractors available. Full replacement will allow other manufacturers/contractors such as Edwards and Notifier to bid to replace the existing MXL with a new system in compliance with the current NFPA 72 requirements.
ELIGIBLE FUNDING SOURCE: TDA 4	
2	<b>PROJECT: FY22 AQMD 1196 Rule Non-Revenue Vehicles</b>
	PROJECT OWNER: Operations - Non-Revenue Vehicles
	LOP: \$9,400,000 <span style="float: right;">FY22: \$150,000</span>
	SCOPE: This project spans three Fiscal Years (FY22, FY23, and FY24) for the replacement of Non-Revenue Vehicles non-compliant with AQMD Rule 1196 (CLEAN ON-ROAD HEAVY-DUTY PUBLIC FLEET VEHICLES). This project is for the replacement of Metro's non-compliant vehicles in Bus Maintenance, Facilities Maintenance, Logistics, and Community Relations.
	JUSTIFICATION: The vehicles identified for replacement were procured between 2003 and 2010 have been identified as non-compliant with AQMD Rule 1196.
ELIGIBLE FUNDING SOURCE: TDA 4	
3	<b>PROJECT: Integrated Data and Communications System (IDCS)</b>
	PROJECT OWNER: Operations - Rail Vehicle Systems
	LOP: \$33,980,000 <span style="float: right;">FY22: \$5,000</span>
	SCOPE: Design and procure an on-board Integrated Data and Communications System that utilizes both cellular and wi-fi connectivity for remote and real-time access to the on-board CCTV system while also providing real-time access to vehicle systems. This will also allow us to determine vehicle location in the absence of GPS and will provide on-board passenger wi-fi.
	JUSTIFICATION: The project will improve Rail Fleet management and tracking while providing improved customer communication services. Live stream access will support safety and security, allowing staff to monitor the train in case of an emergency.
ELIGIBLE FUNDING SOURCE: PA35% Cash/Debt Proceed	

4	<b>PROJECT: P2000 Vehicle Component Replacement</b>
	PROJECT OWNER: Operations - Rail Vehicle Maintenance
	LOP: \$16,100,000 <span style="float: right;">FY22: \$200,000</span>
	SCOPE: Overhauling 52 cars plus spares of P2000 truck systems on the powered and non-powered trucks. This would include axles, journal bearings, couplers, and friction brake / air compressor.
	JUSTIFICATION: The P2000 component overhaul is required because of fleet age, vehicle mileage, and original equipment manufacturer (OEM) recommendations to maintain the availability, reliability, safety and passenger comfort of the fleet. Based on regular OEM preventative maintenance inspections, the fleet is in need of component overhauls.
ELIGIBLE FUNDING SOURCE: TDA 4	
5	<b>PROJECT: P3010 Fleet-Friction Brake Overhaul</b>
	PROJECT OWNER: Operations - Rail Vehicle Maintenance
	LOP: \$35,990,000 <span style="float: right;">FY22: \$200,000</span>
	SCOPE: Overhaul of Friction Brake and Air Compressor Equipment. Overhaul will be at 5 kits per month to achieve overhaul compliance within a 4 to 5 year period.
	JUSTIFICATION: Friction Brake Overhaul is on a time based (5 year) interval as mandated by the car builder and CPUC regulations.
ELIGIBLE FUNDING SOURCE: PA35% Cash/Debt Proceed	
6	<b>PROJECT: Metro Red Line SEG-2 Supervisory Control and Data Acquisition Systems Equip Replacement</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$8,270,000 <span style="float: right;">FY22: \$5,000</span>
	SCOPE: The project / program includes complete replacement of the Fire/Emergency Management (FEM) Programmable Logic Controllers (PLC) and Local Emergency Management Panels (EMP).
	JUSTIFICATION: The majority of the Metro Red Line Segment 2 equipment is obsolete and spare parts are no longer available. Equipment is Fire/Life/Safety critical and must be replaced as soon as possible.
ELIGIBLE FUNDING SOURCE: PA35%	
7	<b>PROJECT: Metro Green Line Overhead Catenary System (OCS) Replacement</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$38,350,000 <span style="float: right;">FY22: \$35,000</span>
	SCOPE: The proposed project will replace the OCS on the Metro Green Line. In order to deliver the project staff will procure materials, tools, equipment and road-rail vehicles.
	JUSTIFICATION: The OCS on Metro Green Line is near the end of its useful life. Equipment, tools and materials are required to keep the current rail system operational.
ELIGIBLE FUNDING SOURCE: PA35% Cash/Debt Proceeds	

8	<b>PROJECT: Metro Gold Line Arroyo Seco Hill Stabilization</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$10,660,000 <span style="float: right;">FY22: \$35,000</span>
	SCOPE: The Arroyo Seco Hillside Improvement project will conduct geotechnical surveys then excavate the hillside, repairing the slope.
	JUSTIFICATION: During the rainy season, the hillside at Arroyo Seco gives away and dirt and debris falls onto mainline tracks. This is a safety concern and there is potential for derailment, impacting revenue service and the risk of injury to patrons and employees.
ELIGIBLE FUNDING SOURCE: TDA 4	
9	<b>PROJECT: Systemwide Corrosion Control</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$21,350,000 <span style="float: right;">FY22: \$35,000</span>
	SCOPE: Defective components of the corrosion control system must be replaced with new rectifiers, sacrificial anodes, field test terminals, and wiring.
	JUSTIFICATION: The components are critical for long term continuous use of the rail network.
ELIGIBLE FUNDING SOURCE: TDA 4	
10	<b>PROJECT: Metro Red Line Mainline Fastener Replacement</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$28,130,000 <span style="float: right;">FY22: \$35,000</span>
	SCOPE: Need to replace approximately 112,000 fasteners in order to maintain our current service levels.
	JUSTIFICATION: Metro Red and Purple Line Mainline Fasteners have been in service for 27 years and the (Type 1) fasteners are showing signs of wear and cracking. The damp environment in the tunnels coupled with weight stress is detrimental to the structural integrity of the fasteners.
ELIGIBLE FUNDING SOURCE: PA35%	
11	<b>PROJECT: Metro Red Line UPS/Batteries FY22-FY25</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$5,640,000 <span style="float: right;">FY22: \$30,000</span>
	SCOPE: Replacement of obsolete Uninterruptible Power Supplies (UPS) with new energy efficient units.
	JUSTIFICATION: The manufacturer no longer supports repairs. Also, the Battery Banks have reached the end of their useful life. The UPS provides power for emergency operation of Public Address (PA) Systems, Fire Protection Detection Systems, Security System/CCTV, Radio Communication Systems, Gas Monitoring Systems, Emergency Backup Power Systems (EBPS) Load Shed Panels and Traction Power Substation Control Power to operate High Voltage Breakers.
ELIGIBLE FUNDING SOURCE: TDA 4	
12	<b>PROJECT: Metro Blue Line 7th/Metro Substation Replacement</b>
	PROJECT OWNER: Operations - Wayside Systems
	LOP: \$7,860,000 <span style="float: right;">FY22: \$30,000</span>

**SCOPE:** The job involves design and review of existing structural and electrical systems for compatibility and updated code requirements. A contractor will manufacture and install a new Traction Power Substation (TPSS) along with all necessary ancillary components, and structural upgrades necessary to make the system operational.

**JUSTIFICATION:** The 7th/Metro Traction Power Substation that handles the Blue and Expo lines failed and needs to be replaced for proper operation of Blue and Expo lines.

**ELIGIBLE FUNDING SOURCE:** PA35%

13

**PROJECT:** Call Point Security Light Boxes

**PROJECT OWNER:** System Security and Law Enforcement - Regional & Hubs

**LOP:** \$13,950,000

**FY22:** \$5,000,000

**SCOPE:** Replace the existing emergency blue light call boxes systemwide.

**JUSTIFICATION:** The existing analog emergency telephones are obsolete and no longer comply with updated American Disabilities Act standards. ITS is transitioning from analog to digital technology. The new call boxes will have voice over internet protocol (VOIP) with a phone integrated camera and a blue light for more visibility. The new system will be ADA compliant and will enhance safety and security for the general public, patrons, and employees.

**ELIGIBLE FUNDING SOURCE:** TDA 4

## ATTACHMENT B

### REIMBURSEMENT RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2022

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

WHEREAS, to the extent that federal and/or state grant funding budgeted to be received during FY22 is delayed or reduced, the Los Angeles County Metropolitan Transportation Authority desires and intends to finance certain costs relating to the Projects;

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

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

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

WHEREAS, Metro expects that the amount of Debt that will be issued to pay for the costs of the Projects will not exceed \$100.0 million for Proposition A, \$100.0 million for Proposition C, \$200.0 million for Measure R, \$200.0 million for Measure M and \$300 million for grant revenues.

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

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

later than three (3) years after the date on which the earliest original expenditure for the Project is paid;

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

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

NOW THEREFORE, BE IT RESOLVED, that (i) all of the foregoing recitals are true and correct and (ii) in accordance with Section 1.150-2 of the Treasury Regulations, Metro declares its intention to issue Debt in an amount not to exceed \$100.0 million for Proposition A, \$100.0 million for Proposition C, \$200.0 million for Measure R, \$200.0 million for Measure M and \$300 million for grant revenues; the proceeds of which will be used to pay for the costs of the Projects, including the reimbursement to Metro for certain capital expenditures relating to the Projects made prior to the issuance of the Debt.



**FY22 Budget – Public Outreach**

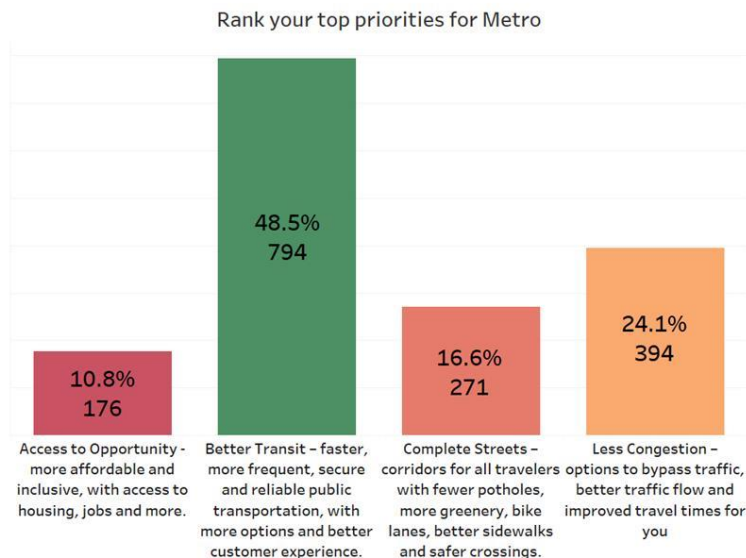
Summary of FY22 Proposed Budget Public and Stakeholder Efforts and Comments Received

EVENTS	PARTICIPATION
Budget Briefings and Meetings	Covering all five Regional Service Councils, riders, the public and key stake holder meetings throughout Los Angeles County
Interactive Questionnaire	1,700 February – April
Web Page visits	2,249 February – April
Questionnaire & Email/mail Comments	700 February – April

Interactive Questionnaire

For the FY22 Budget an interactive questionnaire was used to solicit feedback and comments, thereby engaging the public in all areas of Los Angeles County. Respondents were asked a series of questions on transportation priorities. The questionnaire focused on four key areas: Better Transit, Less Congestions, Complete Streets and Access to Opportunity. These key areas are in line with the Long-Range Transportation Plan.

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



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

- Respondents selected “Expand Rail Network” and “Increased Safety” as their top choices for a faster more frequent, secure and reliable *Better Transit* experience;
- Respondents selected “Dedicated Bus Lanes” when considering *Less Congestion* as their main option to bypass traffic and better traffic flow;
- Respondents selected “Improve Pedestrian Crossing” as their first choice for *Complete Streets* when considering better sidewalks and safer crossings; and
- Respondents selected “High Density Developments Around Transit” and “Easier Reduced Fare Program” as their top priorities for *Access to Opportunity* when considering access to housing jobs and more.

### Public Comments

Comments received from the public during the Metro FY22 Budget outreach process are summarized below. Key stakeholders, and customers provided input and suggestions on virtually every Metro function. However, due to the volume, not all comments can be included in this summary, but all questions and comments received during the budget briefing, stakeholder meetings, and public hearing have been addressed. Furthermore, comments received via mail, email and questionnaire were reviewed and forwarded to relevant departments for consideration in the development of their programs, projects or initiative. This is an ongoing process and we continue to receive comments on a daily basis.

Key Topics	Summary of Comments
<p>Access to Opportunities</p> <ul style="list-style-type: none"> <li>• High Density -Development</li> <li>• Better Mobile &amp; Web experience</li> </ul>	<ul style="list-style-type: none"> <li>– That the times on electronic displays at train stations get updated on real times and match real arrival times</li> <li>– Need Metro&gt;Muni&gt;Metro (Transfer policy)</li> <li>– Improving bus service is the lowest hanging fruit - bus lanes, more route, safer - these things are the most cost-effective ways to start. Also, it should be free</li> <li>– Critical to update your web service</li> <li>– Need better ways to show detours electronically.</li> <li>– Redirect placing paper on bus sites when you should be doing this electronically</li> <li>– Service announcements should reflect Metro website especially during</li> <li>– Better communication about community meetings times – accommodate 9 to 5 job</li> <li>– Legalize high density housing near transit by expanding TOD communities</li> <li>– turn entire system to proof of payment to speed buses up</li> <li>– Consider small bus improvements on busy routes - signal prioritization, short segments of bus lane so the bus can jump queues.</li> <li>– Implement all door boarding and off board fare collection in as many places as possible to reduce bus dwell time</li> </ul>

	<ul style="list-style-type: none"> <li>- Metro investment in the creation of affordable housing near existing transit</li> <li>- Making Metro owned land near existing transit available for low to no cost for the development of affordable housing would increase ridership by low-income families and provide those families with adequate affordable transportation</li> <li>- Enforce/develop law for essential workers to have priority on all transportation. Implement support for bus drivers by giving them more authority to control troublesome passengers</li> <li>- Provide wayfinding with directions and distances.</li> <li>- Focus on affordable housing crisis be affordable.</li> <li>- Transitional homeless housing should figure into this as well.</li> <li>- Keep the names of the routes</li> <li>- You do not post prices of transit everywhere payment is required. Getting rail tickets is confusing</li> </ul>
Easier & Reduced Fares Program/Fares	<ul style="list-style-type: none"> <li>- Money Spent could even provide free transit as opposed to limited infrastructure</li> <li>- Your one-way pass doesn't work on buses</li> <li>- Free METRO rides ... so who pays? Someone has to ... because it ain't free. Oh maybe METRO employees and contract employees are donating their time now</li> <li>- Change the fare system</li> <li>- No Free Fares! It will only increase homelessness</li> <li>- Public Transportation is too expensive in LA</li> <li>- FREE FARE NOW</li> <li>- Metrolink needs to go on TAP</li> <li>- EZ Transit Pass within LA County under a zone structure (upcharge to cross zone borders, included if within one zone, tap in tap out required)</li> <li>- Flat rate of the price is not fair and not attractive to those that need to take short trip</li> <li>- Price is high for all services</li> <li>- Prioritize making system free for students or even better for all riders. And prioritize buses for low-income riders</li> <li>- Buses and subway should be free -- that would greatly reduce traffic</li> <li>- \$5 day pass that covers all transfers</li> </ul>
<p>Better Transit</p> <ul style="list-style-type: none"> <li>• Reduced wait times</li> <li>• Ridership experience/cleanliness</li> <li>• Expand Rail Network</li> <li>• Improve bus routes</li> </ul>	<ul style="list-style-type: none"> <li>- Please complete the Sepulveda Pass train project</li> <li>- Get the Gateway Cities light rail from Artesia to Downtown built</li> <li>- Need subway line which follows the 405 from the SF valley to a station directly in LAX</li> <li>- Need faster means of getting from the West Valley to the Westside, Airport, Hollywood, Pasadena, and Downtown, need subway under Ventura Blvd., Calabasas to Sepulveda Pass line trains integrated with 101 and 405 freeways, Gold Line / BART style.</li> <li>Monorail system along the freeways that are congested</li> <li>- Get rid of cloth seats – trains don't smell good</li> <li>- Mask mandate</li> <li>- Red line is filthy</li> <li>- Safety, cleanliness and quality of life on rail and bus lines are horrible</li> <li>- Please sanitize the buses – general cleaning</li> </ul>

- Ban vaping
- Train platforms are filthy
- Get rid of fabric upholstery
- Cleanliness is a priority
- Add more buses to avoid over-crowded buses and to keep the redline, purple line
- More airport connector
- Bring back Passport smaller busses running more frequently
- Need better and more reliable transit in Burbank
- extend the Orange Line to San Diego
- Please bring rail to West Hollywood
- Dedicated bus lanes and selling the time savings will greatly improve metro.
- The Metrolink and Metrorail have too many stops.
- Expand the Metro Micro to more cities for the last mile and offer cheaper price.
- would really like to see a train into LAX (like Chicago's Blue line).
- Better rail from antelope valley to Los Angeles.
- Metro could increase direct service in Western San Gabriel Valley
- Please build a north-south train line on the west side from expo line to Westwood
- Open back door right way
- Please improve transportation in the San Fernando Valley, particularly west of NoHo.
- Encourage rail from LAX to Westwood.
- More subway please
- weekend metro service for lines 169, 245
- Do not discontinue the 115 Playa Del Rey line
- Increase service to Downtown LA.
- Increase number of Metro light rail routes
- Consider a train down the center of major freeways like BART in NorCal
- More bus routes on the main roads all the way to Pomona
- The micro transit is great
- Please finish the regional connector
- Need rail system that goes north/south and links the San Gabriel valley to the inland empire - like the 71 freeway.
- Rail development needs to be accelerated. Especially 90501 transit hub. South Bay Curve extremely congested due to industry near LAX.
- We need better service on lines 244,167,158,166,243.
- Extend Gold line to SGV along 60
- Subway stops at Van Nuys, Ventura Blvd, UCLA, Wilshire Blvd (Purple Line), expo Line and Culver City, and LAX
- Refocus on Bus Rapid Transit, optimize and improve existing local bus routes,
- Add stop on La Cienega and Wilshire, more busses in the evening
- Increasing frequencies, especially during off-peak hour
- Need J or C Line expansion to Torrance for better travel to Downtown, Crenshaw, Culver City and Santa Monica.
- LAX needs a light rail stop
- REALLY look forward to the ability to take train from Long Beach to museums in LA

	<ul style="list-style-type: none"> <li>- Expand the Metro Micro to more cities and coordinate with rideshare app</li> <li>- More frequency of bus in the South Bay area</li> <li>- Need connection from the valley to LA</li> <li>- Expand the rail network and paint Bus Only lanes on all major boulevards.</li> <li>- Give light rail transit full traffic signal pre-emption through all at-grade crossings</li> <li>- Transit first, private autos second.</li> <li>- Connect green line to Metrolink at Norwalk use the train as an artery that is fed by busses</li> <li>- Express bus service on I-405 connecting LA and OC</li> <li>- More train lanes to Connect to one another directly</li> <li>- Express trains from Union Station to LAX - One seat, no changes.</li> <li>- Light rail project that connects Eagle Rock/Glendale to downtown via Glassell Park and Elysian Valley.</li> <li>- LATTC needs bus bench or overhang for protection</li> <li>- Need first mile last mile in Altadena area</li> </ul>
<p>Complete Streets</p> <ul style="list-style-type: none"> <li>• Improve Pedestrian crossing</li> <li>• More bike amenities, lanes, bike share</li> <li>• Increase coordination with Micromobility Companies (Lift, JUMP, Bird, Wheels)</li> </ul>	<ul style="list-style-type: none"> <li>- I have balance/mobility issues, being able to get across streets safely is critical</li> <li>- Need to improve bike share – reluctant due to limit of two bikes per bus</li> <li>- Find better ways to accommodate more bikes-trailers behind bus</li> <li>- Metro bike share program should be disbanded entirely or motorized completely and incorporated into existing public transportation</li> <li>- expand *protected* bike lanes</li> <li>- Expand bike infrastructure, make it easier and safer to walk</li> <li>- Sidewalks (or lack of them) need maintenance &amp; pedestrian crossings are unsafe, Please, prioritize the safety of pedestrian crossings</li> <li>- Metro has wasted our tax dollars, the bike share program is not effective I resent it being forced on us</li> <li>- Reduce the number of bike hubs in areas where usage is minimal</li> <li>- Better pedestrian crossings- Imperial Highway by the 105 freeway</li> <li>- Need protected bike lanes</li> <li>- Bike lanes are a waste, typically rarely utilized</li> <li>- Expansion of active transportation is important for first/last mile connectivity</li> </ul>
<p>Congestion Reduction</p> <ul style="list-style-type: none"> <li>• Expand Rideshare</li> <li>• Dedicated Bus Lanes</li> <li>• Traffic Reduction Pilot</li> <li>• Expand Express Lanes/Hwys</li> </ul>	<ul style="list-style-type: none"> <li>- Express lanes should be implemented on all SOCAL freeways to help improve travel times and generate revenue for public transit services</li> <li>- Congestion pricing will increase inequities and cripple low-income communities</li> <li>- Fastrak is the WORST thing to happen to our freeways</li> <li>- Expand the rail network and paint Bus Only lanes on all major boulevards.</li> <li>- We need to complete the Metro HOV lane network</li> <li>- Give light rail transit full traffic signal pre-emption through all at-grade crossings</li> <li>- Transit first, private autos second</li> </ul>

	<ul style="list-style-type: none"> <li>- Freeway expansion is a long, inconvenient, costly mistake. Please prioritize making the region's transit options - especially bus travel - more reliable, with increased frequency</li> <li>- Get serious about eliminating carbon emissions - Metro is a critical part of that.</li> <li>- reduce speed limits (85% rule will likely be repealed in Sacramento)</li> <li>- BUS LANES NOW! BIKE LANES NOW!</li> <li>- Extend carpool to low emission vehicles</li> <li>- Please do not raise express lanes prices</li> <li>- More rail is what we need in my opinion to decrease LA's carbon footprint and the best most effective way to reduce congestion!</li> <li>- Stop spending resources on freeways- upgrades for cars when the future is in mass transportation, pedestrians, and bicycles.</li> <li>- Stop funding highways. Put money to transit services. We need better bus service like shorter wait times &amp; more bus routes. Bus only lanes &amp; protected bike lanes are a must. Metro must also STOP EXPANDING THE FREEWAYS. We know from decades of data that more traffic lanes merely beget more traffic.</li> <li>- Don't expect the older people to ride a bike or scooter to get to the station</li> <li>- Need to reduce the incentive for people to drive alone</li> <li>- Institute congestion tolls and/or increase substantially a parking tax</li> </ul>
<p>Safety &amp; Security</p> <ul style="list-style-type: none"> <li>• COVID-19</li> <li>• Cleanliness</li> <li>Homelessness</li> </ul>	<ul style="list-style-type: none"> <li>- PLEASE KEEP THE HOMELESS OUT</li> <li>- NO MORE TRANSIT COPS, AND BETTER BUSES!</li> <li>- Safety of passengers is primary</li> <li>- Better security inside Metro trains</li> <li>- Metro safer but not LAPD there, per BLM standards and what was agreed on in defund the police agreements and commitments</li> <li>- Enforce rules - Wearing mask</li> <li>- Homeless people jeopardize riders' safety</li> <li>- Gold Line need to be clean and safe before riding</li> <li>- Improve the security and cleanliness all over – COVID-19</li> <li>- Make service feel safe</li> <li>- Blatant disregard for payment, smell of weed, urine and other unknowns</li> <li>- Not enough law enforcement</li> <li>- Not traveling because of major safety concerns using any kind of transit</li> <li>- Filthy trains, loud music, officers chatting, check tickets, bathrooms dirty</li> <li>- More police presence, make sure people are wearing masks Safety Safety Safety. Board should ride our trains not just once or during the day or with security</li> <li>- Increase the in-house transit security budget</li> <li>- Get Cops out of Metro!</li> <li>- Real solutions need not look the other way and hope it goes away! More housing and mental health programs</li> <li>- Safety is always a concern. I don't see many officers or security.</li> </ul>

	<ul style="list-style-type: none"> <li>- It is EXTREMELY dirty!!</li> <li>- It is a free for all for individuals that act out and cause concern.</li> <li>- Please prioritize safety. Hire customer service ambassadors</li> <li>Put a police officer or security guard on EVERY train</li> </ul>
<p>Feedback</p> <ul style="list-style-type: none"> <li>• Positive</li> <li>• Negative</li> </ul>	<ul style="list-style-type: none"> <li>- Easier to take a Torrance bus to the airport or anywhere</li> <li>- Mostly concerned about Metro staying funded and functioning, than I am to any changes in service.</li> <li>- Tax dollars not coming back the community no longer support anything Metro related</li> <li>- I love DASH service</li> <li>- GO METRO!</li> <li>- THANK YOU FOR ASKING!!</li> <li>- LA and the surrounding area has a good transit system, for the US. There is still a lot to do, but at least you are moving forward. Keep up the good work!</li> <li>- Black shirts Metro security have a sense of ownership and pride. And are well versed in current laws and procedures.</li> <li>- LIFE program helped a lot; difficult to sign up for, but once I figured it out it was great</li> <li>- I love the model of the SEED school. I think it is genius!</li> <li>- I rode express bus to LATTC often before I retired. Very good service, but need bus shelters</li> <li>- Thank you for your efforts. My best wishes and sincere gratitude</li> <li>- Place resources in areas where they are needed/requested</li> </ul>
<p>Equity</p>	<ul style="list-style-type: none"> <li>- Equity is not geographic, equity means "looking to the bottom" and serving those most in need first-- specifically, working class Black and Brown Angelenos, and caring for our unhoused neighbors</li> <li>- Do not focus on our budget on rail, freeway / highway expansions, or policing</li> <li>- Metro needs to redirect their priorities and to improving, maintaining, and supporting core services for those most dependent on transit, also providing good union jobs to members of vulnerable communities</li> <li>- Opposed to congestion pricing. Not everyone has the option to change when they are commuting on heavily trafficked roads. This is the first step to less congestion and greater equity</li> <li>- Most people in Watts work non-traditional hours so having more transportation options in the early morning and after hours is important and more frequently would help people feel safer</li> <li>- Metro needs to treat all members of the communities it purports to serve more equitable</li> </ul>
<p>Outreach</p>	<ul style="list-style-type: none"> <li>- Your survey is flawed and deceptive</li> <li>- How come I can't select more than one ethnicity in this survey?</li> <li>- Survey is not working properly</li> <li>- I really liked this survey format!</li> <li>- Almost all of these questions are really hard to rank.</li> <li>- Left out two reasons to ride Public Transit; Climate Change and less stressful commute. This survey is completely flawed. It</li> </ul>

	<p>ranks automatically without the respondent's input. A badly constructed survey. You can and must do better than this.</p>
Parking	<ul style="list-style-type: none"><li>- Parking is no longer free at Green Line Crenshaw Station</li><li>- Expand parking space especially when you construct a new station</li><li>- eliminate parking requirements for new housing</li><li>- Improve parking around rails; reduce parking</li><li>- Expand parking space especially when you construct a new station.,</li><li>- Need to provide security for the cars park at the station, too. Car should be allowed to park overnight without having to pay much money.</li><li>- There needs to be parking on both sides of the street and buses need to come more often</li></ul>



### Compensation Adjustment

Human Capital and Development (HCD) will be adjusting the current compensation pay grade levels by 2.0%, effective July 1, 2021. Below are the proposed pay grade changes:

<b>FY21 ANNUAL SALARIES</b>			
<b>Pay Grade</b>	<b>Minimum (Annual)</b>	<b>Midpoint (Annual)</b>	<b>Maximum (Annual)</b>
HFF	\$341,723.20	\$427,398.40	\$513,094.40
HEE	\$273,374.40	\$341,702.40	\$410,051.20
HDD	\$218,296.00	\$273,374.40	\$328,452.80
HCC	\$179,524.80	\$224,411.20	\$269,297.60
HBB	\$156,062.40	\$194,833.60	\$233,584.00
HAA	\$139,131.20	\$174,428.80	\$209,705.60
H1Q	\$125,424.00	\$156,769.60	\$188,115.20
H1P	\$112,902.40	\$141,107.20	\$169,312.00
H1O	\$102,044.80	\$127,566.40	\$153,067.20
H1N	\$92,643.20	\$115,793.60	\$138,964.80
H1M	\$84,468.80	\$105,560.00	\$126,672.00
H1L	\$77,334.40	\$96,657.60	\$115,960.00
H1K	\$71,115.20	\$88,878.40	\$106,620.80
H1J	\$65,790.40	\$82,243.20	\$98,716.80
H1I	\$61,089.60	\$76,356.80	\$91,624.00
H1H	\$56,971.20	\$71,219.20	\$85,446.40
H1G	\$51,688.00	\$64,604.80	\$77,500.80
H1F	\$46,966.40	\$58,718.40	\$70,470.40
H1E	\$42,910.40	\$53,622.40	\$64,355.20
H1D	\$39,416.00	\$49,254.40	\$59,092.80
H1C	\$36,379.20	\$45,468.80	\$54,579.20
H1B	\$33,654.40	\$42,057.60	\$50,460.80
H1A	\$31,366.40	\$39,208.00	\$47,070.40

<b>FY22 ANNUAL SALARIES</b>			
<b>Pay Grade</b>	<b>Minimum (Annual)</b>	<b>Midpoint (Annual)</b>	<b>Maximum (Annual)</b>
HFF	\$348,566.40	\$435,947.20	\$523,348.80
HEE	\$278,844.80	\$348,545.60	\$418,246.40
HDD	\$222,664.00	\$278,844.80	\$335,025.60
HCC	\$183,123.20	\$228,904.00	\$274,684.80
HBB	\$159,182.40	\$198,723.20	\$238,264.00
HAA	\$141,918.40	\$177,923.20	\$213,907.20
H1Q	\$127,940.80	\$159,910.40	\$191,880.00
H1P	\$115,169.60	\$143,936.00	\$172,702.40
H1O	\$104,083.20	\$130,124.80	\$156,124.80
H1N	\$94,494.40	\$118,102.40	\$141,752.00
H1M	\$86,153.60	\$107,681.60	\$129,209.60
H1L	\$78,873.60	\$98,592.00	\$118,289.60
H1K	\$72,529.60	\$90,646.40	\$108,763.20
H1J	\$67,100.80	\$83,886.40	\$100,692.80
H1I	\$62,316.80	\$77,875.20	\$93,454.40
H1H	\$58,115.20	\$72,633.60	\$87,152.00
H1G	\$52,728.00	\$65,894.40	\$79,060.80
H1F	\$47,902.40	\$59,883.20	\$71,884.80
H1E	\$43,763.20	\$54,704.00	\$65,644.80
H1D	\$40,206.40	\$50,232.00	\$60,278.40
H1C	\$37,107.20	\$46,384.00	\$55,660.80
H1B	\$34,320.00	\$42,889.60	\$51,480.00
H1A	\$31,990.40	\$39,998.40	\$48,006.40

Note: The FY22 Non-Contract Pay Table has been adjusted by 2%.

## ATTACHMENT E

### FY22 Non-Represented and Represented FTEs

Non-Represented FTEs for FY22 total 1,717 including the addition of 32 new positions to implement new initiatives in delivery Metro's Transit and Transportation programs

	Department Name	New Positions	Comments
1	CHIEF EXECUTIVE OFFICE	2	1 for Customer Research 1 for Better Bus
2	CHIEF POLICY OFFICE	4	1 for Women Girls Governing Council 2 for California Public Records Act 1 for Oversight and Support
3	COMMUNICATIONS	4	1 CEO Initiatives and Fed & State Legislative Programs; 2 Commercial Sponsorship Program 1 Art & Design Expanded portfolio of MM Metro Art projects and Board directives
4	CONGESTION REDUCTION	3	1 for HOV 5+ 2 for Service Authority for Freeway Emergencies-Regional Integration of Intelligent Transportation Systems (RIITS) & Strategic Initiatives
5	HUMAN CAPITAL & DEVELOPMENT	4	1 for compliance with California Fair Chance Act 1 for Helping Employees Access Resources (HEAR) Office 2 for Absenteeism Task Force
6	OPERATIONS	10	6 for Regional Connector 1 for Elevator Attendant Program; 1 for oversight of Transit Operation Supervisors, discipline policies and compliance 1 support for operating invoices and KPI statistics
7	PLANNING AND DEVELOPMENT	1	1 for Grants Management
8	PROGRAM MANAGEMENT	4	1 for Tunnel Engineering Expertise 1 for Moving Beyond Sustainability 1 for Leadership in Third Party Admin 1 Oversight of Construction Staff for the Westside D Line (Purple) Section 3
9	<b>Grand Total</b>	<b>32</b>	

Represented FTEs for FY22 total 8,630 including 178 new positions for pre-revenue service operations, service recovery and enhancements.

	Department Name	New Positions	Comments
1	<b>INFORMATION TECHNOLOGY</b>	<b>4</b>	
2	ATU	4	4 to provide network communication systems maintenance on rail lines
3	<b>OPERATIONS</b>	<b>174</b>	
4	AFSCME	33	10 Metro Micro 1 Martin Luther King Jr. Transit Center 22 Regional Connector Pre-Revenue
5	ATU	32	3 Martin Luther King Jr. Transit Center 29 Regional Connector Pre-Revenue
6	TCU	4	4 Martin Luther King Jr. Transit Center
7	SMART	105	50 Metro Micro 55 Regional Connector Pre-Revenue
8	<b>Grand Total</b>	<b>178</b>	

# Fiscal Year 2022 Proposed Budget



# Road to Recovery: Equity, Restoration and Service Enhancement



Bus & Rail Service Restoration



Implementation of NextGen



One-Seat Rides with Crenshaw/LAX & Regional Connector



New Security Model and Customer Experience



Equity & Race Lens

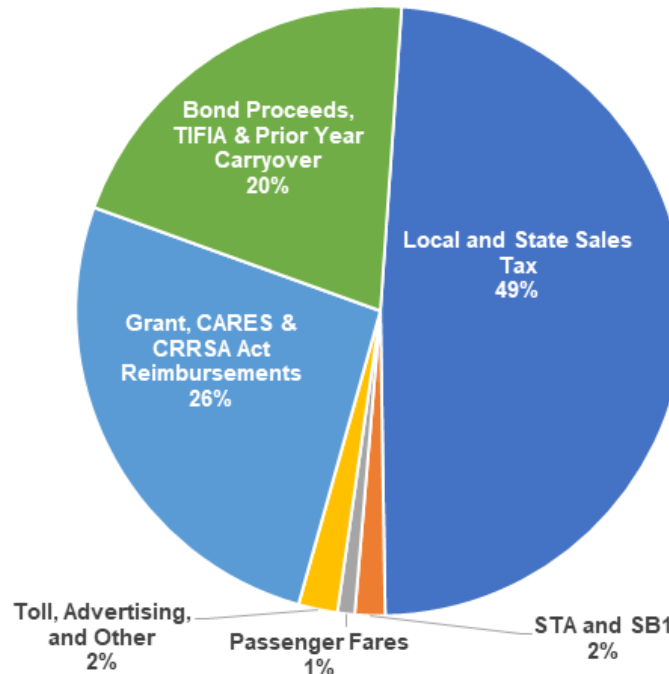
Continue Construction/ Planning for Transit Infrastructure

# FY22 Resources Summary: **\$8.0B**



	Resources (\$ in millions)	FY21 Budget	FY22 Proposed	\$ Change	% Change
1	Local and State Sales Tax	\$ 3,783.6	\$ 3,892.5	\$ 108.9	2.9%
2	STA and SB1	183.6	127.8	(55.8)	-30.4%
3	<b>Sales Tax and STA/SB1 Revenues Subtotal</b>	<b>\$ 3,967.2</b>	<b>\$ 4,020.3</b>	<b>\$ 53.1</b>	<b>1.3%</b>
4	Passenger Fares	22.2	73.2	51.0	229.3%
5	ExpressLanes Tolls	34.9	46.6	11.7	33.5%
6	Advertising	18.9	24.1	5.2	27.8%
7	Other Revenues	55.8	95.5	39.7	71.1%
8	<b>Operating &amp; Other Revenues Subtotal</b>	<b>\$ 131.8</b>	<b>\$ 239.4</b>	<b>\$ 107.6</b>	<b>81.6%</b>
9	Grant, CARES & CRRSAA Act Reimbursement	1,948.8	2,094.2	145.4	7.5%
10	Bond Proceeds, TIFIA & Prior Year Carryover	945.0	1,648.7	703.7	74.5%
11	<b>Capital &amp; Bond Resources Subtotal</b>	<b>\$ 2,893.8</b>	<b>\$ 3,742.9</b>	<b>\$ 849.1</b>	<b>29.3%</b>
12	<b>Resources Total</b>	<b>\$ 6,992.9</b>	<b>\$ 8,002.6</b>	<b>\$ 1,009.7</b>	<b>14.4%</b>

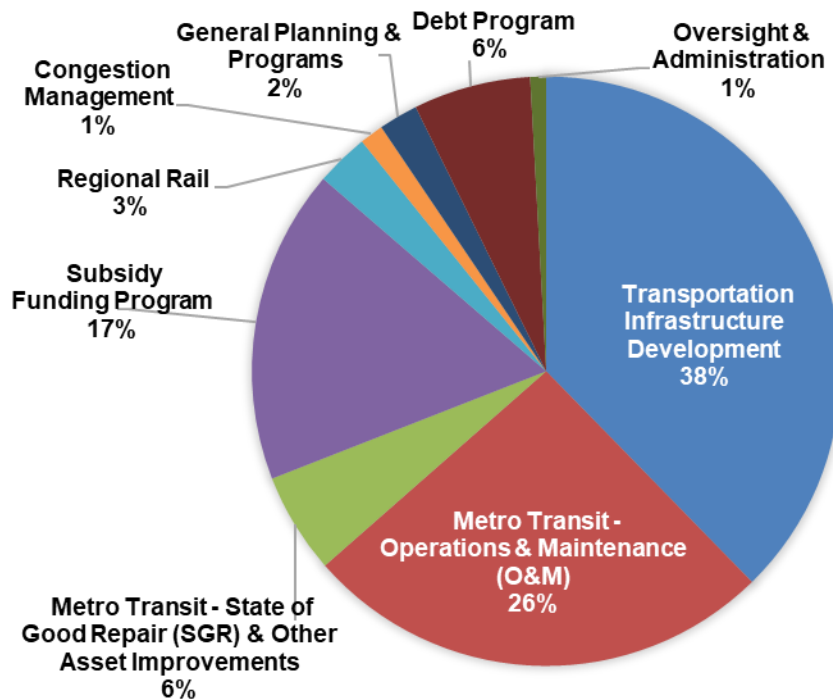
Note: Totals may not add up because of rounding.



# FY22 Proposed Budget: **\$8.0B**



Expenditure by Program Type (\$ in millions)		FY21 Budget	FY22 Proposed	\$ Change	% Change
1	Transportation Infrastructure Development	\$ 2,367.9	\$ 3,015.1	\$ 647.2	27.3%
2	Metro Transit	2,357.3	2,512.2	154.8	6.6%
3	Metro Transit - Operations & Maintenance (O&M)	1,844.1	2,069.9	225.8	12.2%
4	Metro Transit - State of Good Repair (SGR) & Other Asset Improvements	513.2	442.3	(70.9)	-13.8%
5	Subsidy Funding Program	1,239.0	1,380.7	141.7	11.4%
6	Regional Rail	244.7	233.0	(11.7)	-4.8%
7	Congestion Management	88.0	103.9	15.9	18.0%
8	General Planning & Programs	157.4	172.0	14.6	9.3%
9	Debt Program	474.9	516.0	41.1	8.7%
10	Oversight & Administration	63.6	69.7	6.1	9.6%
11	<b>Total Budget</b>	<b>\$ 6,992.9</b>	<b>\$ 8,002.6</b>	<b>\$ 1,009.7</b>	<b>14.4%</b>



# Transit Infrastructure Program: \$2.5B

## Major Transit Construction and Transit Planning Projects



### Transit Construction:

- Crenshaw/LAX, Regional Connector project & Westside Subway Purple Line Ext (PLE) Sections 1, 2 & 3 continue construction progress & systems testing
- Airport Metro Connector begin construction phase
- Gold Line Foothill Extension 2B major construction continues
- G Line (Orange) Line Bus Rapid Transit Improvements begins major construction
- East San Fernando Valley Light Rail

### Transit Planning:

- Sepulveda Pass: Predevelopment work to explore monorail and heavy rail
- West Santa Ana Branch: Continued development of Public Private Partnerships
- Eastside Extension Phase 2: Environmental and advanced conceptual engineering
- North San Fernando Valley BRT: Continue environmental review
- BRT Connector B (Red)/G (Orange) to L (Gold): Finalize environmental review
- Crenshaw Northern Extension: Continue environmental review
- C Line (Green) Extension: Continue draft environmental process

# Transit Operations & Maintenance: \$2.1B



## Bus Service \$1.4B

7.0M Revenue  
Service Hours by  
September 2021

### Metro Micro \$40M:

- Expanding to include 9 zones



## Rail Service \$628M

restored to pre-pandemic levels with adaptive headways

### NextGen Bus Plan

- Implementation for more trips per hour
- Enhances current network
- Reallocating services to high ridership lines



## Restoring and Enhancing Service



### Pre-Revenue \$61M

- Crenshaw/LAX
- Regional Connector

### Customer Experience \$54M

- Mar 2021 Board Motion
- Public Safety
- Homelessness Initiatives
- Other Customer Experience Initiatives



### New System Security Model \$90M LEO Contract and \$75M Set Aside

- Consider Public Safety Advisory Committee (PSAC) recommendations for mid-year budget



# Regional Subsidy Funding: **\$1.38B**



Subsidy Program is funding that Metro administers to regional partners to address transportation needs at the local level.



\$686M - Local Return to 88 cities and County of Los Angeles for transit and mobility improvements



\$437M - Regional Transit – Municipal Operators, Paratransit/Dial-A-Ride  
\$123M - Access Services – ADA mandated paratransit service



\$119M - Regional Federal grants - TOD Planning, Open Streets, Regional TSM/TDM Grants, Active Transp. Bike Infrastructure, Farebox upgrade, Wayfinding



\$15M - Fare Assistance - LIFE Program provides transportation assistance to low-income individuals of LA County

# FY22 Budget Outreach

Comments received as of 4/26/21

## Stakeholder Meetings (>18)

- Regional Service Councils
- San Gabriel Valley COG
- Gateway Cities COG
- Valley Industry Commerce Association (VICA)
- Accessibility Advisory Committee (AAC)
- Bus Operator Subcommittee (BOS)
- Streets & Freeways Committee
- Technical Advisory Committee (TAC)
- Policy Advisory Council (PAC)
- Community Advisory Council (CAC)
- Local Transit Services Subcommittee (LTSS) Citizens Advisory Council (CAC)
- Measure M Oversight Committee
- Metro Budget Public Hearing



THESOURCE



Metro.net/myvoice



## Comments received throughout LA County



### Metro.net/myvoice

- Emails (>400,000)
- Visits (>2,600)



### Questionnaire

- Responses (>1,650)
- Comments (>700)



### Budgetcomments@

- metro.net
- Email comments (27)

## Top Transit Priorities



- **Better Transit** - “Expand Rail Network” and “Increased Safety”
- **Less Congestion** - “Dedicated Bus Lanes” and “Traffic Reduction Pilot”
- **Complete Streets** - “Improve Pedestrian Crossing” and “Improve Bike Program”
- **Access to Opportunity** - “Easier Reduced Fare Program”

# Recommendations



A. ADOPTING the proposed FY22 Budget as presented in the budget document (provided in a separate transmittal and posted on [metro.net](http://metro.net));

1. AUTHORIZING \$8.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
2. AUTHORIZING a total of 10,347 FTEs with 8,630 Represented FTEs and 1,717 Non-Represented FTEs (see Attachment E); and
3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increase for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 5%; and
4. AUTHORIZING a 2.0% adjustment to current Non-Represented job pay grade levels to reflect best practice. There is minimal impact to the budget and current employees' salaries (see Attachment D); and
5. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment A; and
6. AMENDING the proposed budget to include any Board approved actions currently under consideration such as the Fareless System Initiative, from now to end of fiscal year (June 30, 2021); and

B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY22 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

# Next Steps



- Proposed Board Adoption expected on May 27th
  - Board Adoption is legally required before Fiscal Year starts
  - Metro will ensure revenue resources are available for funding by July 1st
- Mid-Year Budget Update (if needed) – December/January TBD