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Agenda - Final

Wednesday, September 16, 2020

1:30 PM

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Los Angeles, CA 90012

Finance, Budget and Audit Committee

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Kathryn Barger, Vice Chair

John Fasana

Paul Krekorian

Mark Ridley-Thomas

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 5, 6, 8, and 9.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

- 5. SUBJECT: LEASE AGREEMENT WITH WETZEL'S PRETZELS FOR KIOSK K-1 AT LOS ANGELES UNION STATION** [2020-0459](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a lease agreement with Wetzel's Pretzels ("Wetzel's") for Kiosk K-1 in Union Station West and a vending cart located in the East Portal at a monthly rent of \$28,292 with annual increases of three-percent (3%), plus common area maintenance fees, eight-percent (8%) of gross sales above the natural breakpoint, as well as provisions related to COVID-19 for an initial term of five-years and a tenant-initiated five-year extension at fair market value.

Attachments: [Attachment A – Location Map](#)
[Attachment B – Deal Points](#)

- 6. SUBJECT: LEASE AGREEMENT WITH CILANTRO FRESH MEXICAN GRILL FOR KIOSK K-5 AT LOS ANGELES UNION STATION** [2020-0460](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a lease agreement with Cilantro Fresh Mexican Grill for Kiosk K-5 at Los Angeles Union Station at a monthly rent of \$5,100 with annual increases based on CPI of no less than three-percent (3%) and no more than five-percent (5%), exclusive of common area maintenance fees, gross sales rent of eight-percent (8%) above the natural breakpoint, as well as provisions related to COVID-19 for an initial term of five years with a tenant-initiated five-year extension at fair market value.

Attachments: [Attachment A – Location Map](#)
[Attachment B – Deal Points](#)

8. SUBJECT: GROUP INSURANCE PLANS

[2020-0567](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees, including the life and disability coverage for Teamster employees, for a one-year period beginning January 1, 2021.

Attachments: [Attachment A - Proposed Monthly Premium Rates](#)
[Attachment B - Proposed Monthly Employee Contributions](#)

**9. SUBJECT: LOCAL RETURN PROPOSITION A AND PROPOSITION C
CAPITAL RESERVE AND LAPSING EXTENSION**

[2020-0265](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Accounts as approved; and:

- A. ESTABLISH Proposition A Local Return funded Capital Reserve Account for the Cities of Industry and Lynwood
- B. ESTABLISH Proposition C Local Return funded Capital Reserve Account for the Cities of Beverly Hills, Manhattan Beach, Pomona, Redondo Beach, San Marino, and Whittier
- C. AUTHORIZE a one-time, one year extension of Local Return funds allocated in FY20 or previously, as a result of the COVID-19 pandemic.

Attachments: [Attachment A Project Summary for New Capital Reserve Accounts.pdf](#)

NON-CONSENT

10. SUBJECT: FISCAL YEAR 2021 (FY21) BUDGET

[2020-0522](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed FY21 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
 - 1. AUTHORIZING \$6.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted Metro Vision 2028 strategic plan; and
 - 2. AUTHORIZING a total of 10,219 FTEs with 8,482 Represented FTEs and 1,737 Non-Represented FTEs which did not change from FY20 authorized levels; and

3. APPROVING the Life of Project (LOP) budgets for new capital projects with LOP exceeding \$5.0 million presented in Attachment A; and
 4. AMENDING the proposed budget to include \$165.2 million for Gold Line Foothill Extension 2B for a total of \$265.2 million, finalized after budget closed; and
- B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY21 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

Attachments: [Attachment A-FY21 New Capital Projects](#)
 [Attachment B-Reimbursement Resolution of Metro for FY21](#)
 [Attachment C-FY21 Public Outreach](#)

11. SUBJECT: FISCAL YEAR 2021 TRANSIT FUND ALLOCATIONS

[2020-0548](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.1 billion in FY 2021 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in **Attachment A**. These allocations comply with federal, state and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchanges in the estimated amount of \$2,813,249 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- C. APPROVING fund exchanges in the estimated amount of \$267,928 of Metro's Prop C 40% allocation with Antelope Valley's shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund increases from \$6.0 million to \$9.0 million in FY 2021 for Tier 2 Operators. This allocation includes CARES ACT Equivalent Supplemental Funding as approved by the LACMTA Board of Directors;
- E. APPROVING the execution of local funding exchanges as appropriate in order to implement the Board approved CARES Act allocations;
- F. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$330,000 with Metro's TDA Article 4 allocation;

- G. APPROVING fund exchanges in the amount totaling \$14.0 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- H. AUTHORIZING the Chief Executive Officer to adjust FY 2021 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY 2021 budget as necessary to reflect the aforementioned adjustment;
- I. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY21 Taxi Voucher component of the LIFE Program;
- J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs; and
- K. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (**Attachment B**).

Attachments: [Attachment A - FY 2021 Transit Fund Allocations](#)
 [Attachment B - TDA and STA Resolution](#)
 [Attachment C - Summary of Significant Information, Methodologies and Assumpr](#)

12. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2021 [2020-0547](#)
BUDGET

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$97,564,167 for FY21. This amount includes:
 - Local funds for operating and capital expenses in the amount of \$95,245,337;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,318,830; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

Attachments: [Attachment A - FY21 Access Services ADA Program
Presentation](#)

13. SUBJECT: FY 2020-21 METROLINK ANNUAL WORK PROGRAM [2020-0568](#)
BUDGET

RECOMMENDATION

- A. APPROVING the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") FY 2020-21 Budget Transmittal dated July 24, 2020, in the amount of \$129,089,000 as detailed in Attachment A;
- B. REPROGRAMMING \$2,018,016 in surplus FY14, FY15, FY16 and PTIMSEA state of good repair and capital funds to fund a portion of Metro's share of Metrolink's FY 21 rehabilitation program;
- C. REPROGRAMMING up to \$7,000,000 in cost savings from the FY19 and FY20 state of good repair and capital funds to fund a portion of Metro's share of Metrolink's FY 21 rehabilitation program detailed in Attachment B as first priority as additional funding for reprogramming becomes available;
- E. APPROVING programming additional funding for the acquisition of new Metrolink Ticket Vending Devices in the amount of \$1,599,242 to fund Metro's remaining share of the total project budget totaling \$9,673,242;
- F. APPROVING the FY21 Transfers to Other Operators payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and
- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

Attachments: [Attachment A - Share of Metrolink Programming for FY2020-21](#)
[Attachment B - FY21 Metrolink Proposed Priority Project List](#)
[Attachment C - Metrolink FY2020-21 Budget Transmittal](#)

SUBJECT: GENERAL PUBLIC COMMENT [2020-0599](#)
RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

**COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION**

Adjournment



Board Report

File #: 2020-0459, File Type: Agreement

Agenda Number: 5.

FINANCE, BUDGET AND AUDIT COMMITTEE SEPTEMBER 16, 2020

SUBJECT: LEASE AGREEMENT WITH WETZEL'S PRETZELS FOR KIOSK K-1 AT LOS ANGELES UNION STATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a lease agreement with Wetzel's Pretzels ("Wetzel's") for Kiosk K-1 in Union Station West and a vending cart located in the East Portal at a monthly rent of \$28,292 with annual increases of three-percent (3%), plus common area maintenance fees, eight-percent (8%) of gross sales above the natural breakpoint, as well as provisions related to COVID-19 for an initial term of five-years and a tenant-initiated five-year extension at fair market value.

ISSUE

The 2009 tenant lease with Wetzel's for the K-1 kiosk (see Attachment A for location), will expire on November 12, 2020. Union Station Management working with its broker CBRE, Inc. placed the K-1 kiosk on the market for several months. Two offers were submitted with Wetzel's being the more competitive of the two. Board approval is required to enter into the lease as both the total dollar amount and the amount of time exceeds the CEO's authority.

BACKGROUND

As the owner of Union Station, Metro is responsible for approving all dining amenities offered at Union Station brought forward for approval by its third-party property management firm Morlin Asset Management. Many of the tenants presently occupying the Passenger Concourse on the Westside of the station (Starbucks, Ben & Jerry's, and Subway) predate Metro's ownership and were assigned to Metro as tenants upon purchase of the station from Catellus (prior ownership).

All rental rates have been negotiated using underlying values taken from professional appraisals provided by third-party appraisers hired to assess rental rates by location at Union Station.

DISCUSSION

Considering the ongoing COVID-19 pandemic, station management is assured in Union Station's

long-term real estate value given the number of operators considering a lease at the station in the current market. Wetzel's has made a competitive offer for the kiosk and provided financial information to ensure they have the necessary capital to move forward within the market conditions of COVID-19. Additionally, the Real Estate staff has negotiated near-term provisions in the lease to ensure Wetzel's can maintain its operations within the span of time between commencement of sales at Union Station and increased station patronage (additional details on Attachment B).

In addition to the kiosk, Union Station has agreed to allow Wetzel's to operate a vending cart in the East Portal of Union Station. Final authorization to operate the cart is subject to agreement on design, location and business plan for the vending cart. Both Metro and Wetzel's will have the right to terminate the cart if sales do not exceed \$300,000 in a 12-month rolling period.

Equity Platform

This project addresses Metro's equity platform by partnering with a locally-owned business which will improve access to affordable dining amenities for Metro's ridership.

DETERMINATION OF SAFETY IMPACT

The execution of a lease with Wetzel's will have no impact on Metro safety.

FINANCIAL IMPACT

It is expected that the lease with Wetzel's will bring a minimum base rent of approximately \$339,000 annually to Metro once final negotiations of lease terms and conditions are determined (exclusive of initial term provisions for market conditions related to COVID-19). Additional revenues for the agency can be realized if sales targets are met under agreed percentage rent terms and are outlined on Attachment B.

Impact to Budget

The lease with Wetzel's will have no impact on Metro's operating or capital budgets.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This lease addresses strategic goal #2 to provide "outstanding trip experiences for all" by increasing ridership's access to dining amenities at the station.

ALTERNATIVES CONSIDERED

The Board could choose not to move forward with the lease. This action is not recommended as the agency would not realize additional revenues and customer amenities provided by Wetzel's operation.

NEXT STEPS

Upon Board approval, staff will execute the lease with Wetzel's.

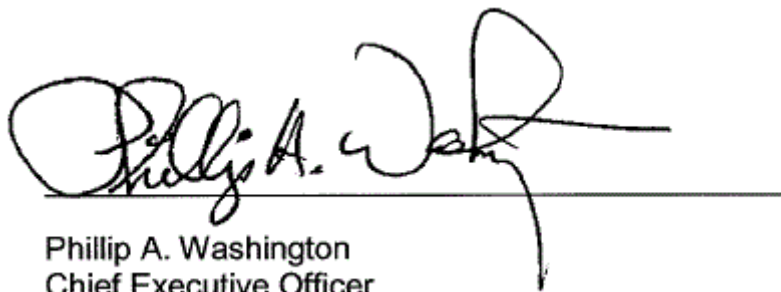
ATTACHMENTS

Attachment A - Location Map

Attachment B - Deal Points

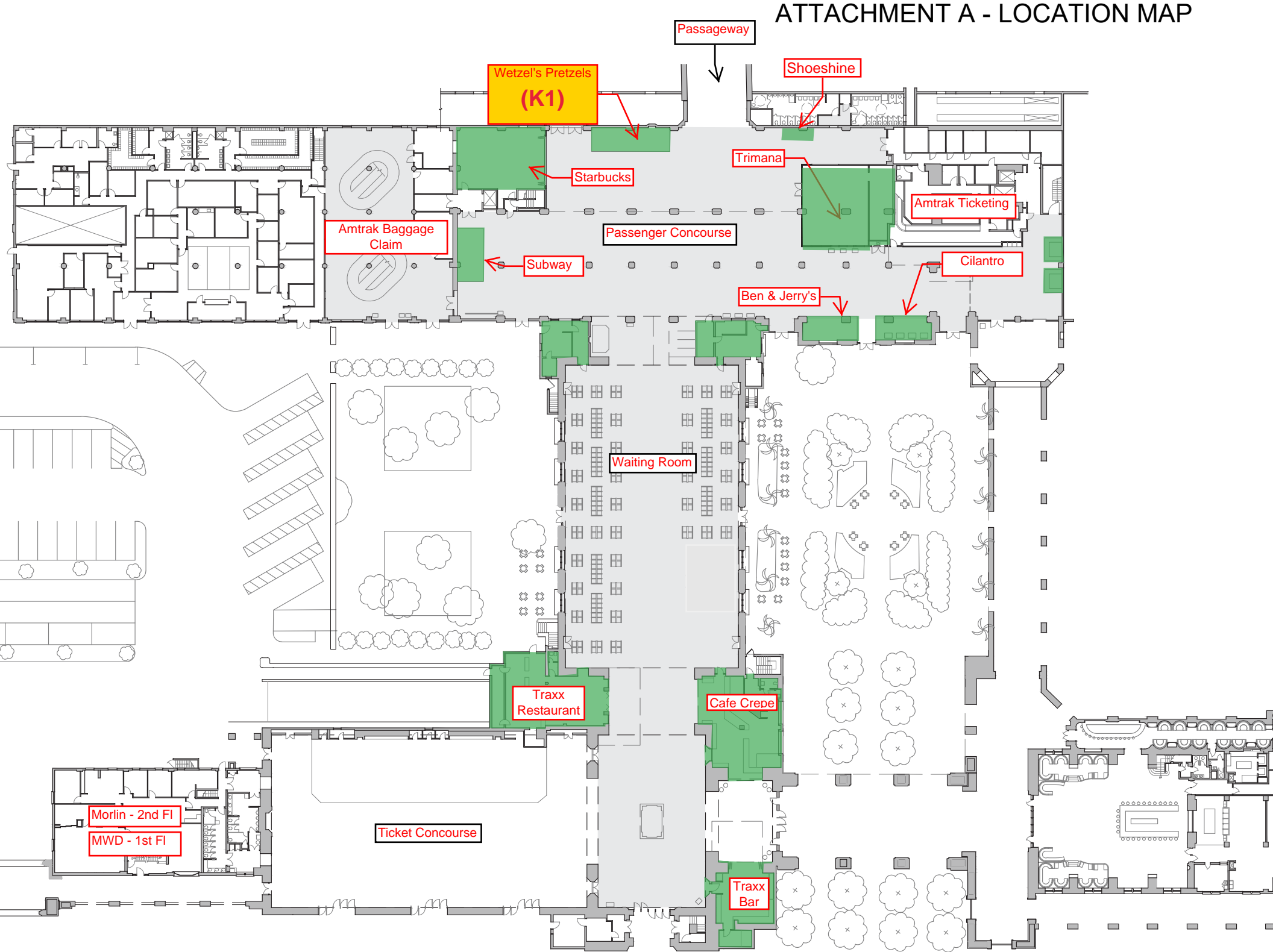
Prepared by: Ken Pratt, DEO, Countywide Planning & Development, (213) 922-6288
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Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - LOCATION MAP



ATTACHMENT B –DEAL POINTS

NEW/RENEWAL	<ul style="list-style-type: none">Existing tenant's lease expired with no remaining extensions. Space was listed on open market and upon review of offer submitted by existing tenant, new lease terms have been negotiated.
TENANT	<ul style="list-style-type: none">Pretzel Factory, Inc. (dba Wetzel's Pretzels)
LOCATION/ FOOTPRINT	<ul style="list-style-type: none">Kiosk K-1 in Union Station Passenger Concourse.350 square feet of retail space and 200 square feet of storage. See Attachment A.
PURPOSE	<ul style="list-style-type: none">Station Dining Amenity—Revenue Generating.
DURATION	<ul style="list-style-type: none">Initial term of five years with tenant's option to extend an additional five years with fair market value assessment.
ANTICIPATED REVENUE	<ul style="list-style-type: none">Base rent of \$28,292 per month or \$339,504 annually.Annual rent increases shall increase at a fixed 3% compounded annually.Additional rent of eight percent (8%) of gross sales above the natural breakpoint.Common area maintenance fees of \$10,500 per year.
EARLY TERMINATION CLAUSES	<ul style="list-style-type: none">Metro can relocate tenant to another location upon 30 days' notice with compensation.Metro has right to terminate in connection with any future developments at Union Station.
DETERMINATION OF VALUE	<ul style="list-style-type: none">CBRE Appraisal and exposure to market.
BACKGROUND WITH TENANT	<ul style="list-style-type: none">Pretzel Factory, Inc. (Wetzel's franchisee) has been a tenant of the station since 2009. Franchisee is a local small business.
SPECIAL PROVISIONS	<ul style="list-style-type: none">Authorization to operate an additional cart in the East Portal.In consideration of COVID-19 impacts, if sales at the main store do not exceed \$120,000 for any month for the period of December 2020 through June 2022, base rent will be adjusted to 17% of sales with a minimum base rent of \$5,000 per month..

**Board Report**

File #: 2020-0460, **File Type:** Agreement**Agenda Number:** 6.

**FINANCE, BUDGET & AUDIT COMMITTEE
SEPTEMBER 16, 2020****SUBJECT: LEASE AGREEMENT WITH CILANTRO FRESH MEXICAN GRILL FOR KIOSK K-5
AT LOS ANGELES UNION STATION****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a lease agreement with Cilantro Fresh Mexican Grill for Kiosk K-5 at Los Angeles Union Station at a monthly rent of \$5,100 with annual increases based on CPI of no less than three-percent (3%) and no more than five-percent (5%), exclusive of common area maintenance fees, gross sales rent of eight-percent (8%) above the natural breakpoint, as well as provisions related to COVID-19 for an initial term of five years with a tenant-initiated five-year extension at fair market value.

ISSUE

Union Station Management, working with its broker CBRE, Inc. placed kiosk K-5 (see Attachment A for location) on the market after the existing tenant T&Y Bakery informed management of its intent to vacate the space in October 2019. After several months, multiple offers were received and evaluated by management. Cilantro Fresh Mexican Grill ("Cilantro") was found to provide the best fit for Union Station amid its existing dining options, as well as provide a financial benefit to the station. Cilantro operates six locations throughout the greater Los Angeles Area with a menu consisting of a price point of around six to eight dollars per ticket. Board approval is required to enter into the lease as both the total dollar amount and the amount of time exceeds the CEO's authority.

BACKGROUND

As the owner of Union Station, Metro is responsible for approving all dining amenities offered at Union Station brought forward for approval by its third-party property management firm Morlin Asset Management. Many of the tenants presently occupying the passenger concourse on the west side of the station (Starbucks, Ben & Jerry's, and Subway) predate Metro's ownership and were assigned to Metro as tenants upon purchase of the station from Catellus (prior owner).

All rental rates have been negotiated using underlying values taken from professional appraisals provided by third-party appraisers hired to assess rental rates at Union Station.

DISCUSSION

Considering the ongoing COVID-19 pandemic, station management is assured of Union Station's long-term real estate value given the number of operators considering a lease at the station in the current market.

Cilantro has made a fair offer for the kiosk and provided financial information to ensure they have the necessary capital to move forward within the market conditions of COVID-19. Additionally, the Real Estate staff has negotiated near-term provisions in the lease to ensure Cilantro can maintain its operations within the span of time between commencement of sales at Union Station and increased station patronage (additional details on Attachment B).

Equity Platform

This project addresses Metro's equity platform by partnering with a locally-owned business which will improve access to affordable and healthy dining amenities for Metro's ridership.

DETERMINATION OF SAFETY IMPACT

The execution of a lease with Cilantro will have no impact on Metro safety.

FINANCIAL IMPACT

It is expected that the lease with Cilantro will bring a minimum annual base rent of approximately \$61,200 to Metro once final negotiations of lease terms and conditions are determined (exclusive of initial term provisions for market conditions related to COVID-19). Additional revenues for the agency can be realized if sales targets are met under agreed percentage rent terms and are outlined in Attachment B.

Impact to Budget

The lease with Cilantro will have no impact on Metro's operating or capital budgets.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This lease addresses strategic goal #2 to provide "outstanding trip experiences for all" by increasing ridership's access to dining amenities at the station.

ALTERNATIVES CONSIDERED

The Board could choose not to move forward with the lease. This action is not recommended as the agency would not realize additional revenues and customer amenities provided by Cilantro's operation.

NEXT STEPS

Upon Board approval, staff will execute the lease with Cilantro.

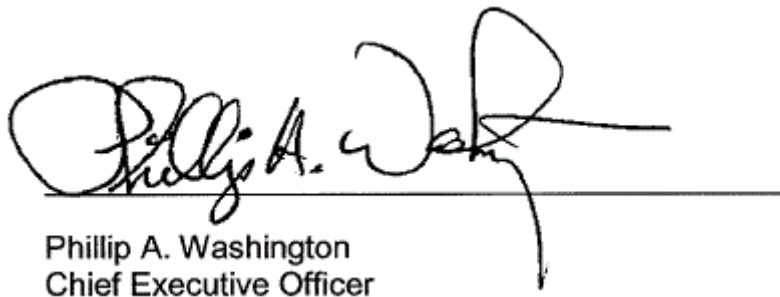
ATTACHMENTS

Attachment A - Location Map

Attachment B - Deal Points

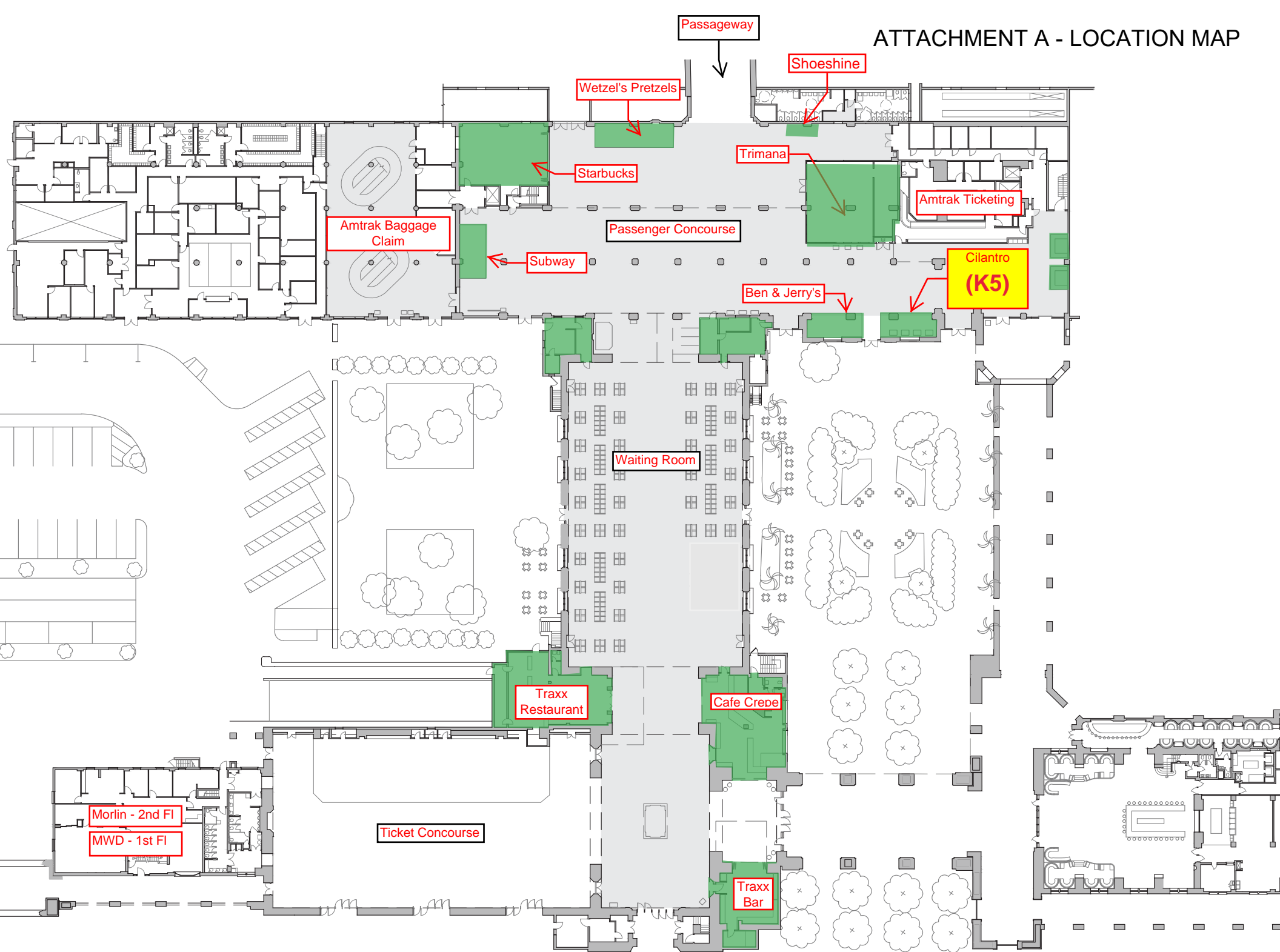
Prepared by: Ken Pratt, DEO, Countywide Planning & Development, (213) 922-6288
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - LOCATION MAP



ATTACHMENT B –DEAL POINTS

NEW/RENEWAL	<ul style="list-style-type: none">• New lease upon competitive process conducted by CBRE.
TENANT	<ul style="list-style-type: none">• Cilantro Fresh Mexican Grill
LOCATION/ FOOTPRINT	<ul style="list-style-type: none">• Kiosk K-5 in Union Station Passenger Concourse.• 262 square feet of retail space and 100 square feet of storage. See Attachment A.
USE	<ul style="list-style-type: none">• Station Dining Amenity—Revenue Generating.
DURATION	<ul style="list-style-type: none">• Initial term of five years with tenant's option to extend an additional five years with fair market value assessment.
ANTICIPATED REVENUE	<ul style="list-style-type: none">• Base rent of \$5,100 per month or \$61,200 annually.• Annual increases to base rent based on CPI with a minimum of three percent (3%) and a maximum of five percent (5%) per year.• Additional rent of eight percent (8%) of gross sales above the natural breakpoint.• Common Area Maintenance fees of \$8,640 per year• Storage rent of \$100 per month
EARLY TERMINATION CLAUSES	<ul style="list-style-type: none">• Metro can relocate tenant to another location.• Metro has right to terminate with 30-days' notice with compensation.• Metro has right to terminate in connection with any future developments at Union Station.
DETERMINATION OF VALUE	<ul style="list-style-type: none">• CBRE Appraisal and exposure to market.
BACKGROUND WITH TENANT	<ul style="list-style-type: none">• New tenant with no existing history with Union Station or LA Metro. Operator has several locations in Downtown Los Angeles.
SPECIAL PROVISIONS	<ul style="list-style-type: none">• In consideration of COVID-19 impacts, initial rent to be the greater of eight percent (8%) of monthly sales or one-half (1/2) monthly rent for first six months after first full month of operations.

**Board Report**

File #: 2020-0567, **File Type:** Program**Agenda Number:** 8.

**FINANCE, BUDGET AND AUDIT COMMITTEE
SEPTEMBER 16, 2020****SUBJECT: GROUP INSURANCE PLANS****ACTION: RENEW GROUP INSURANCE POLICIES****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees, including the life and disability coverage for Teamster employees, for a one-year period beginning January 1, 2021.

ISSUE

Our health insurance plans are part of the total compensation package that helps attract and retain qualified employees, as well as provide existing employees a foundation to maintain or improve health. Los Angeles County Metropolitan Transportation Authority (LACMTA), including the Public Transportation Services Corporation (PTSC), seeks to offer benefit plans that promote efficient use of health resources and are cost effective for the company and our employees.

DISCUSSION

The Non-Contract Group Insurance Plan, a flexible benefits program, was implemented in August 1994. Roughly 99% of the employees covered by the benefit plans are PTSC employees. On an annual basis, employees are encouraged to review their enrollment and may choose medical, dental, vision, supplemental life, long-term disability, and accidental death and dismemberment plans that meet their needs. Alternatively, employees may opt to waive medical and/or dental coverage and receive a taxable cash benefit, provided proof of other medical coverage is submitted and the employee does not obtain subsidized coverage from an exchange. Employees may also participate in the flexible spending accounts, a vehicle to pay for certain out-of-pocket healthcare and dependent care expenses on a pre-tax basis.

The overall premium cost is an increase of 2.25% for calendar year 2021. This reflects \$1.39 million in negotiated reductions from the initial renewal quotes. The recommended medical, dental, and vision premiums are shown on Attachment A. As previously established by the Chief Executive Officer, Non-Contract and AFSCME employees contribute 10% of the actual premium for each medical and dental plan selected. The monthly employee contributions are shown in Attachment B.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on the safety of our patrons or employees.

FINANCIAL IMPACT

Funding for the Non-Contract and AFSCME group insurance plans is included in each department's FY21 budget and on the balance sheet for accrued retiree medical liabilities. Based on the current employee participation by plan, estimated employer costs of \$59.4 million are expected to be within the FY21 adopted budget.

The COVID-19 pandemic has fundamentally disrupted the very fabric of our daily lives. We are striving to avoid further disruption that would result from provider and service changes and are therefore not recommending plan design changes at this time.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #5: To provide responsive, accountable, and trustworthy guidance within the Metro Organization, Initiatives 5.6: Metro will foster and maintain a strong safety culture. By approving this recommendation, Metro will ensure employee wellness and support the physical and mental health and wellbeing of its workforce as it is of the utmost importance.

ALTERNATIVES CONSIDERED

With the favorable renewal on the plans for 2021, it is recommended that the current plan designs be renewed, thereby avoiding provider access/disruption for 2021.

The Board could decide to self-insure and self-administer health benefits. However, this is not recommended due to the resources required to establish the medical expertise and operational infrastructure required to review and process claims as well as the liability that would be assumed.

NEXT STEPS

- Conduct annual open enrollment for Non-Contract and AFSCME employees during November 2020
- Implement elections effective January 1, 2021

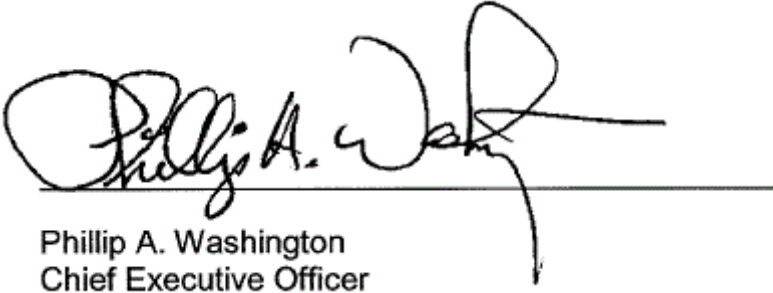
ATTACHMENTS

Attachment A - Proposed Monthly Premium Rates
Attachment B - Proposed Monthly Employee Contributions

Prepared by: Jan Olsen, Director Pension & Benefits (213) 922-7151

Teyanna Williams, Executive Officer, Labor and Employee Services
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Reviewed by: Joanne Peterson, Chief Human Capital & Development Officer
(213) 418-3088



Phillip A. Washington
Chief Executive Officer

Proposed Monthly Premium Rates

Provider	Coverage Option	CY 2020	CY 2021	%Change	Est # of Employees (1/1/21)
Blue Cross (PPO)	Single	\$1,312.65	\$1,404.51	7.00%	329
	Couple	\$2,642.36	\$2,827.25	7.00%	350
	Family	\$3,544.15	\$3,792.14	7.00%	322
Blue Cross (HMO)	Single	\$775.57	\$775.57	0.00%	95
	Couple	\$1,628.68	\$1,628.68	0.00%	93
	Family	\$2,326.53	\$2,326.53	0.00%	177
Kaiser (HMO)	Single	\$646.70	\$621.38	-3.92%	469
	Couple	\$1,293.40	\$1,242.75	-3.92%	307
	Family	\$1,830.16	\$1,758.49	-3.92%	507
Delta Dental (PPO)	Single	\$53.02	\$54.60	2.97%	524
	Couple	\$92.15	\$94.89	2.97%	597
	Family	\$138.47	\$142.58	2.97%	774
DeltaCare (DHMO)	Single	\$20.21	\$20.21	0.00%	96
	Couple	\$36.71	\$36.71	0.00%	69
	Family	\$54.32	\$54.32	0.00%	123
Dental Health Services (DHMO)	Single	\$16.82	\$16.82	0.00%	85
	Couple	\$32.60	\$32.60	0.00%	47
	Family	\$49.15	\$49.15	0.00%	116
Vision Service Plan	Single	\$9.99	\$9.99	0.00%	350
	Couple	\$14.45	\$14.45	0.00%	400
	Family	\$25.90	\$25.90	0.00%	508
Voluntary Waiver of Coverage:*					
	Medical	\$253.00			144
	Dental	\$36.00			103
* Waiver of Medical coverage requires proof of alternative coverage.					

Proposed Monthly Employee Contributions

Provider	Coverage Option	NC & AFSCME Employee Contribution (Current)	NC & AFSCME Employee Contribution (Proposed) Effective 1/1/21	Change
Blue Cross (PPO)	Single	\$131.00	\$140.00	\$9.00
	Couple	\$264.00	\$283.00	\$19.00
	Family	\$354.00	\$379.00	\$25.00
Blue Cross (HMO)	Single	\$78.00	\$78.00	\$0.00
	Couple	\$163.00	\$163.00	\$0.00
	Family	\$233.00	\$233.00	\$0.00
Kaiser (HMO)	Single	\$65.00	\$62.00	-\$3.00
	Couple	\$129.00	\$124.00	-\$5.00
	Family	\$183.00	\$176.00	-\$7.00
Delta Dental (PPO)	Single	\$5.00	\$5.00	\$0.00
	Couple	\$9.00	\$9.00	\$0.00
	Family	\$14.00	\$14.00	\$0.00
DeltaCare (DHMO)	Single	\$2.00	\$2.00	\$0.00
	Couple	\$4.00	\$4.00	\$0.00
	Family	\$5.00	\$5.00	\$0.00
Dental Health Services (DHMO)	Single	\$2.00	\$2.00	\$0.00
	Couple	\$3.00	\$3.00	\$0.00
	Family	\$5.00	\$5.00	\$0.00
Vision Service Plan	Single	\$1.00	\$1.00	\$0.00
	Couple	\$1.00	\$1.00	\$0.00
	Family	\$3.00	\$3.00	\$0.00

Non-Contract and AFSCME Employees contribute 10% (rounded to whole dollar) towards their individually selected plan's medical and dental premiums

**Board Report**

File #: 2020-0265, **File Type:** Formula Allocation / Local Return

Agenda Number: 9.

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

SUBJECT: LOCAL RETURN PROPOSITION A AND PROPOSITION C CAPITAL RESERVE AND LAPSING EXTENSION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Accounts as approved; and:

- A. ESTABLISH Proposition A Local Return funded Capital Reserve Account for the Cities of Industry and Lynwood
- B. ESTABLISH Proposition C Local Return funded Capital Reserve Account for the Cities of Beverly Hills, Manhattan Beach, Pomona, Redondo Beach, San Marino, and Whittier
- C. AUTHORIZE a one-time, one year extension of Local Return funds allocated in FY20 or previously, as a result of the COVID-19 pandemic.

ISSUE

A local jurisdiction may need additional time to accumulate sufficient funding to implement a project, or to avoid lapsing of funds. This year in particular, many cities may require a lapsing extension due to the limited spending caused by project shut down during the Safer at Home Order. Metro staff is requesting that the lapsing policy be extended by one year to assist all cities with their spending.

BACKGROUND

According to the Local Return Guidelines, Board approval is required if there is a need to extend beyond the normal lapsing deadline for Local Return funds. Typically, the local jurisdiction requests that funding be dedicated in a Capital Reserve Account. Once approved, a local jurisdiction may be allowed additional years to accumulate and expend its Local Return funds from the date that the funds are made available.

DISCUSSION

Staff uses a First-In-First-Out (FIFO) calculation to determine if a city may be in jeopardy of losing their Local Return Funds. Proposition A and Proposition C utilizes a “three year plus current year” period for a total of four years for the timely use of funds.

Local Return Guidelines have a timely-use-of funds requirement with a lapsing deadline. However, Capital Reserve Accounts are permitted with approval from the Board of Directors. These accounts may be established so that Local Angeles County local jurisdictions may extend the life of their Local Return revenue to accommodate longer term financial and planning commitments for specific capital projects.

Should Local Return funds lapse due to time constraints, per Local Return Guidelines, those lapsed funds would then be returned to LACMTA so that the Board may redistribute the funds to jurisdictions for discretionary programs of county-wide significance or redistribute to each Los Angeles County local jurisdiction by formula on a per capita basis.

DETERMINATION OF SAFETY IMPACT

Approval of the new Capital Reserve Accounts will allow for projects such as a Park and Ride Lot, Transit Center, and Street and Bicycle Path improvements, which would provide for additional safety features with local communities. (See Attachment A for detailed list of projects.)

FINANCIAL IMPACT

Adoption of staff recommendations would have no impact on the LACMTA Budget, or on LACMTA’s Financial Statements. The Capital Reserve Account funds originate from Propositions A & C and Measure R funds, as specified that are allocated to each Los Angeles County local jurisdiction by formula and are held by each City. Some of the city’s funds could lapse due to time constraints and other cities with small apportionments may need additional time to accumulate the needed funds for capital projects.

Impact to Budget

Adoption of staff recommendations would have no impact on the LACMTA Budget as these funds have been previously disbursed to the cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Metro’s Strategic Plan Goals #1 and #2 by improving mobility, ease of travel, and safety. Attachment A shows the the Local Jurisdictions’ apportionment of the funds and the improvement projects that assist in achieving those goals.

ALTERNATIVES CONSIDERED

Should the Board choose not to approve the recommendations above, which staff does not recommend, the Cities may not be able to accumulate sufficient funds necessary to implement the capital projects as described in Attachment A and the projects may not be constructed in a timely manner.

NEXT STEPS

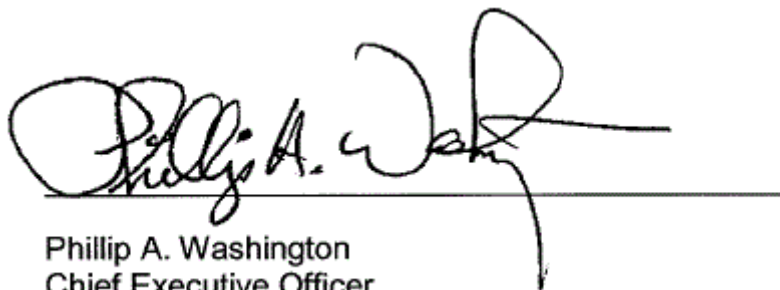
With Board approval of our recommendation, staff will negotiate and execute all necessary agreements between LACMTA and the listed cities for their Capital Reserve Accounts as approved. Staff will continue to monitor the accounts, including the annual Local Return audit, to ensure that the cities comply with the Local Return Guidelines and the terms of the agreement.

ATTACHMENTS

Attachment A - Project Summary for Proposed Capital Reserve Accounts

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Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

**PROJECT SUMMARY FOR PROPOSED NEW
CAPITAL RESERVE ACCOUNTS**

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Beverly Hills 380-01 (New)	<u>Project:</u> Wilshire Blvd Subway Streetscape Improvements <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	\$2,000,000	Proposition C 20% Local Return	6/30/25
City of Industry 380-02 (New)	<u>Project:</u> Park and Ride Lot <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	\$289,325	Proposition A 25% Local Return	6/30/25
City of Industry 380-03 (New)	<u>Project:</u> Fairway Grade Separation Project <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	\$2,000,000	Proposition A 25% Local Return	6/30/25
City Lynwood 380-59 (New)	<u>Project:</u> Transit Center Improvement <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	\$2,363,966	Proposition A 25% Local Return	6/30/25
City of Manhattan Beach 380-01 (New)	<u>Project:</u> Sepulveda Blvd Bridge Widening Project – Local Match <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$2,561,806	Proposition C 20% Local Return	6/30/25

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Pomona 380-01 (New)	<u>Project:</u> Major Street Rehabilitation -2015 Metro Call CIP#67918 <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$2,773,590	Measure R 15% Local Return	6/30/25
City of San Marino 380-01 (New)	<u>Project:</u> Oak Knoll and Huntington Street Improvements <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$203,351	Proposition C 20% Local Return	6/30/25
City of Redondo Beach 380-02 (New)	<u>Project:</u> Transit Center Construction <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$1,282,870	Proposition C 20% Local Return	6/30/25
City of Whittier 380-01 (New)	<u>Project:</u> Greenway Trail Bike Path Extension Gap Closure Project <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$1,228,462	Proposition C 20% Local Return	6/30/25



Board Report

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

Agenda Number: 10.

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

SUBJECT: FISCAL YEAR 2021 (FY21) BUDGET

ACTION: ADOPT THE FY21 BUDGET

RECOMMENDATION

CONSIDER:

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

ISSUE

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

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

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

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

DISCUSSION

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

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

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

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

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

provided no funding for capital projects.

Service and NextGen

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

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

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

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

Note: Totals may not add up because of rounding.

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

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

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

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

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

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

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

Budget Summary

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

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

Resources Summary

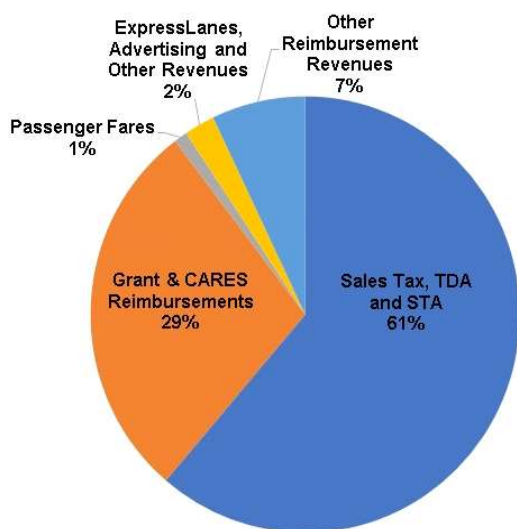
The FY21 Proposed Budget ensures resources are available to meet the planned Metro program and project delivery schedules for the upcoming fiscal year. Revenue projections are based on the current economic conditions such as the economic impact of the COVID-19 pandemic, historical sales tax growth cycles,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

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

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

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

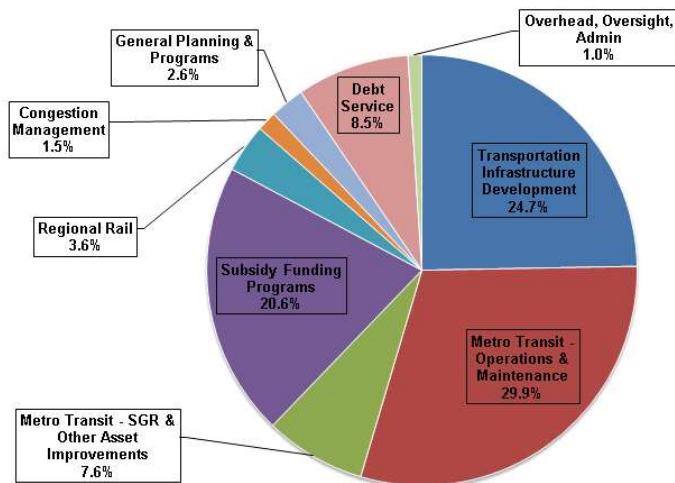
Resources % of FY21 Budget



Expenditure Summary

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

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



Full-Time Equivalent (FTE) Summary

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

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

Labor Summary

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

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

Areas of Risks

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

cost estimates.

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

Life of Project (LOP) Budgets

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

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

Reimbursement Resolution

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

Public Outreach

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

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

Governments.

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

FINANCIAL IMPACT

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

NEXT STEPS

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

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

ATTACHMENTS

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

Attachment A - FY21 New Capital Projects

Attachment B - Reimbursement Resolution of Metro for FY21

Attachment C - FY21 Public Outreach

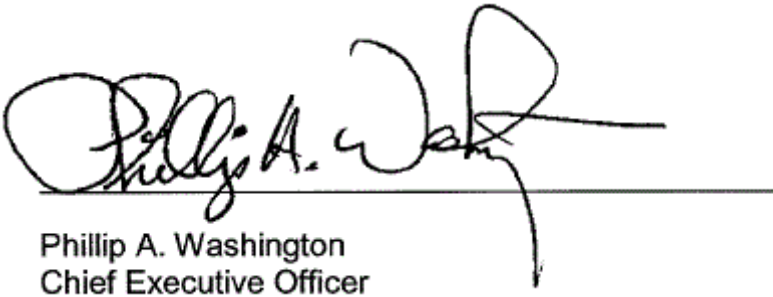
Prepared by:

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Phillip A. Washington
Chief Executive Officer

FY21 New Capital Projects

State of Good Repair Projects

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

Other Asset Improvement Projects

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

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

ATTACHMENT B

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

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

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

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

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

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

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

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

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

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

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

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

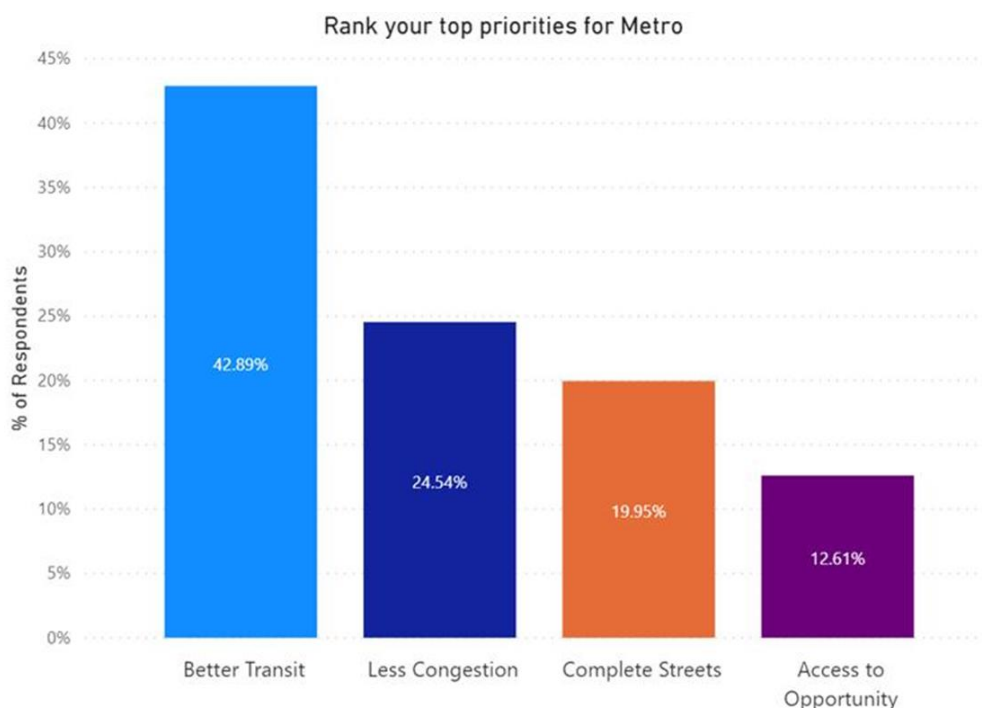
Summary of FY21 Proposed Budget Public and Stakeholder Efforts and Comments Received

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

Interactive Questionnaire

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

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



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

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

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

Public Comments

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

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

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

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

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

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

FY21 Proposed Budget

**Budget Public Hearing
September 16, 2020**

FY21 Proposed Budget Highlights

Objective: Balancing FY21 Proposed Budget with available resources under severe financial constraint due to COVID-19, while staying on course to deliver Metro's mission

Revenues

- Projecting revenue loss of \$730M, \$490M in Sales Taxes and \$241M in Fares and Tolls
- Assumes gradual recovery that starts in September 2020, with a full recovery anticipated in June 2021
- CARES stimulus does not cover all losses in operations and provides no funding for capital projects

Expenses

Labor:

- No reduction of FTEs from FY20 Budget level (CARES reimbursement)
- Union wages will increase up to 4.5% per the Collective Bargaining Agreements (CBA)
- Controlling costs through Non-Contract vacancy savings and overtime usage

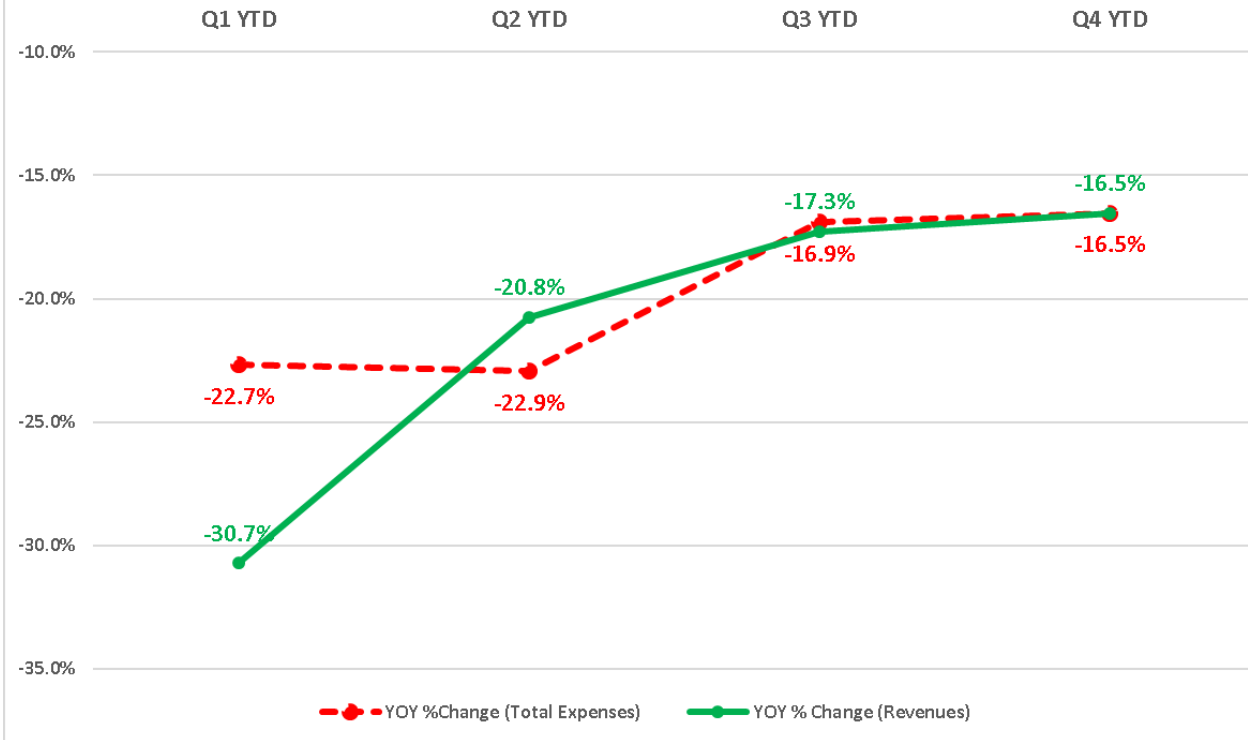
Programs:

- Enhanced cleaning, sanitizing, and PPE availability
- Transit Services at 81% of pre-COVID revenue hours, estimated boardings at 55%
- NextGen investments of \$7M for service enhancements, plus \$123M for other bus improvements
- All Measure M/R projects in FY20 moving forward, planning phases moving towards shovel ready status
- Transit funding to operators and cities continue regionally, with CARES funds mitigating declines
- Congestion Management and other mobility initiatives adjusted to match demand
- Cost controls in place for Oversight and Administrative projects, leading to 12% reduction

If needed, Mid-Year Budget will be brought to Board for approval based on the pace of recovery

Quarterly Revenue and Expense Projection Trend

YOY % Change by YTD - Total Expenses & Revenues
FY20 Budget vs. FY21 Preliminary Budget



- The Total Expenses Reduction Curve follows the Revenue Loss Curve
- Cost inflation is projected to increase by 2.3%, based on leading regional forecasts
- Anticipated recovery assumes to start in Q2 and continue through the remainder of FY21
- Average Monthly Expenses increases 21.7% from Q1 YTD to Q4 YTD
- A midyear budget adjustment may be necessary if recovery takes longer than assumed

	FY21 Proposed Budget			
	Q1 YTD	Q2 YTD	Q3 YTD	Q4 YTD
Average Monthly Expense \$	\$ 412.2	\$ 425.4	\$ 465.8	\$ 501.4
% Reduction vs. FY20 Budget	-22.7%	-22.9%	-16.9%	-16.5%

Resources and CARES Act Summary

	Resources (\$ in millions)	FY20 Budget ⁽¹⁾	FY21 Proposed	\$ Change	% Change
1	Sales Tax, TDA and STA	\$ 4,174.4	\$ 3,685.0	\$ (489.4)	-11.7%
2	Passenger Fares	284.5	60.3	(224.2)	-78.8%
3	ExpressLanes, Advertising and Other Revenues	155.1	138.6	(16.5)	-10.6%
4	Sales Tax and System Generated Subtotal	\$ 4,614.0	\$ 3,883.9	\$ (730.1)	-15.8%
5	CARES Reimbursements	-	569.6	569.6	100.0%
6	Grants and Other Reimbursement Revenues ⁽¹⁾	2,594.8	1,563.8	(1,030.9)	-39.7%
7	Total Resources	\$ 7,208.8	\$ 6,017.3	\$ (1,191.5)	-16.5%

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

- Sales Tax and System Generated Revenue loss is \$730 million or -15.8%, offset by \$570 million for CARES

Recipient (\$ in Millions) for FY20 and FY21	CARES Allocations	Metro Allocations
Municipal Operators	\$ 148.0	
Metro (Bus/Rail/Regional) ⁽¹⁾	772.2	772.2
<i>Fund Exchanges</i>		
Small Operators	8.3	8.3
Tier 2 Operators	4.5	4.5
Metrolink	56.4	56.4
Access Services	33.5	33.5
<i>Direct Apportionments</i>		
Santa Clarita Transit	17.4	
Antelope Valley Transit	27.8	
TOTAL CARES Act	\$ 1,068.0	\$ 874.9

- CARES Act priority was to address and mitigate reductions in sales tax and fare revenue
- Additionally, each operator received supplemental CARES Act funding to address losses
- Metro CARES Act allocation for FY20 (\$305 million) and FY21 (\$570 million)
- CARES stimulus does not cover all losses in operations and provides no funding for capital projects

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

Expense and FTE Summary

Program Type (\$ in millions)		FY20 Budget	FY21 Proposed	FY20 - FY21 \$ Change	FY20 - FY21 % Change	% of Total
1	Metro Transit - Operations & Maintenance	\$ 1,839.1	\$ 1,798.6	\$ (40.4)	-2.2%	29.9%
2	Metro Transit - SGR & Other Asset Improvements	493.5	457.0	(36.5)	-7.4%	7.6%
3	Metro Transit Subtotal	2,332.6	2,255.6	(77.0)	-3.3%	37.5%
4	Transportation Infrastructure Development	2,382.4	1,486.5	(895.9)	-37.6%	24.7%
5	Subsidy Funding Programs	1,404.7	1,239.2	(165.5)	-11.8%	20.6%
6	Regional Rail	178.2	219.5	41.3	23.2%	3.6%
7	Congestion Management	135.9	89.6	(46.3)	-34.0%	1.5%
8	General Planning & Programs	168.9	155.1	(13.8)	-8.2%	2.6%
9	Debt Service	534.9	509.2	(25.8)	-4.8%	8.5%
10	Oversight and Administration	71.2	62.6	(8.6)	-12.1%	1.0%
11	Total Expenditures	\$ 7,208.8	\$ 6,017.3	\$ (1,191.5)	-16.5%	100.0%

- Metro Transit totals \$2.3 billion, (37.5% of FY21 Budget) and sees the smallest decline vs. FY20
- All construction projects from FY20 are moving forward, projects in planning phases advancing towards shovel ready status
- Cost controls in place for Oversight and Administration leading to 12% reduction

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

- FY21 Budget FTEs remains unchanged from FY20 Budget level
- Agency looks to protect its existing employees from the economic impact of this pandemic by retaining its workforce while controlling cost through vacancy savings and reducing overtime usage whenever applicable.

Metro Transit Expenses - Summary

Metro Transit Expenses (\$ in millions)	Expense Category	FY20 Budget	FY21 Proposed	\$ Change	% Change	% of Total
Direct Operating Cost	Labor - FTE	\$ 1,147.9	\$ 1,192.6	\$ 44.7	3.9%	52.9%
	Labor - Overtime	88.9	53.0	(35.9)	-40.4%	2.3%
	Total Labor	1,236.7	1,245.6	8.9	0.7%	55.2%
	Total Non-Labor	320.4	278.4	(42.0)	-13.1%	12.3%
Total Direct Operating Cost		1,557.1	1,524.0	(33.1)	-2.1%	67.6%
Total Supporting Costs		281.9	274.6	(7.3)	-2.6%	12.2%
Total Metro Transit - Operations & Maintenance		1,839.0	1,798.6	(40.4)	-2.2%	79.7%
Total Metro Transit - SGR		493.5	457.0	(36.5)	-7.4%	20.3%
Total Metro Transit		\$ 2,332.6	\$ 2,255.6	\$ (77.0)	-3.3%	100.0%

Metro Transit Expenses – Total

- Overall FY21 Proposed Budget of \$2.3 billion is \$77 million or -3% lower than FY20
- Funding to Metro Transit has been maximized through utilizing all possible eligible funding and CARES Act reimbursement

Operations & Maintenance Expenses

- Enhanced cleaning and sanitizing for vehicles and stations and PPE
- Staffing remains at FY20 levels and CBA provisions maintained

State of Good Repair Expenses

- Procurement of 200 CNG and 23 electric buses, along with Light Rail Vehicles and start delivery and testing of Heavy Rail Vehicles
- Bus and Rail Vehicle, Facilities, Wayside (track and signals) Maintenance
- NextGen related investments such as the improvements for Patsaouras Plaza, the Bus Pavilion at Union Station, and Rosa Parks Bus Station

Revenue Service Hours and NextGen Summary

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

- In FY21, service will gradually ramp up to 6.6 RSH by June 2021, and will continue to ramp up through FY22-FY23
- On an annual average, FY21 will operate 81% of the revenue service hours pre-COVID, but carry 55% of the boardings, based on factors such as staffing availability, equipment, performance, cost, and revenue for prudent financial management

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

Note: Totals may not add up because of rounding.

- NextGen Investments: Investing in and improving the Bus & Rail System to complement NextGen
 - FY21 NextGen related improvements value at \$130.1 million
 - NextGen service implementation and investments will improve speed and reliability, covering more service miles with less service hours

Transportation Infrastructure Development

Transit Expansion

Transit Expansion (\$ in millions)		FY20 Budget	FY21 Proposed	Difference
1	Measure R/M Transit Construction			
2	Westside Purple Line Extension Section 1	\$ 283.5	\$ 181.2	\$ (102.3)
3	Westside Purple Line Extension Section 2	312.3	121.5	(190.8)
4	Westside Purple Line Extension Section 3	457.3	223.2	(234.1)
5	Division 20 Portal Widening & Turnback	85.0	91.1	6.2
6	Westside Purple Line Extension Subtotal	\$ 1,138.0	\$ 617.0	\$ (521.0)
7	Regional Connector Light Rail Transit	\$ 220.2	\$ 144.5	\$ (75.7)
8	Crenshaw/LAX Light Rail Transit	224.5	111.7	(112.8)
9	Gold Line Foothill Extension Phase 2	156.2	101.5	(54.7)
10	East San Fernando Valley Light Rail Transit	35.4	16.2	(19.2)
11	Airport Metro Connector	68.8	80.3	11.6
12	Expo Light Rail Transit Close Out	3.0	1.9	(1.1)
13	Metro Orange Line Improvements	21.3	20.5	(0.9)
14	Systemwide	92.0	78.7	(13.3)
15	Business Interruption Fund	7.0	5.6	(1.4)
16	Measure R/M Transit Construction Total	\$ 1,966.4	\$ 1,177.9	\$ (788.6)
17	Measure R/M Transit Planning			
18	West Santa Ana Branch Transit Expansion	\$ 49.0	\$ 16.5	\$ (32.6)
19	Sepulveda Transit Corridor	8.2	13.3	5.1
20	Eastside Light Rail Access	9.0	6.5	(2.5)
21	North Hollywood / Pasadena BRT Connector	3.2	5.7	2.5
22	Eastside Light Rail Transit Extension Phase 2	9.2	4.0	(5.2)
23	San Gabriel Valley Transit Feasibility Study	-	1.5	1.5
24	Green Line Extension to Torrence	2.2	8.3	6.2
25	Vermont Transit Corridor	1.2	3.2	2.0
26	Crenshaw Northern Extension	2.0	2.8	0.8
27	North San Fernando Valley Bus Rapid Transit	3.4	2.5	(0.9)
28	Measure R/M Transit Planning Total	\$ 87.4	\$ 64.3	\$ (23.1)
29	Program Control & Support Total	\$ 11.9	\$ 14.0	\$ 2.1
30	Transit Expansion Grand Total	\$ 2,065.8	\$ 1,256.2	\$ (809.6)

- All Measure R and M construction TID projects advance towards their respective revenue service dates
- The Four Pillar projects – West Santa Ana Branch, Eastside Light Rail Extension Phase 2, Sepulveda Transit Corridor, and Green Line Extension to Torrance continue to advance towards shovel readiness
- San Gabriel Valley Transit Feasibility Study (\$1.5M)
- Planning efforts continue for current Measure M transit projects

Transportation Infrastructure Development Highway

Highway Program (\$ in millions)	FY20 Budget	FY21 Proposed	Difference
Measure R / M Highway Projects			
Alameda Corridor East Grade Separations Phase 2	\$ 30.0	\$ 50.1	\$ 20.1
Interstate 605 Corridor "Hot Spot" Improvements	45.7	19.8	(25.9)
Interstate 5 North Capacity Enhance SR-14 to Kern County Line	17.2	13.5	(3.6)
SR-57/SR-60 Interchange Improvements	23.4	6.9	(16.5)
Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Imp (South Bay)	20.7	20.6	(0.1)
Countywide Sound Wall Assessment & Constructions	25.8	15.4	(10.4)
Interstate 5 Capacity Enhancement from SR-134 to SR-170	21.9	15.3	(6.6)
State Route 138 Capacity Enhancements	27.6	15.6	(12.0)
Interstate 5 Capacity Enhancement from I-605 to Orange County Line	25.6	15.0	(10.6)
SR-710 North Corridor Mobility Improvements	0.8	8.3	7.5
Interstate 710 South and/or Early Action Projects	31.6	17.1	(14.4)
Interstate 105 Express Lanes	2.5	2.9	0.4
Interstate 405 Sepulveda Express Lanes	2.3	2.0	(0.4)
Highway Operational Improvements in Las Virgenes/Malibu Subregion	15.2	9.8	(5.3)
Highway Operational Improvements in Arroyo Verdugo Subregion	13.7	7.8	(5.9)
Interstate 5 / St. Route 14 Capacity Enhancement	1.5	1.5	0.0
Interstate 5 Corridor Improvements (I-605 to I-710)	0.5	0.0	(0.5)
Highway Efficiency Program	1.6	0.9	(0.7)
Transportation System and Mobility Improvement Program	1.5	16.2	14.7
Highway Demand Based Prog and Operational Improvements	1.6	0.4	(1.2)
High Desert Corridor (highway department activities)	1.5	0.6	(1.0)
Measure R / M Highway Projects Total	\$ 312.2	\$ 239.8	\$ (72.4)
Non-Measure R / M Highway Projects			
Interstate 210 Barrier Replacement	\$ 7.9	\$ 2.4	\$ (5.5)
Highway Planning & Admin	4.2	2.6	(1.7)
Caltrans Property Maintenance	3.5	1.3	(2.2)
Interstate 405 Car Pool Lane	0.8	0.2	(0.6)
Non-Measure R / M Highway Projects Total	\$ 16.4	\$ 6.5	\$ (10.0)
Highway Program Grand Total	\$ 328.6	\$ 246.3	\$ (82.3)

- Interstate-5 North Capacity Enhancement advances towards construction with contract solicitation starting in FY21
- Planning efforts continue for all highway projects

Continue support for Caltrans delivery of major Highway Program projects including:

- SR138 Capacity Enhancements
- I-5 Capacity Enhancements from SR-134 to SR-170
- South Bay Improvements and Gateway Cities Improvements including I-605 Hot Spots
- I-710 Early Action projects
- I-5 South projects to the Orange County Line
- Highway Operational Improvements in Arroyo Verdugo and in Las Virgenes / Malibu subregions
- Alameda Corridor East Phase 2 projects.

Other Metro Programs

	Program Type (\$ in millions)	FY20 Budget	FY21 Proposed	\$ Change	% Change
1	Subsidy Program	\$ 1,404.7	\$ 1,239.2	\$ (165.5)	-11.8%
2	Regional Rail	\$ 178.2	\$ 219.5	\$ 41.3	23.2%
3	Congestion Management	\$ 135.9	\$ 89.6	\$ (46.3)	-34.0%
4	General Planning & Programs	\$ 168.9	\$ 155.1	\$ (13.8)	-8.2%
5	Debt Service	\$ 534.9	\$ 509.2	\$ (25.8)	-4.8%
6	Oversight and Admin	\$ 71.2	\$ 62.6	\$ (8.6)	-12.1%
7	TID and Metro Transit	\$ 4,715.0	\$ 3,742.1	\$ (972.9)	-20.6%
8	Total Expenses	\$ 7,208.8	\$ 6,017.3	\$ (1,191.5)	-16.5%

- **Subsidy** - Transit funding to operators and cities continue regionally, with CARES funds mitigating declines
- **Regional Rail** - Link US property acquisitions, Rosecrans / Marquardt Grade Separation and Metrolink's fare revenue replacement
- **Congestion Management** - Reduction in ExpressLanes demand and usage along with removal of duplicate vendor
- **General Planning** - Projects are evaluated to continue at regular or adjusted speed including West Santa Ana Branch, Sepulveda Transit Corridor, Centinela Grade Separation, Rail to Rail/River and LA River Bike Path
- **Debt Service** - Primarily due to repayment schedule structure at the time of the original bond issuance.
- **Oversight and Admin** – Cost controls result in 3% of total budget while continuing to invest in agency priorities such as equity, sustainability and climate action initiatives and projects

FY21 Budget Outreach

Comments received as of 9/10/20



[Metro.net/myvoice](https://metro.net/myvoice)

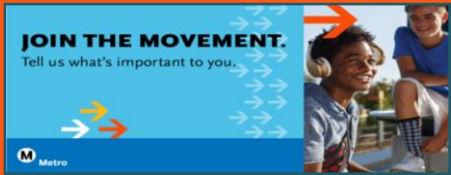
-Emails (>400,000)

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Budgetcomments@metro.net

-Email comments (83)



[Questionnaire](#)

-Responses (4,217)

-Comments (1,644)

[Virtual Meetings \(>20\)](#)



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



[Summary of Comments – 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”
- **Access to Opportunity** - “High Density Developments Around Transit” and “Easier Reduced Fare Program” & “Better Mobile and Web experience”

FY21 Proposed Budget Risks

- This budget assumes a gradual and immediate recovery beginning in September, with a full recovery anticipated in June 2021.
- Further declines in sales tax revenues from the current estimate as a result of prolonged impact of the ongoing COVID-19 pandemic, uncertainty of when consumer spending return to pre-COVID levels.
- Costs that rise faster than the inflation factor built into the budget for goods/services used to deliver Metro's projects and services.
- Uncertainty regarding public willingness to return to public transit post-COVID.
- Changes in Metro's share of federal and state funding that is dependent on legislative or other actions.
- Unanticipated mobility initiatives added post Budget adoption.

Next Steps

- Final Board Adoption expected on **September 24th**
 - Board Adoption is legally required
- Mid-Year Budget Update (if needed) – December/January TBD
 - Review of the Sales Tax and Other Revenues, based on duration of pandemic
 - Review of delivery and expenditure on projects and programs and adjustments on a case by case basis
 - Opportunity of additional funding and competitiveness of our projects
- Performance Monitoring
 - Report back to the board regularly regarding financial performance throughout FY21

September Board Report FY21 Budget Adoption

- A. ADOPTING** the proposed FY21 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
- 1. AUTHORIZING** \$6.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted Metro Vision 2028 strategic plan; and
 - 2. AUTHORIZING** a total of 10,219 FTEs with 8,482 Represented FTEs and 1,737 Non-Represented FTEs which did not change from FY20 authorized levels; and
 - 3. APPROVING** the Life of Project (LOP) budgets for new capital projects with LOP exceeding \$5 million presented in Attachment A; and
 - 4. AMENDING** the proposed budget to include \$165.2 million for Gold Line Foothill Extension 2B for a total of \$265.2 million, finalized after budget closed; and
- B. APPROVING** the Reimbursement Resolution declaring Metro's intention to issue debt in FY21 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

FY21 Proposed Budget

**Board Meeting
September 24, 2020**

FY21 Proposed Budget Highlights

Objective: Balancing FY21 Proposed Budget at \$6.0 billion under severe financial constraint due to COVID-19, while staying on course to deliver Metro's mission

Revenues

- Projecting revenue loss of \$730M, \$490M in Sales Taxes and \$241M in Fares and Tolls
- Assumes gradual recovery that starts in September 2020, with a full recovery anticipated in June 2021
- CARES stimulus does not cover all losses in operations and provides no funding for capital projects

Expenses

Labor:

- No reduction of FTEs from FY20 Budget level (CARES reimbursement)
- Union wages will increase up to 4.5% per the Collective Bargaining Agreements (CBA)
- Controlling costs through Non-Contract vacancy savings and labor overtime usage

Programs:

- Enhanced cleaning, sanitizing, and PPE availability
- Transit Services at 81% of pre-COVID revenue hours, estimated boardings at 55%
- NextGen investments of \$7M for service enhancements, plus \$123M for other bus improvements
- All Measure M/R projects in FY20 moving forward, planning phases moving towards shovel ready status
- Transit funding to operators and cities continue regionally, with CARES funds mitigating declines
- Congestion Management and other mobility initiatives adjusted to match demand
- Cost controls in place for Oversight and Administrative projects, leading to 12% reduction

If needed, Mid-Year Budget will be brought to Board for approval based on the pace of recovery

FY21 Budget Outreach

Comments received as of 9/10/20



[Metro.net/myvoice](https://metro.net/myvoice)

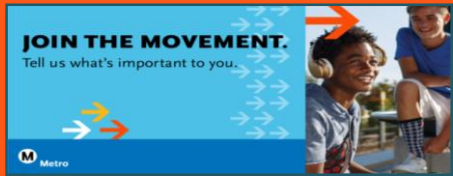
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FY21 Proposed Budget Risks

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Board Report

File #: 2020-0548, File Type: Informational Report

Agenda Number: 11.

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

SUBJECT: FISCAL YEAR 2021 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.1 billion in FY 2021 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in **Attachment A**. These allocations comply with federal, state and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchanges in the estimated amount of \$2,813,249 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- C. APPROVING fund exchanges in the estimated amount of \$267,928 of Metro's Prop C 40% allocation with Antelope Valley's shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund increases from \$6.0 million to \$9.0 million in FY 2021 for Tier 2 Operators. This allocation includes CARES ACT Equivalent Supplemental Funding as approved by the LACMTA Board of Directors;
- E. APPROVING the execution of local funding exchanges as appropriate in order to implement the Board approved CARES Act allocations;
- F. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$330,000 with Metro's TDA Article 4 allocation;
- G. APPROVING fund exchanges in the amount totaling \$14.0 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- H. AUTHORIZING the Chief Executive Officer to adjust FY 2021 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY 2021 budget as necessary to reflect the aforementioned adjustment;
- I. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY21 Taxi Voucher component of the LIFE Program;
- J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the

above funding programs; and

- K. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (**Attachment B**).

ISSUE

Each year, transit operating and capital funds consisting of federal, state and local revenues are allocated to Metro operations, transit operators and Los Angeles County local jurisdictions for programs, projects and services according to federal guidelines, state laws and established funding policies and procedures. The Board of Directors must approve allocations for FY 2021 before funds can be disbursed.

In May of 2020, in the midst of the pandemic, the Metro Board adopted a Continuing Resolution to extend the FY20 budget for one quarter into FY 2021 and authorized the extension of annual subsidies. The FY 2021 Transit Fund Allocations incorporates the continuing resolution and covers July 1, 2020 through June 30, 2021.

The Municipal operators are requesting fund exchanges of their Federal Sections 5339 and 5337 allocations with Metro's share of Federal Section 5307 allocation in order to minimize the impact on administrative processes associated with these funding programs.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (LACMTA), as the Regional Transportation Planning Entity for Los Angeles County, is responsible for planning, programming and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and Metro Operations. LACMTA Board approval will allow the continued funding of transportation projects, programs and services in Los Angeles County.

DISCUSSION

With the implementation of the Safer at Home order in March, nonessential businesses were closed, and all residents were directed to leave their homes only for essential activities. As a result, consumer spending has plummeted, transit ridership and fare revenues have dropped dramatically, and a significant reduction is anticipated in resources available to operate and maintain Los Angeles County's transit mobility network.

The revenue received from local and state derived sales tax measures, the basis of our investment in mobility, is estimated to decline by a total of \$1.060 billion over FY20 and FY21. These unprecedented revenue losses affect every component of Los Angeles County's transportation investment program, including Metro's bus and rail operations, municipal transit operators, the 89 local jurisdictions throughout Los Angeles County, local community-based operators, and other partnerships throughout the county. Metro continues to pursue stimulus and recovery subsidies from FEMA, Federal, and State governments. The Federal CARES Act signed on March 27, 2020 provided \$1 Billion for LA county transit operators on a reimbursement basis.

In order to provide CARES Act relief to transit operators throughout Los Angeles County, Metro staff proposed, and the Board approved, the CARES allocation methodology, based on offsetting and mitigating the loss of sales tax revenues, fares and other revenues. The goal of the CARES allocation method is to ensure that funding for transit operations throughout the county is maintained and supported at pre-COVID funding levels, as intended under the CARES Act. Each operator will receive their full FY20 funding allocation as adopted by the Metro Board. Each operator is also proposed to receive funding equal to levels originally estimated for FY21, prior to the COVID-19 pandemic. As a result, each operator is expected to be "held harmless" in relation to the reduction of sales tax revenues anticipated for FY20 and FY21.

In FY21, in order to offset the estimated sales tax revenue losses and minimize future fiscal disruptions, Metro staff has proposed to deviate from traditional policy and incorporate the FY20 sales tax revenue losses with FY21 total funds available instead of including the FY20 loss in FY22. With the availability of CARES Act funding, operators should see significantly reduced variability in funding.

Staff has also proposed that Proposition C Discretionary programs and Metro TDA administrative allocations remain at FY19 funding levels in order to maintain funding and mitigate the reduction in sales tax revenues.

Transit Fund Allocations

The recommended FY 2021 Transit Fund Allocations are developed according to federal, state and local requirements, as well as policies and guidelines previously approved by LACMTA Board. Details of significant information, methodologies and assumptions are described in **Attachment C**.

The Tier 2 Operators Funding Program will receive \$9.0 million of funding from Proposition A 95% of 40% Discretionary growth over inflation. This allocation includes a total of \$4,534,038 in CARES ACT Equivalent Supplemental Funding as approved by the LACMTA Board of Directors, and the CARES funds will be exchanged with local funds.

The Sub-Regional Paratransit operators, Voluntary NTD Reporting agencies, Avalon Ferry, Avalon Transit Services and Hollywood Bowl Shuttle Services will receive \$7,027,059 in CARES Act Equivalent Supplemental Funding as approved by the LACMTA Board of Directors, and the CARES funds will be exchanged with local funds.

At its April 21, 2020 meeting, the Bus Operations Subcommittee awarded \$330,000 a year for three years of Federal Section 5307 15% Discretionary fund to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. Funds will be exchanged with Metro's share of the Transportation Development Act (TDA) fund.

Staff has reviewed the recommended allocations, related methodologies and assumptions with Metro operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS) and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS and LTSS have all formally adopted the recommended FY 2021 Transit Fund Allocations.

Low Income Fares is Easy (LIFE) Program

The LIFE program, in addition to the provision of fare subsidies, provides Taxi Vouchers to individuals with short term/immediate need transit services who are otherwise unable to use fixed route transit. Taxi Vouchers and their required reimbursements to Taxi providers are managed by the program administrators and distributed to the rider, through approved agencies such as hospitals and shelters, to provide trips categorized by mobility or health limitations, urgency or safety. Funding to accommodate Taxi reimbursements and voucher printing are to be allocated as follows: \$840 thousand to FAME, and \$420 thousand to IILA.

DETERMINATION OF SAFETY IMPACT

Adoption of this item will provide funding for increased safety efforts.

FINANCIAL IMPACT

The FY 2021 Transit Fund Allocations are included in the FY 2021 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes LACMTA to disburse these funds to the Los Angeles County jurisdictions and transit operators.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY 2021 Transit Fund Allocations. This alternative is not recommended because federal, state and local requirements, as well as prior LACMTA Board policies and guidelines require an annual allocation of funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects and services. Allocation methodologies and assumptions comply with federal, state and local requirements, as well as policies and guidelines previously approved by LACMTA Board.

NEXT STEPS

Upon Board approval of the recommended allocations and adoption of the resolution, we will work with Los Angeles County jurisdictions, transit operators, Southern California Association of Governments (SCAG) and Metro Operations to ensure the proper disbursement of funds.

ATTACHMENTS

Attachment A - FY 2021 Transit Fund Allocations

Attachment B - TDA and STA Resolution

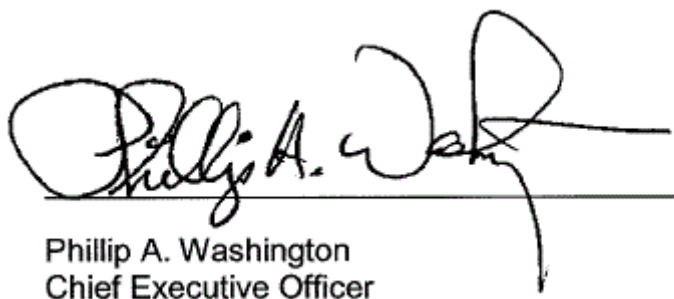
Attachment C - Summary of Significant Information, Methodologies and Assumptions

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Phillip A. Washington
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2021

PROPOSED

TRANSIT FUND ALLOCATIONS

July 1, 2020 - June 30, 2021

FY 2021

PROPOSED

TRANSIT FUND ALLOCATIONS

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Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

SUMMARY OF FY21 FUNDING INCLUDING STATE , LOCAL AND CARES ACT FUNDS

	Operators	FY21 PRE-COVID	FY21 Allocations			Increase from Pre-Covid Draft Fund Allocations
			REVISED	CARES Allocations ⁽¹⁾	Total	
	<u>Included Operators:</u>					
1	Metro Bus Ops	\$ 890,125,761	\$ 723,004,103	\$ 334,196,361	\$ 1,057,200,465	\$ 167,074,704
	Municipal Operators:					
2	Arcadia	1,196,979	989,896	413,118	1,403,014	206,035
3	Claremont	429,078	353,754	153,038	506,792	77,714
4	Commerce	2,670,918	2,265,903	834,418	3,100,321	429,403
5	Culver City	18,577,340	15,334,708	6,573,119	21,907,828	3,330,488
6	Foothill Transit	85,977,073	71,274,592	29,856,920	101,131,512	15,154,439
7	Gardena	19,091,131	15,828,389	6,650,248	22,478,637	3,387,506
8	La Mirada	354,804	293,186	123,098	416,284	61,480
9	Long Beach	82,602,264	68,512,304	29,203,837	97,716,141	15,113,877
10	Montebello	29,317,307	24,302,352	10,175,268	34,477,621	5,160,314
11	Norwalk	10,557,624	8,674,333	3,807,217	12,481,550	1,923,926
12	Redondo Beach	2,556,693	2,106,426	906,679	3,013,105	456,412
13	Santa Monica	68,349,769	56,324,285	24,360,412	80,684,697	12,334,928
14	Torrance	23,386,156	19,510,687	7,910,110	27,420,798	4,034,642
15	Sub-Total	345,067,136	285,770,816	120,967,484	406,738,300	61,671,164
	<u>Eligible Operators:</u>					
16	Antelope Valley ⁽²⁾	14,886,831	12,809,223	4,239,043	17,048,266	2,161,435
17	LADOT	45,809,622	37,950,831	15,831,270	53,782,101	7,972,479
18	Santa Clarita	12,793,553	10,957,365	3,776,194	14,733,559	1,940,006
19	Foothill BSCP	8,796,547	7,234,447	3,160,600	10,395,047	1,598,500
20	Sub-Total	82,286,553	68,951,866	27,007,107	95,958,973	13,672,420
	<u>Tier 2 Operators:</u>					
21	LADOT Community Dash	4,779,942	3,557,840	3,612,073	7,169,913	2,389,971
22	Glendale	693,977	516,546	524,420	1,040,966	346,989
23	Pasadena	404,420	301,021	305,610	606,631	202,211
24	Burbank	121,660	90,555	91,935	182,490	60,830
25	Sub-Total	6,000,000	4,465,962	4,534,038	9,000,000	3,000,000
26	Lynwood Trolley	232,058	221,741	15,325	237,066	5,008
27	Total Excluding Metro	433,585,747	359,410,385	152,523,953	511,934,338	78,348,591
28	County of Los Angeles	59,212	59,212	-	59,212	
29	Grand Total	\$ 1,323,770,720	\$ 1,082,473,700	\$ 486,720,315	\$ 1,569,194,015	\$ 245,423,295

Note:

(1) CARES Act Funds are FTA 5307 grant funds provided under this heading, are eligible for the operating expenses of transit agencies related to the response to a coronavirus public health emergency as described in section 319 of the Public Health Service Act. As approved by LACMTA Board of Directors in May 2020, Municipal Operators are allocated Supplemental Relief in the amount of estimated FY20 and FY21 sales tax losses.

(2) Per agreement between AVTA and Metro, CARES Act funds (\$4.2M) will be transferred to Metro to support Fixed Guideway operations.

Bus Transit Subsidies

STATE AND LOCAL FUNDS

REVISED REVENUE ESTIMATES

STATE AND LOCAL	FY21 Estimated Revenue	FY20 Impact	Carryover FY19 Budget vs Actual	Interest FY19 Actual	FY21 Total Funds	NOTE
Transportation Development Act:						
Planning & Administration:						
1 Planning - Metro	\$ 3,890,500	\$ (456,500)			\$ 3,434,000	
2 Planning - SCAG	2,917,875	(342,375)			2,575,500	
3 Administration - Metro	3,305,240	(112,378)			3,192,862	
4 Sub-total	10,113,615	(911,253)			9,202,362	
5 Article 3 Pedestrian & Bikeways 2.0000%	7,578,728	(894,775)	(24,138)	88,900	6,748,715	
6 Article 4 Bus Transit 91.3933%	346,322,624	(40,892,211)	(1,103,020)	4,062,447	308,389,840	
7 Article 8 Streets & Highways 6.6067%	25,035,033	(2,951,761)	(79,735)	293,667	22,297,204	
8 Total	389,050,000	(45,650,000)	(1,206,893)	4,445,014	346,638,121	a
Proposition A:						
9 Administration 5.0000%	38,905,000	(4,565,000)	127,414		34,467,414	
10 Local Return 25.0000%	184,798,750	n/a	n/a		184,798,750	b
11 Rail Development 35.0000%	258,718,250	(30,357,250)	847,301		229,208,301	
Bus Transit: 40.0000%						
12 95% of 40% Capped at CPI 2.3000%	255,631,343	-	n/a		255,631,343	c
13 95% of 40% Over CPI	25,262,757	(32,959,300)	n/a		(7,696,543)	d
14 Sub-total	280,894,100	(32,959,300)	-		247,934,800	
15 5% of 40% Incentive	14,783,900	(1,734,700)	48,417		13,097,617	
16 Total	778,100,000	(69,616,250)	1,023,132		709,506,882	a
Proposition C:						
17 Administration 1.5000%	11,671,500	(1,369,500)	38,184		10,340,184	
18 Rail/Bus Security 5.0000%	38,321,425	(4,496,525)	125,370		33,950,270	
19 Commuter Rail 10.0000%	76,642,850	(8,993,050)	250,740		67,900,540	
20 Local Return 20.0000%	153,285,700	n/a	n/a		153,285,700	b
21 Freeways and Highways 25.0000%	191,607,125	(22,482,625)	626,850		169,751,350	
22 Discretionary 40.0000%	306,571,400	(35,972,200)	1,002,959		271,602,159	
23 Total	778,100,000	(73,313,900)	2,044,102		706,830,202	a
State Transit Assistance:						
24 Bus (PUC 99314 Rev Base Share)	49,286,000	(9,090,749)	13,410,305	730,993	54,336,549	e
25 Rail (PUC 99313 Population Share)	37,786,000	(8,010,263)	11,963,627	434,110	42,173,474	
26 Total	87,072,000	(17,101,012)	25,373,932	1,165,103	96,510,023	
SB 1 State Transit Assistance:						
27 Bus (PUC 99314 Rev Base Share)	40,272,000	(7,536,073)	10,546,370	603,179	43,885,477	f,e
28 Rail (PUC 99313 Population Share)	30,875,000	(6,639,883)	9,465,031	358,206	34,058,354	g
29 Total	71,147,000	(14,175,955)	20,011,401	961,385	77,943,831	
SB 1 State Of Good Repair:						
30 Bus (PUC 99314 Rev Base Share)	14,367,000	3,519,975	(777,927)	440,333	17,549,382	f
31 Rail (PUC 99313 Population Share)	11,008,000	2,436,083	(41,775)	350,208	13,752,517	g
32 Total	25,375,000	5,956,059	(819,701)	790,541	31,301,899	

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

REVISED REVENUE ESTIMATES (continued)

STATE AND LOCAL		FY21 Estimated Revenue	FY20 Impact	Carryover FY19 Budget vs Actual	Interest FY19 Actual	FY21 Total Funds	NOTE
Measure R:							
33 Administration	1.5000%	11,671,500	(1,369,500)	41,900	1,334,498	11,678,398	
34 Transit Capital - "New Rail"	35.0000%	268,249,975	(31,475,675)	963,000	5,333,401	243,070,701	
35 Transit Capital - Metrolink	3.0000%	22,992,855	(2,697,915)	82,543	713,874	21,091,356	
36 Transit Capital - Metro Rail	2.0000%	15,328,570	(1,798,610)	55,029	(1,150,671)	12,434,317	
37 Highway Capital	20.0000%	153,285,700	(17,986,100)	550,285	7,767,252	143,617,137	
38 Operations "New Rail"	5.0000%	38,321,425	(4,496,525)	137,571	(280,529)	33,681,942	
39 Operations Bus	20.0000%	153,285,700	(17,986,100)	550,285	(850,176)	134,999,710	
40 Local Return	15.0000%	114,964,275	n/a	n/a	n/a	114,964,275	b
41 Total		778,100,000	(77,810,425)	2,380,613	12,867,649	715,537,837	a
Measure M:							
Local Return Supplemental & Administration:							
42 Administration	0.5000%	4,007,215	(470,195)	(40,307)	83,101	3,579,814	
43 Supplemental transfer to Local Return	1.0000%	7,664,285	n/a	n/a	n/a	7,664,285	b,h
44	Sub-total	11,671,500	(470,195)	(40,307)	83,101	11,244,099	
45 Local Return Base	16.0000%	122,628,560	n/a	n/a	n/a	122,628,560	b,h
46 Metro Rail Operations	5.0000%	38,321,425	(4,496,525)	(385,462)	6,537	33,445,975	
47 Transit Operations (Metro & Municipal Providers)	20.0000%	153,285,700	(17,986,100)	(1,541,847)	(655,282)	133,102,471	
48 ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	15,328,570	(1,798,610)	(154,185)	535,177	13,910,953	
49 Transit Construction	35.0000%	268,249,975	(31,475,675)	(2,698,233)	8,796,954	242,873,021	
50 Metro State of Good Repairs	2.0000%	15,328,570	(1,798,610)	(154,185)	(66,879)	13,308,897	
51 Highway Construction	17.0000%	130,292,845	(15,288,185)	(1,310,570)	5,535,645	119,229,734	
52 Metro Active Transportation Program	2.0000%	15,328,570	(1,798,610)	(154,185)	518,906	13,894,681	
53 Regional Rail	1.0000%	7,664,285	(899,305)	(77,092)	111,752	6,799,640	
54 Total		778,100,000	(76,011,815)	(6,516,065)	14,865,911	710,438,030	a
55 Total Funds Available		\$ 3,685,044,000	\$ (367,723,299)	\$ 42,290,522	\$ 35,095,602	\$ 3,394,706,825	
Total Planning & Admin Allocations:							
56 (Lines 4, 9, 17, 33 and 42)		\$ 76,368,830	\$ (8,685,448)	\$ 167,190	\$ 1,417,599	\$ 69,268,172	

Notes:

- a) The revenue estimate is projected to decline 14.5% over the FY20 revenue estimate based on several economic forecasts evaluated by MTA.
- b) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received. Carryover represents the funds that had not been spent, and past the lapsing period and will be re-allocated to all the cities based on the formula.
- c) Consumer price index (CPI) of 2.30% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.
- d) 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.
- e) STA Revenue estimate from the State Controller's office is reduced by 14.2% for the revenue base share and population-base share due to anticipated shortfall of FY21 revenue.
- f) The SGR program is one of two programs that allocate Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, to transit agencies through the State Transit Assistance (STA) formula. The first program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel and does not require pre-approval of project list. The second portion - State of Good Repair - is a new program funded from the increase in Vehicle License Fee. In order to be eligible for SGR funding, eligible agencies must comply with various reporting requirements.
- g) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.
- h) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

COVID IMPACT ON FY20 and FY21 REVENUE ESTIMATES

STATE AND LOCAL		FY20 ⁽¹⁾			FY21 ⁽²⁾		
		PRE-COVID FY20 Total Funds	REVISED FY20 Total Funds	COVID Impact	PRE-COVID FY21 Total Funds	REVISED FY21 Total Funds	COVID IMPACT
Transportation Development Act:							
Planning & Administration:							
1	Planning - Metro	\$ 4,365,000	\$ 3,908,500	\$ (456,500)	\$ 4,550,000	\$ 3,434,000	\$ (1,116,000)
2	Planning - SCAG	3,273,750	2,931,375	(342,375)	3,412,500	2,575,500	(837,000)
3	Administration - Metro	3,417,618	3,305,240	(112,378)	3,533,817	3,192,862	(340,955)
4	Sub-total	11,056,368	10,145,115	(911,253)	11,496,317	9,202,362	(2,293,955)
5	Article 3 Pedestrian & Bikeways	2.0000% 8,722,313	7,827,538	(894,775)	8,934,836	6,748,715	(2,186,121)
6	Article 4 Bus Transit	91.3933% 402,826,334	361,934,122	(40,892,211)	408,292,263	308,389,840	(99,902,423)
7	Article 8 Streets & Highways	6.6067% 28,747,096	25,795,335	(2,951,761)	29,514,705	22,297,204	(7,217,502)
8	Total	451,352,110	405,702,110	(45,650,000)	458,238,121	346,638,121	(111,600,000)
Proposition A:							
9	Administration	5.0000% 47,905,688	43,340,688	(4,565,000)	45,627,414	34,467,414	(11,160,000)
10	Local Return	25.0000% 207,337,500	185,653,750	(21,683,750)	216,125,000	184,798,750	(31,326,250)
11	Rail Development	35.0000% 318,572,828	288,215,578	(30,357,250)	303,422,301	229,208,301	(74,214,000)
Bus Transit:							
12	95% of 40% Capped at CPI 2.3000%	40.0000% 249,884,011	249,884,011	-	255,631,343	255,631,343	(0)
13	95% of 40% Over CPI	65,268,989	32,309,689	(32,959,300)	72,878,657	(7,696,543)	(80,575,200)
14	Sub-total	315,153,000	282,193,700	(32,959,300)	328,510,000	247,934,800	(80,575,200)
15	5% of 40% Incentive	18,204,162	16,469,462	(1,734,700)	17,338,417	13,097,617	(4,240,800)
16	Total	907,173,178	815,873,178	(91,300,000)	911,023,132	709,506,882	(201,516,250)
Proposition C:							
17	Administration	1.5000% 13,613,181	12,243,681	(1,369,500)	13,688,184	10,340,184	(3,348,000)
18	Rail/Bus Security	5.0000% 44,696,612	40,200,087	(4,496,525)	44,942,870	33,950,270	(10,992,600)
19	Commuter Rail	10.0000% 89,393,224	80,400,174	(8,993,050)	89,885,740	67,900,540	(21,985,200)
20	Local Return	20.0000% 171,981,000	153,994,900	(17,986,100)	179,270,000	153,285,700	(25,984,300)
21	Freeways and Highways	25.0000% 223,483,061	201,000,436	(22,482,625)	224,714,350	169,751,350	(54,963,000)
22	Discretionary	40.0000% 357,572,897	321,600,697	(35,972,200)	359,542,959	271,602,159	(87,940,800)
23	Total	900,739,976	809,439,976	(91,300,000)	912,044,102	706,830,202	(205,213,900)
State Transit Assistance ⁽³⁾:							
24	Bus (PUC 99314 Rev Base Share)	79,455,736	70,364,987	(9,090,749)	71,589,711	54,336,549	(17,253,162)
25	Rail (PUC 99313 Population Share)	61,744,221	53,733,958	(8,010,263)	56,423,690	42,173,474	(14,250,217)
26	Total	141,199,957	124,098,945	(17,101,012)	128,013,401	96,510,023	(31,503,379)
SB 1 State Transit Assistance ⁽³⁾:							
27	Bus (PUC 99314 Rev Base Share)	55,500,241	47,964,168	(7,536,073)	58,090,876	43,885,477	(14,205,400)
28	Rail (PUC 99313 Population Share)	43,407,584	36,767,701	(6,639,883)	45,797,016	34,058,354	(11,738,662)
29	Total	98,907,824	84,731,869	(14,175,955)	103,887,893	77,943,831	(25,944,062)
SB 1 State Of Good Repair							
30	Bus (PUC 99314 Rev Base Share)	18,693,488	22,213,463	3,519,975	16,362,581	17,549,382	1,186,800
31	Rail (PUC 99313 Population Share)	14,649,096	17,085,179	2,436,083	13,106,717	13,752,517	645,800
32	Total	33,342,583	39,298,642	5,956,059	29,469,298	31,301,899	1,832,600

COVID IMPACT ON FY20 and FY21 REVENUE ESTIMATES (continued)

STATE AND LOCAL		FY20 ⁽¹⁾			FY21 ⁽²⁾			
		PRE-COVID FY20 Total Funds	REVISED FY20 Total Funds	COVID Impact	PRE-COVID FY21 Total Funds	REVISED FY21 Total Funds	COVID IMPACT	
Measure R:								
33	Administration	1.5000%	14,073,819	12,704,319	(1,369,500)	15,026,398	11,678,398	(3,348,000)
34	Transit Capital - "New Rail"	35.0000%	313,783,399	282,307,724	(31,475,675)	320,018,901	243,070,701	(76,948,200)
35	Transit Capital - Metrolink	3.0000%	27,239,082	24,541,167	(2,697,915)	27,686,916	21,091,356	(6,595,560)
36	Transit Capital - Metro Rail	2.0000%	17,301,083	15,502,473	(1,798,610)	16,831,357	12,434,317	(4,397,040)
37	Highway Capital	20.0000%	181,894,773	163,908,673	(17,986,100)	187,587,537	143,617,137	(43,970,400)
38	Operations "New Rail"	5.0000%	44,796,467	40,299,942	(4,496,525)	44,674,542	33,681,942	(10,992,600)
39	Operations Bus	20.0000%	178,614,306	160,628,206	(17,986,100)	178,970,110	134,999,710	(43,970,400)
40	Local Return	15.0000%	128,999,642	115,510,067	(13,489,575)	134,452,500	114,964,275	(19,488,225)
41	Total		906,702,571	815,402,571	(91,300,000)	925,248,262	715,537,837	(209,710,425)
Measure M:								
Local Return Supplemental & Administration:								
42	Administration	0.5000%	4,825,771	4,355,576	(470,195)	4,729,294	3,579,814	(1,149,480)
43	Supplemental transfer to Local Return	1.0000%	8,599,050	7,699,745	(899,305)	8,963,500	7,664,285	(1,299,215)
44	Sub-total		13,424,821	12,055,321	(1,369,500)	13,692,794	11,244,099	(2,448,695)
45	Local Return Base	16.0000%	137,584,800	123,195,920	(14,388,880)	143,416,000	122,628,560	(20,787,440)
46	Metro Rail Operations	5.0000%	46,202,937	41,706,412	(4,496,525)	44,438,575	33,445,975	(10,992,600)
47	Transit Operations (Metro & Municipal Providers)	20.0000%	184,745,722	166,759,622	(17,986,100)	177,072,871	133,102,471	(43,970,400)
48	ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	18,452,324	16,653,714	(1,798,610)	18,307,993	13,910,953	(4,397,040)
49	Transit Construction	35.0000%	323,318,707	291,843,032	(31,475,675)	319,821,221	242,873,021	(76,948,200)
50	Metro State of Good Repairs	2.0000%	18,545,746	16,747,136	(1,798,610)	17,705,937	13,308,897	(4,397,040)
51	Highway Construction	17.0000%	156,846,345	141,558,160	(15,288,185)	156,604,574	119,229,734	(37,374,840)
52	Metro Active Transportation Program	2.0000%	18,478,998	16,680,388	(1,798,610)	18,291,721	13,894,681	(4,397,040)
53	Regional Rail	1.0000%	9,288,810	8,389,505	(899,305)	8,998,160	6,799,640	(2,198,520)
54	Total		926,889,211	835,589,211	(91,300,000)	918,349,845	710,438,030	(207,911,815)
55	Total Funds Available		\$ 4,366,307,411	\$ 3,930,136,502	\$ (436,170,909)	\$ 4,386,274,055	\$ 3,394,706,825	\$ (991,567,230)
Total Planning & Admin Allocations:								
56	(Lines 4, 9, 17, 33 and 42)		\$ 91,474,827	\$ 82,789,380	\$ (8,685,448)	\$ 90,567,607	\$ 69,268,172	\$ (21,299,435)

Notes:

- 1) The FY20 revenue estimate is projected to decline 11.2% over the FY19 revenue estimate based on several economic forecasts evaluated by MTA.
- 2) The FY21 revenue estimate is projected to decline 14.5% over the FY20 revenue estimate based on several economic forecasts evaluated by MTA.
- 3) STA Revenue (including SB1/STA) estimate from the State Controller's office is reduced by 14.2% for FY20 and 14.5% for FY21 due to anticipated shortfall of estimated revenues.

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

STATE AND LOCAL FUNDS

Operators	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1		Total
	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair	
Included Operators:												
1 Metro Bus Ops	\$ 224,032,132	\$ 40,027,020	\$ 188,310,833	\$ 452,369,985	\$ 24,722,248	\$ 19,773,019	\$ 92,657,766	\$ -	\$ 91,355,586	\$ 30,121,029	\$ 12,004,471	\$ 723,004,103
Municipal Operators:												
2 Arcadia	308,378	50,646	238,270	597,294	5,080	101,388	117,240	-	115,592	38,112	15,189	989,896
3 Claremont	112,791	18,525	87,154	218,471	1,732	28,890	42,884	-	42,281	13,941	5,556	353,754
4 Commerce	413,359	61,926	291,336	766,621	29,795	1,119,627	143,351	-	141,336	46,600	18,572	2,265,903
5 Culver City	4,612,255	774,517	3,643,789	9,030,561	300,645	1,627,746	1,792,915	-	1,767,718	582,838	232,285	15,334,708
6 Foothill Transit	21,380,759	3,600,033	16,936,688	41,917,480	787,627	8,230,544	8,333,645	-	8,216,527	2,709,087	1,079,683	71,274,592
7 Gardena	4,636,851	782,879	3,683,129	9,102,859	190,864	2,111,668	1,812,272	-	1,786,803	589,130	234,793	15,828,389
8 La Mirada	96,118	15,039	70,754	181,911	2,855	23,453	34,814	-	34,325	11,317	4,510	293,186
9 Long Beach	19,708,492	3,414,381	16,063,272	39,186,144	1,519,157	8,516,929	7,903,883	-	7,792,805	2,569,381	1,024,004	68,512,304
10 Montebello	7,080,895	1,198,623	5,639,033	13,918,551	348,186	3,263,809	2,774,669	-	2,735,675	901,985	359,478	24,302,352
11 Norwalk	2,602,247	458,501	2,157,062	5,217,810	93,300	772,848	1,061,376	-	1,046,459	345,030	137,509	8,674,333
12 Redondo Beach	663,012	109,600	515,622	1,288,233	23,969	175,023	253,710	-	250,144	82,476	32,870	2,106,426
13 Santa Monica	17,176,977	2,904,583	13,664,880	33,746,440	819,168	5,348,785	6,723,762	-	6,629,269	2,185,749	871,111	56,324,285
14 Torrance	5,565,574	920,276	4,329,522	10,815,371	236,550	3,259,527	2,130,328	-	2,100,389	692,523	275,999	19,510,687
15 Sub-Total	84,357,708	14,309,529	67,320,510	165,987,747	4,358,929	34,580,237	33,124,850	-	32,659,324	10,768,170	4,291,559	285,770,816
Eligible Operators:												
16 Antelope Valley	-	-	5,621,487	5,621,487	150,416	1,735,318	2,172,434	-	2,141,903	706,211	281,454	12,809,223
17 LADOT	-	-	20,742,720	20,742,720	1,156,008	5,754,411	4,219,360	-	4,160,062	1,371,622	546,648	37,950,831
18 Santa Clarita	-	-	4,717,718	4,717,718	167,642	1,399,720	1,914,414	-	1,887,510	622,335	248,026	10,957,365
19 Foothill BSCP	-	-	4,477,996	4,477,996	-	533,357	910,887	-	898,086	296,110	118,012	7,234,447
20 Sub-Total	-	-	35,559,922	35,559,922	1,474,066	9,422,805	9,217,095	-	9,087,561	2,996,277	1,194,140	68,951,866
Tier 2 Operators:												
21 LADOT Community Das	-	-	7,169,913	7,169,913	-	-	-	-	-	-	-	7,169,913
22 Glendale	-	-	1,040,966	1,040,966	-	-	-	-	-	-	-	1,040,966
23 Pasadena	-	-	606,631	606,631	-	-	-	-	-	-	-	606,631
24 Burbank	-	-	182,490	182,490	-	-	-	-	-	-	-	182,490
25 Sub-Total	-	-	9,000,000	9,000,000	-	-	-	-	-	-	-	9,000,000
26 Lynwood Trolley	-	-	-	-	-	237,066	-	-	-	-	-	237,066
27 Total Excluding Metro	84,357,708	14,309,529	111,880,432	210,547,669	5,832,995	44,240,108	42,341,944	-	41,746,885	13,764,447	5,485,699	363,959,748
28 County of Los Angeles											59,212	59,212
29 Grand Total	\$ 308,389,840	\$ 54,336,549	\$ 300,191,265	\$ 662,917,654	\$ 30,555,243	\$ 64,013,127	\$ 134,999,710	\$ -	\$ 133,102,471	\$ 43,885,477	\$ 17,549,382	\$ 1,087,023,063

BUS TRANSIT FUNDING PERCENTAGE SHARES

Operators	Vehicle Service Miles (VSM) (1)	Passenger Revenue (\$) (1)	Base Fare (\$)	Fare Units	Fare Units Prior to Fare Increase/decrease	Fare Units Used in FAP (2)	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment (3)	TDA/STA Share
Included Operators										
1 Metro Bus Ops.(4)	72,792,000	185,702,000	\$ 1.75	106,115,429	197,161,600	197,161,600	134,976,800	73.6650%	0.0000%	73.6650%
2 Arcadia DR	89,056	5,087	0.50	10,174	72,829	72,829	80,943	0.0442%	0.0000%	0.0442%
3 Arcadia MB	165,108	7,290	0.50	14,580	-	14,580	89,844	0.0490%	0.0000%	0.0490%
4 Claremont	43,100	37,700	2.50	15,080	81,840	81,840	62,470	0.0341%	0.0000%	0.0341%
5 Commerce	417,646	-	-	-	-	-	208,823	0.1140%	0.0000%	0.1140%
6 Culver City	1,550,357	2,722,099	1.00	2,722,099	3,673,208	3,673,208	2,611,783	1.4254%	0.0000%	1.4254%
7 Foothill	10,058,643	13,270,666	1.50	8,847,111	14,221,000	14,221,000	12,139,822	6.6254%	0.0000%	6.6254%
8 Gardena	1,576,361	2,083,161	1.00	2,083,161	3,703,600	3,703,600	2,639,981	1.4408%	0.0000%	1.4408%
9 La Mirada	65,827	35,602	1.00	35,602		35,602	50,715	0.0277%	0.0000%	0.0277%
10 Long Beach	7,055,099	13,370,830	1.25	10,696,664	15,972,456	15,972,456	11,513,778	6.2838%	0.0000%	6.2838%
11 Montebello	2,228,298	3,675,867	1.10	3,341,697	5,855,556	5,855,556	4,041,927	2.2059%	0.0000%	2.2059%
12 Norwalk	998,195	1,179,834	1.25	943,867	2,094,068	2,094,068	1,546,132	0.8438%	0.0000%	0.8438%
13 Redondo Beach DR	60,453	12,084	1.00	12,084		12,084	36,269	0.0198%	0.0000%	0.0198%
14 Redondo Beach MB	365,547	301,087	1.00	301,087		301,087	333,317	0.1819%	0.0000%	0.1819%
15 Santa Monica	4,928,000	11,315,000	1.25	9,052,000	14,661,333	14,661,333	9,794,667	5.3455%	0.0000%	5.3455%
16 Torrance	1,696,600	2,054,200	1.00	2,054,200	4,510,000	4,510,000	3,103,300	1.6937%	0.0000%	1.6937%
17 Sub-Total	104,090,290	235,772,507		146,244,835		262,370,843	183,230,567	100.0000%	0.0000%	100.0000%
Eligible Operators										
18 Antelope Valley	3,233,545	4,689,668	1.50	3,126,445	3,543,241	3,543,241	3,388,393	1.7271%	0.0000%	1.7271%
19 Santa Clarita	2,874,288	3,097,621	1.00	3,097,621		3,097,621	2,985,955	1.5220%	0.0000%	1.5220%
20 LADOT Local	1,837,377	2,802,798	0.50	5,605,596	6,727,520	6,727,520	4,282,449	2.1829%	0.0000%	2.1829%
21 LADOT Express	1,444,329	3,294,488	1.50	2,196,325	3,152,832	3,152,832	2,298,581	1.1716%	0.0000%	1.1716%
22 Foothill - BSCP	1,212,189	1,486,549	1.50	991,033	1,650,000	1,650,000	1,431,095	0.7242%	0.0000%	0.7242%
23 Sub-Total	10,601,728	15,371,124		15,017,020		18,171,214	14,386,471	7.3278%	0.0000%	7.3278%
24 Total	114,692,018	251,143,631		161,261,855		280,542,057	197,617,038			

Notes:

(1) Operators' statistics exclude BSIP, TSE, Base Restructuring and MOSIP services that are funded from PC 40% Discretionary. Also excluded are services funded from other sources (CRD, FTA, etc.)

(2) Fare units used are frozen to the level prior to fare change in accordance with the Funding Stability Policy, adopted by the Board in November 2007.

(3) TDA cap of 0.25% is applied for DAR operators - Arcadia, Claremont, La Mirada and Redondo Beach DR.

(4) MTA Statistics include contracted services with LADOT for Lines 422, 601 and 602 (Consent Decree Lines), Glendale and Palos Verdes Peninsula Transit Authority (PVPTA).

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

Operators	TDA & STA % Shares	TDA Article 4 plus interest			STA	Prop A Disc % Shares	Proposition A Discretionary ⁽²⁾	Total Formula Funds
		Allocated	Fund Exchange ⁽¹⁾	Net	Rev Base Share Plus Interest			
Included Operators								
1 Metro Bus Ops	73.6650%	\$ 227,175,381	\$ (3,143,249)	\$ 224,032,132	\$ 40,027,020	73.6650%	\$ 188,310,833	\$ 452,369,985
2 Arcadia DR	0.0442%	136,232		136,232	24,003	0.0442%	112,926	273,161
3 Arcadia MB	0.0490%	151,214	20,932	172,146	26,643	0.0490%	125,344	324,133
4 Claremont	0.0341%	105,141	7,650	112,791	18,525	0.0341%	87,154	218,471
5 Commerce	0.1140%	351,464	61,895	413,359	61,926	0.1140%	291,336	766,621
6 Culver City	1.4254%	4,395,812	216,443	4,612,255	774,517	1.4254%	3,643,789	9,030,561
7 Foothill Transit	6.6254%	20,432,167	948,592	21,380,759	3,600,033	6.6254%	16,936,688	41,917,480
8 Gardena	1.4408%	4,443,272	193,579	4,636,851	782,879	1.4408%	3,683,129	9,102,859
9 La Mirada	0.0277%	85,356	10,762	96,118	15,039	0.0277%	70,754	181,911
10 Long Beach ⁽³⁾	6.2838%	19,378,492	330,000	19,708,492	3,414,381	6.2838%	16,063,272	39,186,144
11 Montebello	2.2059%	6,802,845	278,050	7,080,895	1,198,623	2.2059%	5,639,033	13,918,551
12 Norwalk	0.8438%	2,602,247	-	2,602,247	458,501	0.8438%	2,157,062	5,217,810
13 Redondo Beach DR	0.0198%	61,042		61,042	10,755	0.0198%	50,599	122,397
14 Redondo Beach MB	0.1819%	560,996	40,974	601,970	98,844	0.1819%	465,022	1,165,836
15 Santa Monica	5.3455%	16,485,108	691,869	17,176,977	2,904,583	5.3455%	13,664,880	33,746,440
16 Torrance	1.6937%	5,223,071	342,503	5,565,574	920,276	1.6937%	4,329,522	10,815,371
17 Sub-Total	100.0000%	308,389,840	-	308,389,840	54,336,549	100.0000%	255,631,343	618,357,732
Eligible Operators								
Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI ^{(4), (5)}								
18 Antelope Valley	1.7271%	-	267,928	267,928	938,465	1.7271%	4,415,094	\$ 5,621,487
19 Santa Clarita	1.5220%	-		-	827,004	1.5220%	3,890,715	4,717,718
20 LADOT Local	2.1829%	6,731,693		6,731,693	1,186,086	2.1829%	5,580,054	13,497,833
21 LADOT Express	1.1716%	3,613,199		3,613,199	636,625	1.1716%	2,995,063	7,244,887
22 Foothill - BSCP	0.7242%	2,233,284		2,233,284	393,492	0.7242%	1,851,220	4,477,996
23 Sub-Total	7.3278%	12,578,177	267,928	12,846,105	3,981,672	7.3278%	18,732,146	35,559,922
24 Total FAP		\$ 308,389,840		\$ 308,389,840	\$ 54,336,549	107.3278%	\$ 255,631,343	\$ 653,917,654
Proposition A Discretionary (95% of 40%) Growth Over CPI:								
25 Revenue								\$ (7,696,543)
Uses of Fund:								
26 Eligible Operators - Formula Equivalent Funds								35,559,922
27 Tier 2 Operators ⁽⁶⁾								9,000,000
28 Total Uses of Funds								44,559,922
29 Proposition A Discretionary (95% of 40%) GOI Surplus (Shortfall)								(52,256,465)
30 Backfill from (Transfer to) PC40% Discretionary								52,256,465
								\$ -

Notes:

- (1) Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.
- (2) Prop A Discretionary funds, (95% of 40%) allocated to Included Operators have been capped at 2.30% CPI for FAP allocation.
- (3) Funds allocated to the SCRTPC through Long Beach Transit will be exchanged with Metro's TDA share.
- (4) Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40% Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI. Due to an estimated shortfall of GOI funds this year, funds will be allocated from PC40% Discretionary.
- (5) Antelope Valley's LCTOP fund will be exchanged with Metro's PC 40% Discretionary transfer to Proposition A Discretionary GOI.
- (6) Includes \$ 4,534,038 in CARES Act Equivalent Supplemental Funding as approved by the LACMTA Board of Directors. CARES funds will be exchanged with local funds.

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

Senate Bill 1 - Road Repair and Accountability Act of 2017

Operators	Measure R %Share ⁽¹⁾	SB1 - STA Allocation	SB1 - SGR Allocation ⁽²⁾	Total
<u>Included Operators:</u>				
1 Metro Bus Ops	68.6355%	\$ 30,121,029	\$ 12,004,471	\$ 42,125,500
2 Arcadia	0.0868%	38,112	15,189	53,302
3 Claremont	0.0318%	13,941	5,556	19,497
4 Commerce	0.1062%	46,600	18,572	65,172
5 Culver City	1.3281%	582,838	232,285	815,123
6 Foothill	6.1731%	2,709,087	1,079,683	3,788,770
7 Gardena	1.3424%	589,130	234,793	823,923
8 La Mirada	0.0258%	11,317	4,510	15,828
9 Long Beach	5.8547%	2,569,381	1,024,004	3,593,385
10 Montebello	2.0553%	901,985	359,478	1,261,463
11 Norwalk	0.7862%	345,030	137,509	482,539
12 Redondo Beach DR	0.0184%	8,094	3,226	11,319
13 Redondo Beach MB	0.1695%	74,382	29,644	104,026
14 Santa Monica	4.9806%	2,185,749	871,111	3,056,860
15 Torrance	1.5780%	692,523	275,999	968,522
<u>Eligible Operators:</u>				
16 Antelope Valley	1.6092%	706,211	281,454	987,665
17 Santa Clarita	1.4181%	622,335	248,026	870,360
18 LADOT Local	2.0338%	892,551	355,718	1,248,269
19 LADOT Express	1.0916%	479,072	190,930	670,001
20 Foothill BSCP	0.6747%	296,110	118,012	414,122
21 Total Municipal Operators	31.3645%	13,764,447	5,485,699	19,250,146
22 County of Los Angeles		-	59,212	59,212
23 Total Funds Allocated	100.0000%	\$ 43,885,477	\$ 17,549,382	\$ 61,434,858

Notes:

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

(2) Preliminary estimates. Subject to the submittal of eligible projects.

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

Operators	FY19 Unlinked Passengers	Percent of Total Unlinked Passengers	Total ⁽¹⁾
1 Antelope Valley	2,301,868	0.4923%	\$ 150,416
2 Arcadia	77,743	0.0166%	5,080
3 Claremont	26,500	0.0057%	1,732
4 Commerce	455,961	0.0975%	29,795
5 Culver City	4,600,876	0.9839%	300,645
6 Foothill	12,053,307	2.5777%	787,627
7 Gardena	2,920,856	0.6247%	190,864
8 LADOT Local/Express	17,690,763	3.7833%	1,156,008
9 La Mirada	43,686	0.0093%	2,855
10 Long Beach	23,248,158	4.9718%	1,519,157
11 Montebello	5,328,407	1.1395%	348,186
12 Norwalk	1,427,804	0.3053%	93,300
13 Redondo Beach DR/MB	366,810	0.0784%	23,969
14 Santa Clarita	2,565,484	0.5487%	167,642
15 Santa Monica	12,536,000	2.6809%	819,168
16 Torrance	3,620,000	0.7742%	236,550
17 Sub-Total	89,264,223	19.0900%	5,832,995
18 Metro Bus/Rail Ops ⁽²⁾	378,332,642	80.9100%	24,722,248
19 Total	467,596,865	100.0000%	\$ 30,555,243

Notes:

(1) Total funding is 90% of Prop C 5% Transit Security:

Estimated Revenue: \$	33,950,270
90% Thereof: \$	30,555,243

(2) Metro operations data includes unlinked passengers for bus and rail.

PROPOSITION C 40% DISCRETIONARY PROGRAMS

Operators	MOSIP			Zero-fare Compensation (1)	Foothill Transit Mitigation (2)	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Total
	Prop A %Share	%Share	\$ Allocation						
INCLUDED OPERATORS									
1	Metro Bus Ops		\$ -	\$ -	\$ 7,898,942	\$ -	\$ -	\$ 11,874,077	\$ 19,773,019
2	Arcadia	0.0932%	0.2769%	68,648	-	10,334	-	22,406	101,388
3	Claremont	0.0341%	0.1013%	25,110	-	3,780	-	-	28,890
4	Commerce	0.1140%	0.3386%	83,937	766,621	12,635	-	256,434	1,119,627
5	Culver City	1.4254%	4.2344%	1,049,815	-	158,028	247,175	-	1,627,746
6	Foothill	6.6254%	19.6818%	4,879,646	-	-	342,112	2,052,977	8,230,544
7	Gardena	1.4408%	4.2801%	1,061,150	-	159,734	710,471	-	2,111,668
8	La Mirada	0.0277%	0.0822%	20,385	-	3,069	-	-	23,453
9	Long Beach	6.2838%	18.6668%	4,628,005	-	696,650	2,345,612	-	8,516,929
10	Montebello	2.2059%	6.5530%	1,624,667	-	244,560	-	1,171,089	3,263,809
11	Norwalk	0.8438%	2.5067%	621,473	-	93,550	-	-	772,848
12	Redondo Beach DR/MB	0.2017%	0.5992%	148,556	-	22,362	-	-	175,023
13	Santa Monica	5.3455%	15.8797%	3,937,002	-	592,633	-	-	5,348,785
14	Torrance	1.6937%	5.0312%	1,247,383	-	187,767	831,885	745,165	3,259,527
15	Sub-Total	26.3350%	78.2318%	19,395,777	766,621	2,185,101	4,477,256	4,225,665	34,580,237
ELIGIBLE OPERATORS									
16	Antelope Valley	1.7271%	5.1307%	1,272,037	-	26,735	387,379	-	1,735,318
17	Santa Clarita	1.5220%	4.5213%	1,120,958	-	23,560	202,611	-	1,399,720
18	LADOT Local/Express	3.3545%	9.9650%	2,470,585	-	346,637	2,783,033	-	5,754,411
19	Foothill BSCP	0.7242%	2.1513%	533,357	-	-	-	-	533,357
20	Sub-Total	7.3278%	21.7682%	5,396,937	-	396,932	3,373,023	-	9,422,805
21	City of Lynwood Trolley (3)						237,066	-	237,066
22	Total Municipal Operators	33.6628%	100.0000%	24,792,714	766,621	2,582,033	8,087,345	4,225,665	44,240,108
23	Total	33.6628%	100.0000%	\$ 24,792,714	\$ 766,621	\$ 10,480,975	\$ 8,087,345	\$ 4,225,665	\$ 15,659,807

Last Year	\$ 25,536,495		\$ 8,256,062	\$ 4,322,010	\$ 16,016,851
% Increase (4)					
Current Year	\$ 24,792,714		\$ 8,072,020	\$ 4,225,665	\$ 15,659,807

Note:

(1) Allocated as part of FAP to Commerce as compensation for having zero passenger revenues.

(2) Antelope Valley's LCTOP fund exchange of \$267,928 with Metro was deducted from Metro's "Foothill Mitigation" Fund. In exchange, Metro will allocate Proposition A Discretionary (95% of 40%) GOI fund to Antelope Valley.

(3) Includes \$ 15,325 in CARES Act Equivalent Supplemental Funding as approved by the LACMTA Board of Directors. CARES funds will be exchanged with local funds.

(4) Due to the reduction in funding, Proposition C Discretionary programs including Municipal Operators Service Improvement Program (MOSIP), Transit Service Enhancement (TSE), Bus Service Improvement Program (BSIP), and Discretionary Base Restructuring program were kept at FY19 allocation level.

Low Carbon Transit Operations Program

Eligible Allocation Fiscal Year 2019-2020

	OPERATOR	LCTOP Share ⁽¹⁾	TDA Fund Exchange ⁽²⁾	Prop A GOI / Prop C 40% Fund Exchange ⁽³⁾	Net Funds Available ⁽¹⁾
1	Metro Bus Ops.		\$ 2,813,249	\$ 267,928	\$ 3,081,177
2	Antelope Valley	\$ 267,928		(267,928)	-
3	Arcadia	20,932	(20,932)		-
4	Claremont	7,650	(7,650)		-
5	Commerce	61,895	(61,895)		-
6	Culver City	216,443	(216,443)		-
7	Foothill Transit	948,592	(948,592)		-
8	Gardena	193,579	(193,579)		-
9	La Mirada	10,762	(10,762)		-
10	Montebello	278,050	(278,050)		-
11	Redondo Beach	40,974	(40,974)		-
12	Santa Monica	691,869	(691,869)		-
13	Torrance	342,503	(342,503)		-
14	TOTAL	\$ 3,081,177	\$ -	\$ -	\$ 3,081,177

Note:

(1) Estimated - To be adjusted based on actual fundings.

(2) Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.

(3) Antelope Valley's LCTOP fund will be exchanged with Metro's "Foothill Mitigation Fund" share. Metro will allocate Proposition A Discretionary (95% of 40%) GOI fund to Antelope Valley.

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

Operators	20% Bus Operations			Clean Fuel Bus Capital Facilities and Rolling Stock Fund (1)	
	Proposition A Base Share %	MR Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share	\$ Allocation
<u>Included Operators:</u>					
1 Metro Bus Ops	73.6650%	68.6355%	\$ 92,657,766	65.6344%	\$ -
2 Arcadia	0.0932%	0.0868%	117,240	0.1604%	-
3 Claremont	0.0341%	0.0318%	42,884	0.0578%	-
4 Commerce	0.1140%	0.1062%	143,351	0.3351%	-
5 Culver City	1.4254%	1.3281%	1,792,915	1.4181%	-
6 Foothill	6.6254%	6.1731%	8,333,645	8.3256%	-
7 Gardena	1.4408%	1.3424%	1,812,272	1.2453%	-
8 La Mirada	0.0277%	0.0258%	34,814	0.0648%	-
9 Long Beach	6.2838%	5.8547%	7,903,883	6.2603%	-
10 Montebello	2.2059%	2.0553%	2,774,669	1.8661%	-
11 Norwalk	0.8438%	0.7862%	1,061,376	0.6849%	-
12 Redondo Beach DR	0.0198%	0.0184%	24,897	0.3308%	-
13 Redondo Beach MB	0.1819%	0.1695%	228,813		-
14 Santa Monica	5.3455%	4.9806%	6,723,762	4.5853%	-
15 Torrance	1.6937%	1.5780%	2,130,328	1.4164%	-
<u>Eligible Operators:</u>					
16 Antelope Valley	1.7271%	1.6092%	2,172,434	1.9408%	-
17 Santa Clarita	1.5220%	1.4181%	1,914,414	1.8877%	-
18 LADOT Local	2.1829%	2.0338%	2,745,648		-
19 LADOT Express	1.1716%	1.0916%	1,473,711	3.7863%	-
20 Foothill BSCP	0.7242%	0.6747%	910,887		-
21					
22 Total Municipal Operators	33.6628%	31.3645%	42,341,944	34.3656%	-
23 Total Funds Allocated	107.3278%	100.0000%	\$ 134,999,710	100.0000%	\$ -

Notes:

(1) Clean Fuel Capital Facilities and Rolling Stock Funds of \$10M will be allocated every even fiscal year.

MEASURE M 20% TRANSIT OPERATIONS

(Metro and Municipal Providers)

	Operators	Measure M ⁽¹⁾ Percentage Share	\$ Allocation
	<u>Included Operators:</u>		
1	Metro Bus Ops	68.6355%	\$ 91,355,586
2	Arcadia	0.0868%	115,592
3	Claremont	0.0318%	42,281
4	Commerce	0.1062%	141,336
5	Culver City	1.3281%	1,767,718
6	Foothill	6.1731%	8,216,527
7	Gardena	1.3424%	1,786,803
8	La Mirada	0.0258%	34,325
9	Long Beach	5.8547%	7,792,805
10	Montebello	2.0553%	2,735,675
11	Norwalk	0.7862%	1,046,459
12	Redondo Beach DR	0.0184%	24,547
13	Redondo Beach MB	0.1695%	225,597
14	Santa Monica	4.9806%	6,629,269
15	Torrance	1.5780%	2,100,389
	<u>Eligible Operators:</u>		
16	Antelope Valley	1.6092%	2,141,903
17	Santa Clarita	1.4181%	1,887,510
18	LADOT Local	2.0338%	2,707,062
19	LADOT Express	1.0916%	1,453,000
20	Foothill BSCP	0.6747%	898,086
21	Total Municipal Operators	31.3645%	41,746,885
22	Total Funds Allocated	100.0000%	\$ 133,102,471

Notes:

(1) Metro follows Measure R allocation methodology for Measure M transit operations.

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

% Shares Calculation		Vehicle Service Miles	Passenger Revenue	Base Fare	Fare Units (1)	50% VSM + 50% Fare Units	% Share
1	LADOT Community Dash	2,617,725	\$ 3,413,087	\$ 0.50	16,808,232	9,712,979	4.6294%
2	Glendale	632,528	875,056	1.00	2,187,836	1,410,182	0.6721%
3	Pasadena	726,888	687,525	0.75	916,700	821,794	0.3917%
4	Burbank	304,648	189,786	1.00	189,786	247,217	0.1178%
5	Sub-Total	4,281,789	5,165,454		20,102,554	12,192,172	5.8111%
6	Included and Eligible Oper	114,692,018	251,143,631		161,261,855	197,617,038	94.1889%
7	Total	118,973,807	\$ 256,309,085		181,364,409	209,809,209	100.0000%
			TDA Article 4 + Interest	STA Revenue Base Share + Interest	Proposition A Discretionary	Total	
8	Funds Allocated to Included Operators		\$ 308,389,840	\$ 54,336,549	\$ 255,631,343	\$ 618,357,732	
<u>Formula Equivalent Calculation</u>							
9	LADOT Community Dash		4.6294%	\$ 14,276,704	\$ 2,515,475	\$ 11,834,284	\$ 28,626,462
10	Glendale		0.6721%	2,072,768	365,210	1,718,164	4,156,142
11	Pasadena		0.3917%	1,207,921	212,829	1,001,273	2,422,023
12	Burbank		0.1178%	363,374	64,024	301,209	728,607
13	Total		5.8111%	\$ 17,920,766	\$ 3,157,538	\$ 14,854,930	\$ 35,933,235

Funds Allocated to Tier 2 Operators		12.43% (2)	FY21 Revised Allocation	Maintain Funding Level	Supplemental Funding	Total Funds Available (3)		
<u>Actual Allocation</u>								
14	LADOT Community Dash	\$ 1,774,380	\$ 312,636	\$ 1,470,824	\$ 3,557,840	\$ 1,222,102	\$ 2,389,971	\$ 7,169,913
15	Glendale	257,614	45,390	213,542	516,546	177,431	346,989	1,040,966
16	Pasadena	150,126	26,451	124,443	301,021	103,399	202,210	606,631
17	Burbank	45,162	7,957	37,436	90,555	31,105	60,830	182,490
18	Total	\$ 2,227,282	\$ 392,435	\$ 1,846,245	\$ 4,465,962	\$ 1,534,038	\$ 3,000,000	\$ 9,000,000

	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation	
19	LADOT Community Dash	\$ 1,318,365	\$ (163,853)	\$ 1,154,512
20	Glendale	335,965	(41,755)	294,210
21	Pasadena	337,284	(41,919)	295,365
22	Burbank	133,444	(16,585)	116,859
23	Total	\$ 2,125,058	\$ (264,113)	\$ 1,860,945

Notes:

- (1) Funding Stability Policy is applied on LADOT and Glendale Fare Units.
- (2) This percentage is applied as a deduction from Tier 2 Operators' Incentive Program allocations.
- (3) Includes \$ 4,534,038 in CARES Act Equivalent Supplemental Funding as approved by the LACMTA Board of Directors. CARES funds will be exchanged with local funds.

LOCAL SUBSIDIES

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (In Order of Priority)					
FUND RECIPIENTS	Available Sales Tax	Maintenance of Funding ⁽¹⁾	Base Funding ⁽²⁾	Supplemental Funding ⁽¹⁾	Total Funds Available
PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS					
1 Agoura Hills	\$ 56,818	\$ 9,632	\$ 66,450	\$ 31,304	\$ 97,753
2 Antelope Valley, Elderly & Disabled	288,368	48,883	337,251	158,875	496,126
3 Beverly Hills Taxi & Lift Van	-	-	-	-	-
4 Culver City Community Transit and LA County	50,335	8,533	58,867	27,732	86,599
5 Gardena, Hawthorne and LA County	166,570	28,236	194,807	91,771	286,578
6 Glendale Paratransit and La Canada Flintridge	230,368	39,051	269,419	126,920	396,338
7 Inglewood Transit and LA County	185,043	31,368	216,411	101,949	318,360
8 LA County (Whittier et al)	179,405	30,412	209,817	98,842	308,659
9 LA County (Willow brook)	37,098	6,289	43,386	20,439	63,825
10 Los Angeles Taxi & Lift Van, City Ride	355,683	60,294	415,976	195,962	611,938
11 Los Angeles Dial-a-Ride, City Ride	948,327	160,756	1,109,084	522,476	1,631,560
12 Monrovia D.A.R. and LA County	88,548	15,010	103,558	48,785	152,344
13 Palos Verdes PTA D.A.R.	36,249	6,145	42,394	19,971	62,365
14 Palos Verdes PTA - PV Transit	340,184	57,666	397,850	187,423	585,273
15 Pasadena Community Transit, San Marino and LA County	409,404	69,400	478,805	225,559	704,364
16 Pomona Valley TA - E&D (Get About)	686,984	116,454	803,438	378,490	1,181,928
17 Pomona Valley TA General Public (VC)	64,029	10,854	74,883	35,277	110,160
18 Redondo Beach Community Transit and Hermosa Beach	1,940	329	2,269	1,069	3,337
19 Santa Clarita D.A.R.	820,537	139,094	959,631	452,071	1,411,701
20 West Hollywood (DAR)	221,669	37,576	259,246	122,128	381,374
21 West Hollywood (Taxi)	-	-	-	-	-
22 Whittier (DAR)	249,148	42,234	291,382	137,267	428,648
23 Sub-total	\$ 5,416,707	\$ 918,216	\$ 6,334,923	\$ 2,984,308	\$ 9,319,232
PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION					
24 City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle					
25 Santa Clarita - Local Fixed Route					
26 Antelope Valley - Local Fixed Route					
27 Foothill - Bus Service Continuation Project					
28 Sub-total					\$ -
PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT					
29					\$ -
PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES					
30					\$ -

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)					
(In Order of Priority)					
FUND RECIPIENTS	Available Sales Tax	Maintenance of Funding ⁽¹⁾	Base Funding ⁽²⁾	Supplemental Funding ⁽¹⁾	Total Funds Available
PRIORITY V: VOLUNTARY NTD DATA REPORTING					
(Estimated - To Be Adjusted To Actual Apportionment)					
31 City of Alhambra (MB and DR)	\$ 100,772	\$ 17,082	\$ 117,855	\$ 55,520	\$ 173,374
32 City of Artesia (DR)	4,631	785	5,416	2,552	7,968
33 City of Azusa (DR)	34,853	5,908	40,761	19,202	59,964
34 City of Baldwin Park (MB and DR)	87,566	14,844	102,409	48,244	150,653
35 City of Bell (MB/DR)	20,720	3,512	24,232	11,416	35,648
36 City of Bell Gardens (MB and DR)	54,937	9,313	64,250	30,268	94,518
37 City of Bellflower (MB and DR)	35,461	6,011	41,472	19,537	61,009
38 City of Burbank (MB)*	98,109	16,631	114,740	54,053	168,792
39 City of Calabasas (MB and DR)	45,775	7,760	53,535	25,220	78,754
40 City of Carson (MB and DT)	163,189	27,663	190,852	89,908	280,760
41 City of Cerritos (MB)	88,926	15,074	104,000	48,993	152,993
42 City of Compton (MB)	48,353	8,197	56,550	26,640	83,190
43 City of Covina (DR)	22,886	3,879	26,765	12,609	39,374
44 City of Cudahy (MB and DR)	20,816	3,529	24,345	11,468	35,813
45 City of Downey (MB and DR)	75,158	12,740	87,898	41,408	129,306
46 City of Duarte (MB)	22,252	3,772	26,024	12,259	38,283
47 City of El Monte (MB and DR)	111,582	18,915	130,497	61,476	191,972
48 City of Glendora (MB and DR)	67,570	11,454	79,024	37,227	116,251
49 City of Glendale (MB)*	247,004	41,871	288,875	136,086	424,960
50 City of Huntington Park (MB)	93,478	15,846	109,324	51,501	160,825
51 City of Los Angeles -- Community DASH* (MB)	969,271	164,306	1,133,577	534,015	1,667,592
52 City of Los Angeles -- Department of Aging (DR)	146,284	24,797	171,081	80,594	251,675
53 LA County Dept. of Public Works -- Avocado Heights (MB)	14,543	2,465	17,009	8,013	25,021
54 LA County Dept. of Public Works -- East Valinda (MB)	16,378	2,776	19,155	9,024	28,179
55 LA County Dept. of Public Works -- East LA (MB and DR)	118,578	20,101	138,679	65,330	204,009
56 LA County Dept. of Public Works -- Willowbrook (MB)	30,795	5,220	36,015	16,966	52,982
57 LA County Dept. of Public Works -- King Medical (MB)	13,152	2,229	15,381	7,246	22,627
58 LA County Dept. of Public Works -- Athens (MB)	13,672	2,318	15,989	7,532	23,522
59 LA County Dept. of Public Works -- Lennox (MB)	10,626	1,801	12,428	5,855	18,282
60 LA County Dept. of Public Works -- South Whittier (MB)	75,616	12,818	88,434	41,660	130,094
61 LA County Dept. of Public Works -- Florance/Firestone (MB)	20,931	3,548	24,480	11,532	36,012
62 City of Lakewood (DR)	27,130	4,599	31,729	14,947	46,677
63 City of Lawndale (MB)	29,217	4,953	34,170	16,097	50,267
64 City of Lynwood (MB)	50,698	8,594	59,293	27,932	87,225
65 City of Malibu (DT)	3,124	530	3,654	1,721	5,375
66 City of Manhattan Beach (DR)	18,600	3,153	21,753	10,248	32,000
67 City of Maywood (DR)	21,372	3,623	24,995	11,775	36,769
68 City of Monterey Park (MB and DR)	90,161	15,284	105,444	49,674	155,118
69 City of Pasadena (MB)*	247,973	42,035	290,009	136,620	426,628
70 City of Pico Rivera (DR)	7,643	1,296	8,939	4,211	13,150
71 City of Rosemead (MB and DR)	65,468	11,098	76,565	36,069	112,634
72 City of Santa fe Springs (DR)	7,881	1,336	9,217	4,342	13,559
73 City of South Gate (DT and MB)	130,944	22,197	153,141	72,143	225,284
74 City of South Pasadena (DR)	13,216	2,240	15,457	7,281	22,738
75 City of West Covina (MB and DR)	84,375	14,303	98,678	46,486	145,164
76 City of West Hollywood (MB)	43,136	7,312	50,448	23,765	74,213
77 Sub-Total	\$ 3,714,822	\$ 629,720	\$ 4,344,541	\$ 2,046,663	\$ 6,391,204

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)					
(In Order of Priority)					
FUND RECIPIENTS	Available Sales Tax	Maintenance of Funding ⁽¹⁾	Base Funding ⁽²⁾	Supplemental Funding ⁽¹⁾	Total Funds Available
PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS					
78 Avalon Ferry Subsidy	\$ 598,538	\$ 101,462	\$ 700,000	\$ 150,000	\$ 850,000
79 Avalon Transit Services (Jitney and Dial-a-Ride)	256,516	43,484	300,000	-	300,000
80 Hollywood Bowl Shuttle Service	903,793	153,207	1,057,000	-	1,057,000
81 Sub-total	\$ 1,758,848	\$ 298,152	\$ 2,057,000	\$ 150,000	\$ 2,207,000
82 Total Estimated Revenue	\$ 10,890,377	\$ 1,846,088	\$ 12,736,465	\$ 5,180,971	\$ 17,917,436

Notes:

(1) Includes \$7,027,059 M in CARES Act Equivalent funding to support Local Operators. Funds provided under this heading are available for the operating expenses of transit agencies related to the response to a coronavirus public health emergency as described in section 319 of the Public Health Service Act.

(2) Tier 2 Operator's share have been reduced by \$264,113 per Tier 2 Operators Funding Programs. Please see "Tier 2 Operators Estimated Funding Levels" for details.

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8

LOCAL JURISDICTION	Population DOF Report 2019 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
1 AGOURA HILLS	20,842	0.2033%	\$ 375,627	\$ 311,573	\$ 233,680	\$ 264,837	\$ 11,632		\$ -	\$ 1,197,349
2 ALHAMBRA	86,931	0.8478%	1,566,724	1,299,556	974,667	1,104,623	48,451			4,994,020
3 ARCADIA	58,891	0.5743%	1,061,370	880,378	660,284	748,321	32,829			3,383,182
4 ARTESIA	16,919	0.1650%	304,925	252,927	189,695	214,988	9,447			971,981
5 AVALON	3,845	0.0375%	69,297	57,480	43,110	48,858	5,000	3,845	126,556	350,301
6 AZUSA	51,313	0.5004%	924,794	767,093	575,319	652,029	28,608			2,947,843
7 BALDWIN PARK	77,286	0.7537%	1,392,896	1,155,370	866,528	982,065	43,077			4,439,936
8 BELL	36,556	0.3565%	658,835	546,486	409,864	464,513	20,386			2,100,085
9 BELLFLOWER	78,308	0.7637%	1,411,315	1,170,648	877,986	995,051	43,647			4,498,647
10 BELL GARDENS	42,972	0.4191%	774,468	642,401	481,800	546,040	23,961			2,468,670
11 BEVERLY HILLS	34,627	0.3377%	624,069	517,649	388,237	440,001	19,312			1,989,268
12 BRADBURY	1,077	0.0105%	19,410	16,100	12,075	13,685	5,000			66,271
13 BURBANK	105,952	1.0333%	1,909,532	1,583,906	1,187,930	1,346,320	59,047			6,086,736
14 CALABASAS	24,239	0.2364%	436,850	362,356	271,767	308,002	13,525			1,392,499
15 CARSON	93,604	0.9129%	1,686,989	1,399,313	1,049,484	1,189,416	52,168			5,377,370
16 CERRITOS	50,711	0.4946%	913,945	758,093	568,570	644,379	28,272			2,913,259
17 CLAREMONT	36,511	0.3561%	658,024	545,813	409,360	463,941	20,361			2,097,499
18 COMMERCE	13,021	0.1270%	234,672	194,655	145,991	165,456	7,275			748,049
19 COMPTON	98,711	0.9627%	1,779,030	1,475,659	1,106,744	1,254,310	55,013			5,670,756
20 COVINA	48,876	0.4767%	880,873	730,661	547,996	621,062	27,250			2,807,842
21 CUDAHY	24,264	0.2366%	437,301	362,729	272,047	308,320	13,539			1,393,936
22 CULVER CITY	40,173	0.3918%	724,022	600,558	450,418	510,474	22,402			2,307,874
23 DIAMOND BAR	57,495	0.5607%	1,036,210	859,509	644,632	730,583	32,052			3,302,985
24 DOWNEY	114,212	1.1139%	2,058,399	1,707,387	1,280,541	1,451,279	63,649			6,561,255
25 DUARTE	21,952	0.2141%	395,632	328,167	246,125	278,942	12,251			1,261,116
26 EL MONTE	117,204	1.1430%	2,112,322	1,752,116	1,314,087	1,489,298	65,316			6,733,139
27 EL SEGUNDO	17,066	0.1664%	307,574	255,124	191,343	216,856	9,528			980,426
28 GARDENA	61,042	0.5953%	1,100,136	912,534	684,401	775,654	34,028			3,506,753
29 GLENDALE	206,283	2.0118%	3,717,759	3,083,783	2,312,837	2,621,215	114,942			11,850,536
30 GLENORA	52,122	0.5083%	939,375	779,187	584,390	662,309	29,058			2,994,318
31 HAWAIIAN GARDENS	14,690	0.1433%	264,752	219,605	164,704	186,664	8,205			843,930
32 HAWTHORNE	87,854	0.8568%	1,583,359	1,313,354	985,016	1,116,351	48,965			5,047,045
33 HERMOSA BEACH	19,847	0.1936%	357,695	296,698	222,524	252,194	11,078			1,140,188
34 HIDDEN HILLS	1,885	0.0184%	33,973	28,179	21,135	23,952	5,000			112,239
35 HUNTINGTON PARK	59,350	0.5788%	1,069,642	887,240	665,430	754,154	33,085			3,409,551

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)

LOCAL JURISDICTION	Population DOF Report 2016 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
36 INDUSTRY (B)	432	0.0042%	7,786	6,458	4,844	5,489	-			24,577
37 INGLEWOOD	112,549	1.0976%	2,028,427	1,682,527	1,261,895	1,430,148	62,723			6,465,719
38 IRWINDALE	1,506	0.0147%	27,142	22,514	16,885	19,137	5,000			90,677
39 LA CANADA-FLINTRIDGE	20,602	0.2009%	371,302	307,985	230,989	261,787	11,498			1,183,562
40 LA HABRA HEIGHTS	5,485	0.0535%	98,854	81,997	61,498	69,697	5,000			317,046
41 LAKEWOOD	81,352	0.7934%	1,466,176	1,216,154	912,116	1,033,731	45,343			4,673,519
42 LA MIRADA	49,558	0.4833%	893,165	740,857	555,642	629,728	27,630			2,847,022
43 LANCASTER	161,604	1.5761%	2,912,526	2,415,864	1,811,898	2,053,484	90,051	161,604	5,319,115	14,602,939
44 LA PUENTE	40,795	0.3979%	735,232	609,856	457,392	518,378	22,748			2,343,606
45 LA VERNE	33,201	0.3238%	598,369	496,331	372,248	421,881	18,517			1,907,347
46 LAWDALE	33,436	0.3261%	602,604	499,844	374,883	424,868	18,648			1,920,847
47 LOMITA	20,763	0.2025%	374,204	310,392	232,794	263,833	11,588			1,192,811
48 LONG BEACH	475,013	4.6326%	8,560,975	7,101,104	5,325,828	6,035,938	264,653			27,288,498
49 LOS ANGELES CITY	4,040,079	39.4011%	72,812,778	60,396,283	45,297,213	51,336,841	2,553,193			232,396,308
50 LYNWOOD	71,343	0.6958%	1,285,787	1,066,527	799,895	906,548	39,767			4,098,523
51 MALIBU	12,046	0.1175%	217,100	180,079	135,059	153,067	6,732			692,038
52 MANHATTAN BEACH	35,922	0.3503%	647,408	537,008	402,756	456,457	20,033			2,063,663
53 MAYWOOD	27,971	0.2728%	504,110	418,146	313,610	355,424	15,604			1,606,895
54 MONROVIA	38,529	0.3758%	694,393	575,981	431,986	489,584	21,486			2,213,429
55 MONTEBELLO	64,247	0.6266%	1,157,899	960,447	720,335	816,380	35,813			3,690,873
56 MONTEREY PARK	61,828	0.6030%	1,114,302	924,284	693,213	785,642	34,466			3,551,907
57 NORWALK	106,744	1.0410%	1,923,806	1,595,746	1,196,810	1,356,384	59,489			6,132,235
58 PALMDALE	157,854	1.5395%	2,844,941	2,359,804	1,769,853	2,005,833	87,962	157,854	5,195,685	14,264,080
59 PALOS VERDES ESTATES	13,544	0.1321%	244,098	202,473	151,855	172,102	7,566			778,095
60 PARAMOUNT	55,497	0.5412%	1,000,201	829,640	622,230	705,194	30,939			3,188,204
61 PASADENA	146,312	1.4269%	2,636,924	2,187,259	1,640,445	1,859,171	81,532			8,405,331
62 PICO RIVERA	64,033	0.6245%	1,154,042	957,247	717,936	813,660	35,694			3,678,579
63 POMONA	154,310	1.5049%	2,781,069	2,306,824	1,730,118	1,960,800	85,988			8,864,799
64 RANCHO PALOS VERDES	42,560	0.4151%	767,042	636,241	477,181	540,805	23,731			2,445,002
65 REDONDO BEACH	68,473	0.6678%	1,234,062	1,023,622	767,717	870,079	38,168			3,933,648
66 ROLLING HILLS	1,892	0.0185%	34,099	28,284	21,213	24,041	5,000			112,637
67 ROLLING HILLS ESTATES	8,247	0.0804%	148,632	123,287	92,465	104,794	5,000			474,178
68 ROSEMEAD	55,097	0.5373%	992,992	823,661	617,745	700,112	30,716			3,165,225
69 SAN DIMAS	34,584	0.3373%	623,294	517,006	387,754	439,455	19,288			1,986,797
70 SAN FERNANDO	24,918	0.2430%	449,087	372,506	279,380	316,630	13,903			1,431,507

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)

LOCAL JURISDICTION	Population DOF Report 2016 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
71 SAN GABRIEL	41,178	0.4016%	742,135	615,582	461,686	523,244	22,961			2,365,609
72 SAN MARINO	13,352	0.1302%	240,638	199,603	149,702	169,662	7,459			767,065
73 SANTA CLARITA	218,103	2.1271%	3,930,786	3,260,483	2,445,363	2,771,411	121,527	218,103	7,178,751	19,708,321
74 SANTA FE SPRINGS	18,261	0.1781%	329,111	272,989	204,742	232,041	10,194			1,049,076
75 SANTA MONICA	93,593	0.9128%	1,686,790	1,399,148	1,049,361	1,189,276	52,162			5,376,738
76 SIERRA MADRE	11,135	0.1086%	200,682	166,460	124,845	141,491	6,224			639,703
77 SIGNAL HILL	11,795	0.1150%	212,577	176,327	132,245	149,878	6,592			677,618
78 SOUTH EL MONTE	21,293	0.2077%	383,755	318,315	238,736	270,568	11,883			1,223,258
79 SOUTH GATE	96,777	0.9438%	1,744,174	1,446,747	1,085,060	1,229,735	53,936			5,559,652
80 SOUTH PASADENA	26,245	0.2560%	473,003	392,344	294,258	333,492	14,642			1,507,740
81 TEMPLE CITY	36,583	0.3568%	659,321	546,890	410,167	464,856	20,402			2,101,636
82 TORRANCE	148,054	1.4439%	2,668,320	2,213,301	1,659,976	1,881,306	82,503			8,505,405
83 VERNON	301	0.0029%	5,425	4,500	3,375	3,825	5,000			22,124
84 WALNUT	30,551	0.2980%	550,609	456,716	342,537	388,208	17,041			1,755,110
85 WEST COVINA	108,116	1.0544%	1,948,533	1,616,257	1,212,192	1,373,818	60,253			6,211,053
86 WEST HOLLYWOOD	36,660	0.3575%	660,709	548,041	411,031	465,835	20,444			2,106,059
87 WESTLAKE VILLAGE	8,378	0.0817%	150,993	125,245	93,934	106,458	5,000			481,631
88 WHITTIER	87,526	0.8536%	1,577,447	1,308,451	981,338	1,112,183	48,782			5,028,202
89 UNINCORP LA COUNTY	1,046,858	10.2095%	18,867,116	15,649,776	11,737,332	13,302,310	1,288,881	136,022	4,477,096	65,322,512
90 TOTAL	10,253,716	100.0000%	\$ 184,798,750	\$ 153,285,700	\$ 114,964,275	\$ 130,292,845	\$ 6,748,715	677,428	\$ 22,297,204	\$ 612,387,489

NOTES:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2019 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

(2) Proposition A, Proposition C, Measure R and Measure M Local Return funds are allocated their share of estimated revenues (minus administration) without carryover since payments are made based on actual revenues received.

TDA Article 3 Allocation:

(A) 15% of the estimated revenue is first awarded to the City of Los Angeles and Los Angeles County (30%-70% split) as Supplemental Allocation.

(B) City of Industry has opted out of the TDA Article 3 program indefinitely.

Bus Transit Subsidies

FEDERAL FORMULA GRANTS

FEDERAL FORMULA GRANTS REVENUE ESTIMATES

Los Angeles County Share of Los Angeles-Long Beach-Anaheim UZA

1	Section 5307 Urbanized Area Formula Grants:		
	Estimated Revenue		\$ 249,763,193
2		Estimated Revenue	\$ 249,763,193
3		Off the Top:	
		1% Enhancement Allocation	<u>(2,497,632)</u>
4			\$ 247,265,561
5		85% Formula Allocation	\$ 210,175,727
6		15% Discretionary Allocation	<u>37,089,834</u>
7			\$ 247,265,561
8	Section 5339 Bus and Bus Facilities Formula Grants:		
	Estimated Revenue		\$ 27,849,576
	Section 5337 State of Good Repair (LA County Share of LA UZA 2):		
	High Intensity Fixed Guideway:		
9		Directional Route Miles (DRM) Generated	\$ 32,374,565
10		Vehicle Revenue Miles (VRM) Generated	<u>56,246,882</u>
11			\$ 88,621,447
	High Intensity Motorbus:		
12		Directional Route Miles (DRM) Generated	\$ 2,474,173
13		Vehicle Revenue Miles (VRM) Generated	<u>3,282,642</u>
14			\$ 5,756,815
15	Section 5337 State of Good Repair Total Estimated Revenue		\$ 94,378,262
16	Total Federal Formula Funds Available		\$ 371,991,031

FEDERAL FORMULA GRANTS (Estimated - to be Adjusted to Actual apportionment)

Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
	FY21 \$Allocation	Fund Exchanges	Adjusted \$ Allocation	FY21 \$Allocation	Fund Exchange	Adjusted \$ Allocation	FY21 \$Allocation	Fund Exchange	Adjusted \$ Allocation	
	Included Operators:									
1 Metro Bus Ops	\$ 161,335,239	\$ (13,702,926)	\$ 147,632,312	\$ 18,834,202	\$ 9,015,374	\$ 27,849,576	\$ 89,360,710	\$ 5,017,552	\$ 94,378,262	\$ 269,860,150
Municipal Operators:										
2 Arcadia	347,381	46,030	393,411	46,030	(46,030)	-	-	-	-	393,411
3 Claremont	125,188	16,588	141,776	16,588	(16,588)	-	-	-	-	141,776
4 Commerce	2,959,110	96,173	3,055,283	96,173	(96,173)	-	-	-	-	3,055,283
5 Culver City	6,035,966	406,923	6,442,889	406,923	(406,923)	-	-	-	-	6,442,889
6 Foothill Transit	20,620,062	5,913,747	26,533,809	2,389,094	(2,389,094)	-	3,524,653	(3,524,653)	-	26,533,809
7 Gardena	2,696,788	357,341	3,054,129	357,341	(357,341)	-	-	-	-	3,054,129
8 La Mirada	140,407	18,605	159,012	18,605	(18,605)	-	-	-	-	159,012
9 Long Beach	15,029,441	1,624,487	16,653,927	1,796,444	(1,796,444)	-	158,042	(158,042)	-	16,653,927
10 Montebello	4,041,145	535,477	4,576,622	535,477	(535,477)	-	-	-	-	4,576,622
11 Norwalk	3,624,315	196,526	3,820,840	196,526	(196,526)	-	-	-	-	3,820,840
12 Redondo Beach	716,377	94,924	811,301	94,924	(94,924)	-	-	-	-	811,301
13 Santa Monica	14,406,485	1,392,761	15,799,246	1,315,775	(1,315,775)	-	76,986	(76,986)	-	15,799,246
14 Torrance	3,067,310	406,437	3,473,748	406,437	(406,437)	-	-	-	-	3,473,748
15 Sub-Total	73,809,976	11,106,019	84,915,994	7,676,338	(7,676,338)	-	3,759,681	(3,759,681)	-	84,915,994
Eligible Operators:										
16 Antelope Valley	242,635	567,182	809,818	32,151	(32,151)	-	535,032	(535,032)	-	809,818
17 LADOT	10,869,158	1,809,331	12,678,489	1,086,492	(1,086,492)	-	722,839	(722,839)	-	12,678,489
18 Santa Clarita	3,506,185	220,394	3,726,579	220,394	(220,394)	-	-	-	-	3,726,579
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	14,617,978	2,596,908	17,214,886	1,339,037	(1,339,037)	-	1,257,871	(1,257,871)	-	17,214,886
21 Total Excluding Metro	88,427,954	13,702,926	102,130,881	9,015,374	(9,015,374)	-	5,017,552	(5,017,552)	-	102,130,881
22 Grand Total	\$ 249,763,193	\$ -	\$ 249,763,193	\$ 27,849,576	\$ -	\$ 27,849,576	\$ 94,378,262	\$ -	\$ 94,378,262	\$ 371,991,031

Note: Totals may not add due to rounding.

Los Angeles County Metropolitan Transportation Authority
FY2021 Transit Fund Allocation

Attachment A

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

OPERATOR	LA UZA 2 NET FORMULA SHARE	85% FORMULA ALLOCATION	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange (1)	Total Funds Available	
			Project Title	Amount	Project Title	Amount					
1	Antelope Valley	0.1154%	\$ 242,635				\$ 242,635		\$ 567,182	\$ 809,818	
2	Arcadia	0.1653%	347,381				347,381		46,030	393,411	
3	Claremont	0.0596%	125,188				125,188		16,588	141,776	
4	Commerce	0.3453%	725,800	CNG Replacement Buses	2,203,310	Bus Pole Instalation	30,000	2,959,110	96,173	3,055,283	
5	Culver City	1.4611%	3,070,973	Battery Electric Buses	2,667,858	Solar LED Real Time Information Sinage	297,135	6,035,966	406,923	6,442,889	
6	Foothill Transit	8.5786%	18,030,062	Fuel Cell Bus Replacement & Fueling Infrastructure	2,590,000			20,620,062	5,913,747	26,533,809	
7	Gardena	1.2831%	2,696,788				2,696,788		357,341	3,054,129	
8	LADOT	3.9013%	8,199,558	Electrification Infrastructure for Bus Maint. Facility	2,669,600			10,869,158	1,809,331	12,678,489	
9	La Mirada	0.0668%	140,407				140,407		18,605	159,012	
10	Long Beach Transit	6.4505%	13,557,441	Admin., Oerating & Maintenance Facility Rehab.	608,000	Bus Stop Improvements	534,000	15,029,441 (2)	(330,000)	1,954,487	16,653,927
11	Montebello	1.9227%	4,041,145	Regional Training (2)	330,000			4,041,145	535,477	4,576,622	
12	Metro Bus Ops.	67.6283%	142,138,322	Div. 9 Electric Buses & Charging Infrastructure	18,379,917	Expansion of NextGen Bus Study	817,000	161,335,239 (2)	330,000	(14,032,926)	147,632,312
13	Norwalk	0.7057%	1,483,146	CNG Replacement Buses	1,916,361	Bus Stop Improvements	224,808	3,624,315	196,526	3,820,840	
14	Redondo Beach	0.3408%	716,377				716,377		94,924	811,301	
15	Santa Clarita	0.7914%	1,663,277	Commuter Buses	1,842,908			3,506,185	220,394	3,726,579	
16	Santa Monica	4.7246%	9,929,916	Replacement of Midsize Buses	3,881,880	Bus Stop Improvements	594,689	14,406,485	1,392,761	15,799,246	
17	Torrance	1.4594%	3,067,310				3,067,310		406,437	3,473,748	
18	TOTAL	100.0000%	\$ 210,175,727		\$ 37,089,834		\$ 2,497,632	\$ 249,763,193	\$ -	\$ 0	\$ 249,763,193

Notes: Total may not add due to rounding.

(1) Operators' share of Section 5337 and 5339 will be exchanged with Metro's share of Section 5307 allocation.

(2) First year of fund allocations to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. Funds to the SCR TTC will be exchanged with Metro's TDA share.

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

(Estimated - to be Adjusted to Actual apportionment)

LOS ANGELES COUNTY SHARE (UZA 2)	Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total \$ Allocation	Fund Exchange	Net Funds Available ⁽¹⁾
	DRM	DRM%	DRM \$Allocation	VRM	VRM%	VRM \$Allocation			
High Intensity Fixed Guideway:									
1 Metro (Including Metrolink)	462.9	99.763%	\$ 32,297,815	27,318,023	98.591%	\$ 55,454,609	\$ 87,752,424	\$ 869,023	\$ 88,621,447
2 Long Beach Transit	0.5	0.108%	34,886	60,669	0.219%	123,156	158,042	(158,042)	-
3 Santa Monica	0.6	0.129%	41,864	17,302	0.062%	35,122	76,986	(76,986)	-
4 Foothill Transit	-	0.000%	-	312,318	1.127%	633,994	633,994	(633,994)	-
5 Sub-total	464.0	100.000%	32,374,565	27,708,312	100.000%	56,246,882	88,621,447	-	88,621,447
High Intensity Motorbus:									
6 Antelope Valley	23.6	15.003%	371,205	110,163	4.991%	163,827	535,032	(535,032)	-
7 Foothill Transit	39.4	25.048%	619,723	1,527,057	69.180%	2,270,936	2,890,659	(2,890,659)	-
8 LADOT	35.1	22.314%	552,088	114,819	5.202%	170,751	722,839	(722,839)	-
9 Metro Bus Ops.	59.2	37.635%	931,157	455,325	20.628%	677,128	1,608,286	4,148,529	5,756,815
10 Sub-total	157.3	100.00%	2,474,173	2,207,364	100.000%	3,282,642	5,756,815	-	5,756,815
11 Total LA County Share - UZA 2	621.30		\$ 34,848,738	29,915,676	200.000%	\$ 59,529,524	\$ 94,378,262	\$ -	\$ 94,378,262

Note:

(1) Operators' share of Section 5337 will be exchanged with Metro's share of Section 5307 allocation.

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available ⁽¹⁾
1	Antelope Valley	0.1154%	\$ 32,151	\$ (32,151)	\$ -
2	Arcadia	0.1653%	46,030	(46,030)	-
3	Claremont	0.0596%	16,588	(16,588)	-
4	Commerce	0.3453%	96,173	(96,173)	-
5	Culver City	1.4611%	406,923	(406,923)	-
6	Foothill	8.5786%	2,389,094	(2,389,094)	-
7	Gardena	1.2831%	357,341	(357,341)	-
8	LADOT	3.9013%	1,086,492	(1,086,492)	-
9	La Mirada	0.0668%	18,605	(18,605)	-
10	Long Beach	6.4505%	1,796,444	(1,796,444)	-
11	Montebello	1.9227%	535,477	(535,477)	-
12	Metro Bus Ops.	67.6283%	18,834,202	9,015,374	27,849,576
13	Norwalk	0.7057%	196,526	(196,526)	-
14	Redondo Beach	0.3408%	94,924	(94,924)	-
15	Santa Clarita	0.7914%	220,394	(220,394)	-
16	Santa Monica	4.7246%	1,315,775	(1,315,775)	-
17	Torrance	1.4594%	406,437	(406,437)	-
18	TOTAL	100.0000%	\$ 27,849,576	\$ -	\$ 27,849,576

Note:

(1) Operators' share of Section 5339 will be exchanged with Metro's share of Section 5307 allocation.

CAPITAL ALLOCATION % SHARE CALCULATION

	OPERATOR	MILEAGE CALCULATION				ACTIVE FLEET CALCULATION						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (1) [Input]	Peak Bus Fixed Route (2) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (3) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	2,446,104	1,358,830	2,011,194	0.8153%	80	71	80.0	0	0.0	80.0	0.6989%
2	Arcadia DR	103,481	-	62,089	0.0252%	0	0	0.0	102	2.3	2.3	0.0203%
3	Arcadia MB	188,621	-	113,173	0.0459%	8	6	7.2	0	0.0	7.2	0.0629%
4	Claremont	48,300	-	28,980	0.0117%	0	0	0.0	218	5.0	5.0	0.0433%
5	Commerce	475,304	-	285,182	0.1156%	19	15	18.0	48	1.1	19.1	0.1668%
6	Culver City	1,832,828	-	1,099,697	0.4458%	54	44	52.8	0	0.0	52.8	0.4613%
7	Foothill Transit	10,319,428	6,972,134	8,980,510	3.6405%	347	303	347.0	0	0.0	347.0	3.0316%
8	Gardena	1,770,445	-	1,062,267	0.4306%	54	43	51.6	0	0.0	51.6	0.4508%
9	LADOT	2,982,484	2,943,835	2,967,024	1.2028%	199	170	199.0	0	0.0	199.0	1.7386%
10	La Mirada	73,476	-	44,086	0.0179%	0	0	0.0	208	4.7	4.7	0.0413%
11	Long Beach	8,195,601	-	4,917,361	1.9934%	234	196	234.0	40	0.9	234.9	2.0523%
12	Montebello	2,466,913	77,933	1,511,321	0.6127%	72	67	72.0	40	0.9	72.9	0.6370%
13	Metro Bus Ops.	82,830,000	5,360,000	51,842,000	21.0156%	2,419	1,963	2,355.6	0	0.0	2,355.6	20.5803%
14	Norwalk	1,089,677	-	653,806	0.2650%	34	24	28.8	0	0.0	28.8	0.2516%
15	Redondo Beach	487,557	-	292,534	0.1186%	20	14	16.8	75	1.7	18.5	0.1617%
16	Santa Clarita	2,249,325	1,086,067	1,784,022	0.7232%	83	69	82.8	0	0.0	82.8	0.7234%
17	Santa Monica	5,417,000	242,000	3,347,000	1.3568%	196	166	196.0	0	0.0	196.0	1.7124%
18	Torrance	1,634,000	613,000	1,225,600	0.4968%	56	48	56.0	48	1.1	57.1	0.4988%
19	TOTAL	124,610,544	18,653,799	82,227,846	33.3333%	3,875	3,199	3,797.6	779	17.7	3,815.3	33.3333%

Notes:

Include only MTA Funded Programs:

- (1) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode MB), Number of Active Vehicles in Fleet". LADOT's total active vehicles is reported separately.
- (2) Source: NTD Report Form S-10 "Service Non-Rail (Mode MB), Vehicles Operated in Annual Maximum Service". LADOT's figure is from TPM excluding Community Dash.
- (3) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode DR), Seating Capacity". Redondo Beach's Seating Capacity is apportioned between FAP and non-FAP vehicles.

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

OPERATOR	FARE UNITS				UNLINKED PASSENGERS		Gross Formula Share	Re-Allocate AVTA And Santa Clarita's Non-LA2 UZA Share	LA UZA 2 Net Formula Share
	Passenger Revenue [Input]	Base Fare \$ [Input]	Fare Units	1/2 of 1/3 Weight	Unlinked Passengers [Input]	1/2 of 1/3 Weight			
1 Antelope Valley	\$4,706,264	\$ 1.50	3,137,509	0.3188%	2,301,868	0.1078%	1.9408%	-1.8253%	0.1154%
2 Arcadia DR	5,087	0.50	10,174	0.0010%	22,841	0.0011%	0.0475%	0.0014%	0.0490%
3 Arcadia MB	7,526	0.50	15,052	0.0015%	54,902	0.0026%	0.1129%	0.0034%	0.1163%
4 Claremont	37,700	2.50	15,080	0.0015%	26,500	0.0012%	0.0578%	0.0018%	0.0596%
5 Commerce (1)	-	-	309,059	0.0314%	455,961	0.0213%	0.3351%	0.0102%	0.3453%
6 Culver City	2,908,933	1.00	2,908,933	0.2955%	4,600,876	0.2154%	1.4181%	0.0431%	1.4611%
7 Foothill	16,079,595	1.50	10,719,730	1.0891%	12,053,307	0.5644%	8.3256%	0.2529%	8.5786%
8 Gardena	2,235,072	1.00	2,235,072	0.2271%	2,920,856	0.1368%	1.2453%	0.0378%	1.2831%
9 LADOT	6,411,286	1.50	4,274,191	0.4343%	8,769,797	0.4106%	3.7863%	0.1150%	3.9013%
10 La Mirada	35,602	1.00	35,602	0.0036%	43,686	0.0020%	0.0648%	0.0020%	0.0668%
11 Long Beach	13,854,161	1.25	11,083,329	1.1260%	23,248,158	1.0886%	6.2603%	0.1902%	6.4505%
12 Montebello	3,972,587	1.10	3,611,443	0.3669%	5,328,407	0.2495%	1.8661%	0.0567%	1.9227%
13 Metro Bus Ops.	191,776,000	1.75	109,586,286	11.1338%	275,603,000	12.9047%	65.6344%	1.9939%	67.6283%
14 Norwalk	1,246,966	1.25	997,573	0.1014%	1,427,804	0.0669%	0.6849%	0.0208%	0.7057%
15 Redondo Beach	328,405	1.00	328,405	0.0334%	366,810	0.0172%	0.3308%	0.0100%	0.3408%
16 Santa Clarita	3,159,143	1.00	3,159,143	0.3210%	2,565,484	0.1201%	1.8877%	-1.0963%	0.7914%
17 Santa Monica	11,431,000	1.25	9,144,800	0.9291%	12,536,000	0.5870%	4.5853%	0.1393%	4.7246%
18 Torrance	2,473,000	1.00	2,473,000	0.2513%	3,620,000	0.1695%	1.4164%	0.0430%	1.4594%
19 TOTAL	\$260,668,327		164,044,380	16.6667%	355,946,257	16.6667%	100.0000%	0.0000%	100.0000%

Note:

(1) Commerce Fare Units are calculated as follows: ((Total Fare Units w/out MTA and Commerce) / (Total Unlinked Passengers w/out MTA and Commerce)) * Commerce Unlinked Passengers.

FORM FFA10, SECTION 9 STATISTICS PASSENGER MILES IS USED TO CALCULATE AVTA AND SANTA CLARITA'S RE-ALLOCATION OF CAPITAL MONIES.

	ANTELOPE VALLEY			SANTA CLARITA		
	Passenger Miles	%	Re-Allocated Share	Passenger Miles	%	Re-Allocated Share
20 Non-LA 2 UZA (AV 123 for AVTA, AV 176 for Santa Clarita)	28,383,366	94.0517%	1.8253%	11,404,989	58.0772%	1.0963%
21 UZA number LA 2	1,795,116	5.9483%	0.1154%	8,232,648	41.9228%	0.7914%
22 Total	30,178,482	100.0000%	1.9408%	19,637,637	100.0000%	1.8877%

CARES Act Allocation

Approved by

LACMTA Board of Directors

May 2020

SUMMARY OF CARES ALLOCATION / DISTRIBUTION

Fund Recipients		Maintaining Funding Levels	Supplemental Funding	Total CARES Allocations
Metro Transit				
1	Metro Bus Ops	\$ 167,098,181	\$ 167,098,181	\$ 334,196,361
2	Metro Rail Ops	126,470,961	126,470,961	252,941,922
Municipal Operators				
3	Arcadia	206,559	206,559	413,118
4	Claremont	76,519	76,519	153,038
5	Commerce	417,209	417,209	834,418
6	Culver City	3,286,560	3,286,560	6,573,119
7	Foothill Transit	14,928,460	14,928,460	29,856,920
8	Gardena	3,325,124	3,325,124	6,650,248
9	La Mirada	61,549	61,549	123,098
10	Long Beach	14,601,919	14,601,919	29,203,837
11	Montebello	5,087,634	5,087,634	10,175,268
12	Norwalk	1,903,609	1,903,609	3,807,217
13	Redondo Beach	453,340	453,340	906,679
14	Santa Monica	12,180,206	12,180,206	24,360,412
15	Torrance	3,955,055	3,955,055	7,910,110
16	Antelope Valley	2,119,521	2,119,521	4,239,043
17	LADOT	7,915,635	7,915,635	15,831,270
18	Santa Clarita	1,888,097	1,888,097	3,776,194
19	Foothill BSCP	1,580,300	1,580,300	3,160,600
20	Sub-Total	73,987,295	73,987,295	147,974,591
Tier 2 Operators ^{(1),(2)}				
21	LADOT Community Dash	1,222,102	2,389,971	3,612,073
22	Glendale	177,431	346,989	524,420
23	Pasadena	103,399	202,210	305,610
24	Burbank	31,105	60,830	91,935
25	Sub-Total	1,534,038	3,000,000	4,534,038
Small Operators ^{(1),(3)}				
26	Regional Paratransit Operators	1,540,203	2,984,308	4,524,511
27	Voluntary Operators	1,049,642	2,046,663	3,096,305
28	Special Demonstration Projects	513,277	150,000	663,277
29	Sub-Total	3,103,122	5,180,971	8,284,093
Other Transit Operators ⁽¹⁾				
30	MetroLink	21,432,000	35,000,000	56,432,000
31	Access Services	25,200,000	8,300,000	33,500,000
32	Regional Needs ⁽¹⁾	160,300,000	-	160,300,000
Direct Apportionments				
33	Santa Clarita (5307/5340)			14,486,864
34	Lancaster-Palmdale (Antelope Valley Transit Authority) (5307/5337/5340)			30,713,119
35	Metro (5340)			24,724,705
36	Section 5311 (AVTA) ⁽⁴⁾			-
37	Sub-Total			69,924,688
38	Total CARES Act Allocations			\$ 1,068,087,693

Notes:

(1) Fund exchanges of Federal CARES Act funding, as appropriate, with other local funding sources in order to provide administrative efficiencies and to optimize and accelerate the distribution of resources.

(2) Detailed listing of Tier 2 Operators Allocations on page 15.

(3) Detailed listing of Small Operators Allocations on pages 16-18.

(4) Represents 5311 funds to LACDPW for AVTA's service to rural areas in the North County subregion. Amount is estimated at \$1.36M and contingent upon final allocations by CalTrans.

Los Angeles County Metropolitan Transportation Authority
2021 Transit Fund Allocations

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2020-2021 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act (TDA), Public Utilities Code Section 99200 et seq.; and

WHEREAS, under Chapter 2.5, Article 5, the State Transit Assistance Fund (STA) Section 6753, allocations to claimants shall be made and take effect by resolution and shall designate: 1) the fiscal year for which the allocation is made; 2) the amount allocated to the claimant for each of the purposes defined in Sections 6730 and 6731; and 3) any other terms and conditions of the allocation; and

WHEREAS, Section 6659 requires that allocation instructions be conveyed each year to the county auditor by written memorandum of its executive director and accompanied by a certified copy of the authorizing resolution; and

WHEREAS, the resolution shall also specify conditions of payment and may call for a single payment, for payments as moneys become available, or for payment by installments monthly, quarterly, or otherwise; and

WHEREAS, the amount of a regional entity's allocation for a fiscal year that is not allocated to claimants for that fiscal year shall be available to the regional entity for allocation in the following fiscal year; and

WHEREAS, Section 6754 requires that the regional entity may allocate funds to an operator or a transit service claimant only if, in the resolution allocating the funds, it finds all of the following:

- a.1 The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
- a.2 The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Section 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
- a.3 The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

**Los Angeles County Metropolitan Transportation Authority
2021 Transit Fund Allocations**

- a.4 The sum of the claimant's allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.
- a.5 Priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

WHEREAS, the regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it finds all of the following:

- b.1 The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC Section 99244.
- b.2 A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle code, as required in PUC Section 99251. The certification shall have been completed within the last 13 month, prior to filing claims.
- b.3 The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7

WHEREAS, the regional entity may allocate funds to an operator to exchange funds pursuant to PUC Section 99314.4(b) only if, in the resolution allocating the funds made available pursuant to PUC Section 99231, it find that the operator is eligible to receive State Transit Assistance funds; and

WHEREAS, LACMTA staff in consultation with the Transit Operators and Cities has developed allocations in accordance with the Transportation Development Act as previously specified.

NOW THEREFORE,

- 1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2020-21 to each claimant for each of the purposes as specified in Attachments A.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan., the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

**Los Angeles County Metropolitan Transportation Authority
2021 Transit Fund Allocations**

available under the Urban Mass Transportation Act of 1964; the sum of the claimant's allocations from the State Transit Assistance fund and from the Local Transportation Fund do not exceed the amount the claimant is eligible to receive during the fiscal year; and that priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

- 3.0 The Board of Directors hereby finds that, for the purposes specified in Section 6730, the operators eligible for funding have made reasonable efforts to implement the productivity improvements recommended pursuant to PUC Section 99244. A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, has been remitted. The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7
- 4.0 The Board of Directors hereby authorizes that the operators listed in Attachment A are eligible to receive State Transit Assistance funds.
- 5.0 The Board of Directors hereby authorizes that the operators may receive payments upon meeting the requirements of the STA eligibility test and submittal of TDA and STA claims.

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on September, 2020.

MICHELE JACKSON
Board Secretary

DATED:
(SEAL)

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax revenue estimate is projected to decline 14.5% over FY 2020 budget based upon review of several economic forecasts.
- Consumer price index (CPI) of 2.30% represents a composite index from several economic forecasting sources.
- Due to the reduction in funding, Proposition C Discretionary programs including Municipal Operators Service Improvement Program (MOSIP), Transit Service Enhancement (TSE), Bus Service Improvement Program (BSIP), and Discretionary Base Restructuring program were kept at FY19 allocation level.
- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a new program funded by the increase in Vehicle License Fees. In order to be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.
- Pursuant to PUC 99233.1 of the Transportation Development Act (TDA), Metro shall be allocated funds necessary to administer TDA funding. In FY21, due to the reduction in Sales Tax Revenue, Metro will cap TDA administrative funding at FY19 allocation level.
- Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to $\frac{3}{4}$ percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Starting FY20, Metro will increase TDA planning allocation to 1 percent of annual TDA revenues.
- Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40% Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI. Due to an estimated shortfall of GOI revenue this year, \$52.3 million fund will be allocated to Eligible and Tier 2 operators from PC 40% Discretionary.

- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments.
- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

Bus Transit Subsidies (\$1,087.0M)**Formula Allocation Procedure (\$662.9M)**

Allocations of transit subsidy funds (STA, TDA Article 4, and Proposition A 95% of 40% Discretionary) are based on the Formula Allocation Procedure (FAP) that was adopted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors and legislated through SB 1755 (Calderon – 1996). Los Angeles County Included and Eligible Operators submitted their FY 2019 Transit Performance Measures (TPM) data for the FY 2021 FAP calculations. This data was validated and used in the calculations. The FAP as applied uses 50% of operators' vehicle service miles and 50% of operators' fare units. (Fare units are defined as operators' passenger revenues divided by operators' base cash fare).

In November 2008, the Board approved a Funding Stability Policy, where operators who increase their fares will have their fare units frozen at their level prior to the fare increase until such time that fare unit calculation based on the new higher fare becomes greater than the frozen level.

In FY 2008, the Board set aside \$18.0 million from GOI fund to provide operating assistance to Tier 2 Operators including LADOT Community Dash, Glendale, Pasadena and Burbank fixed route transit programs. Allocation is calculated using the same methodology as in the FAP and does not negatively impact the existing Included and Eligible Operators. This program was funded \$6.0 million each year for three years beginning FY 2011. With the Board's approval, we will continue to fund this program in FY 2021 in the amount of \$9.0 million. Fund includes \$4,534,038 in CARES Act Equivalent Supplemental Funding as approved by the Board of Directors. CARES fund will be Exchange with local funds.

Measure R Allocations (\$135.0M)

- **Measure R 20% Bus Operations (\$135.0M)**

Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.

- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$0.0M)**
Measure R ordinance also provides a lump sum allocation of \$150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at \$10 million every even year.

Measure M 20% Transit Operations (\$133.1M)

Measure M, approved by voters of Los Angeles County in November, 2016 to improve transportation and ease traffic congestion. As defined in Section 3 of the Measure M Ordinance, the 20% Transit Operations share is allocated according to FAP calculation methodology to Included and Eligible Operators.

Proposition C 5% Security (\$30.6M)

Ninety percent of Proposition C 5% Security fund is allocated to Los Angeles County transit operators and Metro Operations for security services. State law requires that each operator's share of funds be based on its share of unlinked boardings to total Los Angeles County unlinked boardings. The unlinked boardings used for allocating these funds are based on the operators' TPM reports of LACMTA approved services. The remaining ten percent is allocated to Metro to mitigate other security needs.

Proposition C 40% Discretionary Programs (\$64.0M)

The following programs are funded with Prop C 40% Discretionary funds:

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. In the past, funding was increased by 3% from the previous year's funding level. This year due to the reduction in funding, the allocation was kept at FY19 level. All Municipal Operators participate in this program and funds are allocated according to FAP calculation methodology.
- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is

then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.

- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion. The TSE Program continues for eight Municipal Operators including Culver City, Foothill Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.
- **Base Re-Structuring Program (Base-Re).** The Base Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello and Torrance.
- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding. Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.

Federal Funds (\$372.0M)

Section 5307 Urbanized Formula Program (\$249.8 M)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY 2021, \$249.8 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its April 21, 2020 meeting, the BOS allocated \$330,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCR TTC) from the 15% discretionary fund. SCR TTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

Section 5339 Bus and Bus Facilities (\$27.8M)

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or “MAP 21”. The Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY 2021, \$27.8 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators’ shares are swapped with Metro’s share of Federal Section 5307 to minimize administrative process.

Section 5337 State of Good Repair (\$94.4M)

Section 5337 provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. This funding program consists of two separate formula programs:

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY 2021, \$88.6 million is allocated to Metro and Municipal operations.
- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY 2021, \$5.8 million is allocated to Metro Operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators’ DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated using the operators’ VRM data. Operators’ shares are swapped with Metro’s share of Federal Section 5307 to minimize administrative process.

Proposition A Incentive Programs (\$17.9M)

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through Board-adopted Incentive Program

guidelines. Programs include the Sub-Regional Paratransit Program, the Voluntary NTD Reporting Program and the Sub-Regional Grant Projects. Under the Voluntary NTD Reporting Program, local transit operators report operating data for entitlement to the Federal FTA Section 5307 funds. Operators participating in the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region. In order to maintain funding level and mitigate the reduction in sales tax revenues for FY21, \$6.6M in CARES Act Equivalent funding as approved by LACMTA Board of Directors were added to fund PA Incentive programs.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service to its residents who commute between Avalon and the mainland, will receive \$850,000 in subsidy which includes \$251,462 in CARES Act Equivalent funding.

At its May 16, 2017 meeting, the Local Transit System Subcommittee (LTSS) approved an additional \$50,000 to Avalon's Transit Services annual subsidy increasing the funding level to \$300,000. In FY21, \$43,484 and \$153,207 were added to Avalon's Transit Service and the Hollywood Bowl Shuttles from CARES Act Equivalent funding to remain subsidy at \$300,000 and \$1,057,000 level, respectively.

Local Returns (\$583.3M)

Proposition A 25% (\$184.8M)
 Proposition C 20% (\$153.3M)
 Measure R 15% (\$115.0M)
 Measure M 17% (\$130.3M)

Local Return estimates are apportioned to all Los Angeles County cities and the County of Los Angeles based on population shares according to state statutes and Proposition A, Proposition C, Measure R and Measure M ordinances.

TDA Article 3 funds (\$6.7M)

TDA Article 3 funds are for Bicycle and Pedestrian Facilities and split into two parts:

- The 15% of TDA Article 3 funds are allocated towards maintenance of regionally significant Class I bike paths as determined by LACMTA policy and in current TDA Article 3 Guidelines. This portion is divided in a ratio of 30% to 70% to City of Los Angeles and County of Los Angeles, respectively.
- The 85% of the funds are allocated to all Los Angeles County cities and the County of Los Angeles based on population shares. TDA Article 3 has a minimum allocation amount of \$5,000. The City of Industry has opted out of the TDA Article 3 program indefinitely. The Street and Freeway Subcommittee and the Technical Advisory Committee (TAC) have approved this redistribution methodology in prior years, and it remains unchanged.

TDA Article 8 funds (\$22.3M)

TDA Article 8 funds are allocated to areas within Los Angeles County, but outside the Metro service area. This includes allocations to Avalon, Lancaster, Palmdale, Santa Clarita and portions of unincorporated areas of Los Angeles County. The amount of TDA funds for Article 8 allocation is calculated based on the proportionate population of these areas to the total population of Los Angeles County.



Board Report

File #: 2020-0547, File Type: Budget

Agenda Number: 12.

FINANCE, BUDGET AND AUDIT COMMITTEE SEPTEMBER 16, 2020

SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2021 BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$97,564,167 for FY21. This amount includes:
- Local funds for operating and capital expenses in the amount of \$95,245,337;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,318,830; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

ISSUE

Access provides mandated Americans with Disabilities Act (ADA) paratransit service on behalf of Metro and Los Angeles County fixed route operators. In coordination with Metro staff and in consultation with the Access Board of Directors, Access has determined that a total of \$178.9 million is required for its FY21 operating and capital needs, and an additional \$2.3 million is required for Metrolink's participation in Access' Free Fare Program for a total of \$181.2 million. Of this total, \$83.7 million will be funded from federal grants, including Federal Surface Transportation Block Grant (STBG) Program funds, passenger fares, and other income generated by Access. The remaining amount of \$97.5 million will be funded with Measure M ADA Paratransit Service (MM 2%) funds and Proposition C 40% Discretionary (PC 40%) funds that includes operating reserve, the FY20 Continuing Resolution, CARES Act equivalent allocation of local funds, carryover from FY19 funds, as well as funding to Metrolink for Access' Free Fare Program. See Attachment A for funding details.

BACKGROUND

The development of Metro's annual budget was negatively impacted by the COVID-19 pandemic as resources and revenues needed to continue programs in FY 2020-2021 were not fully formalized.

This affected the distribution of funds to the entire County's mobility network, including Municipal Transit operators, dozens of small local community providers, regional support facilities and operators such as Metrolink and Access.

On May 28, 2020, the Metro Board adopted the Continuing Resolution to extend FY 2019-2020 budget spending levels through the first quarter of FY 2020-2021 (July 1, 2020 through September 30, 2020), and authorized the CEO to amend and extend the existing funding agreement in the absence of an adopted FY 2020-2021 budget. As a result, Access received a total of \$23,592,711.99 in local funds.

As the transportation industry faced challenging roles to continue service, Metro took action to support Access considering the reduction in sales tax revenue as a result of the COVID-19 pandemic. Funds were appropriated under the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) so Access can continue to provide ADA paratransit services. A total of \$33.5 million of CARES Act equivalent funding was allocated to Access.

Metro has supported Access on some great initiatives for the new fiscal year. First, the Parents with Disabilities (PWD) program has now been expanded to the entire county with local funds. The modified PWD program will resume when schools are back in session. Second, Metro is working closely with Access on Assembly Bill 5 to gain an exemption and support policy in favor of independent taxicab drivers to keep operational costs down. Transportation Network Companies (TNCs), like taxis, operate independently as subcontractors to the main providers and help respond to the surges in trip demand to ensure disabled customers can travel freely in the region.

Metro, in its role as the Regional Transportation Planning Authority, provides funding to Access to administer the delivery of regional ADA paratransit service for Metro and the 44 other public fixed route operators in Los Angeles County consistent with the adopted Countywide Paratransit Plan. The provision of compliant ADA-mandated service is considered a civil right under federal law and shall be appropriately funded.

In FY20, Access provided more than 3,707,599 passenger trips to more than 140,000 qualified ADA paratransit riders in a service area covering over 1,950 square miles of Los Angeles County by utilizing over 1,768 accessible vehicles and taxicabs. Access' service area is divided into six regions (Eastern, Southern, West Central, Northern, Santa Clarita and Antelope Valley) operated by six contractors to ensure efficient and effective service.

DISCUSSION

Ridership

Access' budget is based on paratransit ridership projections provided by an independent third-party consulting firm, HDR Engineering, Inc. (HDR). Access recently asked HDR to prepare a revised ridership projection for FY21 based on ridership data through June 2020. HDR's projection assumes a 61 percent decline in ridership (1,462,982 passengers vs. 3,707,599 FY20 passengers) for the duration of the fiscal year. The paratransit demand analysis uses economic factors, historical data, and other variables to form the basis for the ridership projections. Passengers are then converted to

passenger trips. The number of trips and the cost per trip are the major cost drivers in the Access budget. It should be noted, given the unprecedented nature of the COVID-19 pandemic, ridership projections are much more speculative and uncertain for the upcoming fiscal year. It is this uncertainty that requires Access to request a 10 percent reserve in the event ridership surpasses HDR’s projections. The FY21 Budget will fund Access’ Budget request, reflecting HDR’s FY21 projected ridership. However, as done in past years, Metro will set aside a reserve amount for the additional trips exceeding the projections, which totals \$15 million for FY21.

Cost Per Trip

The majority of Access’ costs come from the delivery of paratransit service which is paid for on a per-trip basis. Prior to the pandemic, the cost of paratransit trips was increasing primarily due to legislative changes in the minimum wage in Los Angeles City and Los Angeles County. Since the new minimum wage schedule took effect in 2016, the minimum wage has risen from \$10 to \$15 on July 1, 2020. In past years, Access’ operating contracts have either been resolicited or renegotiated with the minimum wage impacting all operating contracts. In addition, costs have increased with the inclusion of new key performance measures and liquidated damages into contracts, which have improved customer service, operational performance and safety systemwide.

While ridership is projected to be significantly lower in FY21, the Agency’s variable cost per trip is \$45.50, a 39 percent increase from FY20. The cost increase is due to the special services being provided in response to the pandemic. In particular, the elimination of shared rides and the implementation of a “mid shift” vehicle cleaning have impacted contractor productivity and led to the higher costs. The costs for these services are included in Access’ budget request for FY21.

FY21 Proposed Budget

Due to the significant reduction in projected ridership as well as a projected reduction in the need for ADA paratransit certification services, Access is projecting an 18 percent decline in its operating budget for FY21 as outlined in the table below. The increase in capital costs is due to an increase in per unit vehicle costs driven by changes in the paratransit vehicle market.

Access Services - Budget				
Expenses	FY20 Budget	FY21 Proposed Budget	\$ Change	% Change
Direct Operations	\$158,590,841	\$126,643,085	(\$31,947,756)	-20.1%
Contracted Support	\$13,985,333	\$12,357,357	(\$1,627,976)	-11.6%
Management/Administration	\$11,328,349	\$11,744,896	\$416,546	3.7%
Total Operating Cost	\$183,904,523	\$150,745,337	(\$33,159,186)	-18.0%
Total Capital Costs	\$9,255,055	\$13,200,000	\$3,944,945	42.6%
Total Expenses	\$193,159,578	\$163,945,337	(\$29,214,241)	-15.1%
Carryover	\$4,027,181	\$3,711,539	(\$315,642)	-7.8%

FY19 Carryover Funds

Each year, Metro includes Access in the consolidated audit process to ensure that it is effectively managing and administering federal and local funds in compliance with applicable guidelines. The FY19 audit determined that Access had approximately \$3.7 million dollars of unspent or unencumbered funds. Per Access' FY20 Memorandum of Understanding (MOU), Access has the option to either return the funds to Metro or request that such funds be carried over to the next fiscal year for use in FY21 for operating expenses. Access has requested to carryover a total amount of \$3,711,539 from FY19 into the FY21 proposed budget.

Performance

In FY18, the Access Board of Directors adopted additional key performance indicators (KPIs) and liquidated damages to ensure that optimal levels of service are provided throughout the region. Overall system statistics are published monthly in a Board Box report. A yearly comparison summary of the main KPIs is provided below:

Key Performance Indicators (KPIs)	FY 2019	FY 2020
On Time Performance - $\geq 91\%$	92.00%	92.20%
Excessively Late Trips - $\leq 0.10\%$	0.08%	0.10%
Excessively Long Trips - $\leq 5\%$	3.80%	2.90%
Missed Trips - $\leq 0.75\%$	0.52%	0.46%
Access to Work On Time Performance - $\geq 94\%$	95.90%	95.90%
Average Hold Time (Reservations) - ≤ 120	80	71
Calls On Hold > 5 Min (Reservations) - $\leq 5\%$	4.50%	3.30%
Calls On Hold > 5 Min (ETA) - $\leq 10\%$	5.50%	4.10%
Complaints Per 1,000 Trips - ≤ 4.0	3.3	2.5
Preventable Incidents - ≤ 0.25	0.21	0.19
Preventable Collisions (Weighted) - ≤ 0.50	0.64	0.67
Miles Between Road Calls - $\geq 25,000$	54,878	60,999

Overall, all main KPIs are being met except for preventable collisions. Access has set an aggressive goal compared to its peers to emphasize the importance of safety.

Agency Update

In FY20, Access implemented the following major initiatives:

- Additional transfer service between North County and the Los Angeles Basin
- Online eligibility applications
- Website redesign
- Continued deployment of the Where's My Ride (WMR) application (11,055 users)
- Continued deployment of on-line reservations (10 percent of trips are now booked online)

In FY21, Access plans to implement the following:

- A modified Parents with Disabilities program throughout Los Angeles County
- Enhance the WMR app using a recently received \$330,000 Mobility for All grant from the Federal Transit Administration
- Deploy online reservations to the Northern region (San Fernando Valley)
- Continue to work with Metro government affairs staff and other stakeholders on issues relating to the implementation of Assembly Bill 5
- Release a Request for Proposals for the Southern operational region

Metro Oversight Function

Metro will continue oversight of Access to ensure system effectiveness, cost efficiency and accountability. Metro staff has been and will continue to be an active participant on Access' Board of Directors, Budget Subcommittee, Audit Subcommittee and the Transportation Professionals Advisory Committee. Access will continue to be included in Metro's yearly consolidated audit. Additionally, at the request of the Metro Finance, Budget and Audit Committee, Access will provide quarterly updates that include an overview of Access' performance outcomes and service initiatives.

FINANCIAL IMPACT

The required budget for fiscal year 2021 is requested in the FY21 Annual Budget for adoption in September 2020 Board meeting.

Impact to Budget

Access' funding will come from MM 2% funds in the amount of \$11.5 million and PC 40% funds in the amount of \$86 million for a total amount of \$97.5 million. There will be no financial impact on Metro's bus and rail operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Goal 2: Deliver outstanding trip experiences for all users of the transportation system

Goal 3: Enhance communities and lives through mobility and access to opportunity

ALTERNATIVES CONSIDERED

Not fully funding Access to provide the mandated ADA paratransit services for FY21 would place Metro and the other 44 Los Angeles County fixed route operators in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within 3/4 of a mile of local rail and bus lines. This would impact Metro's ability to receive federal grants.

NEXT STEPS

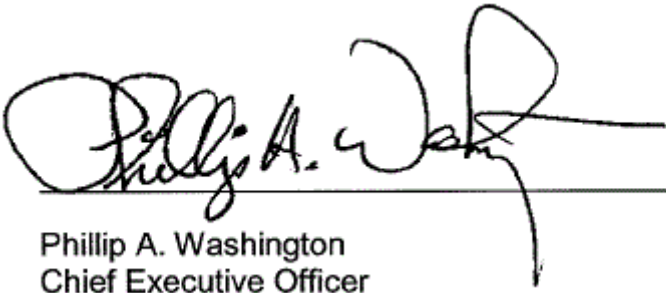
Upon approval, staff will execute all MOUs and agreements to ensure proper disbursement of funds.

ATTACHMENTS

Attachment A - FY21 Access Services ADA Program

Prepared by: Fayma Ishaq, Accessibility Program Manager, (213) 922-4925

Reviewed by: Jonaura Wisdom, Chief Civil Rights Programs Officer, (213) 418-3168



Phillip A. Washington
Chief Executive Officer

		ATTACHMENT A
FY21 ACCESS SERVICES ADA PROGRAM		
Expenses		(\$ in millions)
FY21 Access Proposed Budget		\$ 163.9
Operating Reserve		\$ 15.0
	Subtotal	\$ 178.9
Metrolink Free Fare Program (Paid by Metro)		\$ 2.3
	Total Access Program	\$ 181.2
Federal/Fares		
Federal STBG Program		\$ 69.5
Passenger Fares, 5317 Grants & Misc. Income		\$ 5.2
Capital		\$ 9.0
	Subtotal	\$ 83.7
New Funding Request - Operating and Capital		
<u>Measure M 2%</u>		
FY21	Total MM 2% Subtotal	\$ 11.5
<u>PC 40%</u>		
Carryover from FY19 into FY21		\$ 3.7
FY21		\$ 11.7
FY20 Continuing Resolution		\$ 23.5
CARES Act Equivalent		\$ 33.5
Operating Reserve		\$ 15.0
Metrolink Free Fare Program (Paid by Metro)		\$ 2.3
	Total PC 40% Subtotal	\$ 86.0
TOTAL FY21 LOCAL FUNDING REQUEST		\$ 97.5

Access Services- FY21 Budget Request

Finance, Budget & Audit Committee

Item 12

Access Services – FY21 Budget

		ATTACHMENT A
FY21 ACCESS SERVICES ADA PROGRAM		
Expenses		(\$ in millions)
FY21 Access Proposed Budget		\$ 163.9
Operating Reserve		\$ 15.0
	Subtotal	\$ 178.9
Metrolink Free Fare Program (Paid by Metro)		\$ 2.3
	Total Access Program	\$ 181.2
Federal/Fares		
Federal STBG Program		\$ 69.5
Passenger Fares, 5317 Grants & Misc. Income		\$ 5.2
Capital		\$ 9.0
	Subtotal	\$ 83.7
New Funding Request - Operating and Capital		
<u>Measure M 2%</u>		
FY21	Total MM 2% Subtotal	\$ 11.5
<u>PC 40%</u>		
Carryover from FY19 into FY21		\$ 3.7
FY21		\$ 11.7
FY20 Continuing Resolution		\$ 23.5
CARES Act Equivalent		\$ 33.5
Operating Reserve		\$ 15.0
Metrolink Free Fare Program (Paid by Metro)		\$ 2.3
	Total PC 40% Subtotal	\$ 86.0
	TOTAL FY21 LOCAL FUNDING REQUEST	\$ 97.5

Access Services – Expenses

Expenses	FY20 Budget	FY21 Proposed Budget	\$ Change	% Change	Notes
Direct Operations	\$158,590,841	\$126,643,085	(\$31,947,756)	-20.1%	Projected decline in ridership due to pandemic. Higher per trip costs for No Share rides
Contracted Support	\$13,985,333	\$12,357,357	(\$1,627,976)	-11.6%	
Management/Administration	\$11,328,349	\$11,744,896	\$416,546	3.7%	CPI increases for contracts
Total Operating Costs	\$183,904,523	\$150,745,337	(\$33,159,186)	-18.0%	
Total Capital Costs	\$9,255,055	\$13,200,000	\$3,944,945	42.6%	Higher per unit replacement vehicle costs
Total Expenses	193,159,578	163,945,337	(\$29,214,241)	-15.1%	
Carry Over	\$4,027,181	\$3,711,539	(\$315,642)	-7.8%	

Access Services – Key Performance Indicators (KPIs)

Key Performance Indicators (KPIs)	FY 2019	FY 2020
On Time Performance - $\geq 91\%$	92.00%	92.20%
Excessively Late Trips - $\leq 0.10\%$	0.08%	0.10%
Excessively Long Trips - $\leq 5\%$	3.80%	2.90%
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Preventable Incidents - ≤ 0.25	0.21	0.19
Preventable Collisions (Weighted) - ≤ 0.50	0.64	0.67
Miles Between Road Calls - $\geq 25,000$	54,878	60,999

- Access utilizes performance standards to ensure quality ADA paratransit service is delivered to its customers.
- Performance has been steady or improved in several categories.
- Complaints per 1,000 trips dropped to an all-time low.

FY20 Accomplishments/FY21 Initiatives

FY20 Accomplishments

- Additional transfer service between North County and the Los Angeles Basin
- Online eligibility applications
- Website redesign
- Continued deployment of the *Where's My Ride* (WMR) application (11,055 users)
- Continued deployment of on-line reservations (10 percent of trips are now booked online)

FY21 Initiatives

- A modified Parents with Disabilities program throughout Los Angeles County
- Enhance the WMR app using a recently received \$330,000 Mobility for All grant from the Federal Transit Administration
- Deploy online reservations to the Northern region (San Fernando Valley)
- Release a Request for Proposals for the Southern operational region
- Continue to work with Metro Government Relations on AB 5's impact* on Access' use of taxicabs

*Estimated to be a 30% increase in cost for Access (or \$42 million dollars, including additional capital) based on a "normal" year of operational service

Recommendations

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$97,564,167 for FY21. This amount includes:
- Local funds for operating and capital expenses in the amount of \$95,245,337;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,318,830; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.



Board Report

File #: 2020-0568, File Type: Program

Agenda Number: 13.

FINANCE, BUDGET AND AUDIT COMMITTEE SEPTEMBER 16, 2020

SUBJECT: FY 2020-21 METROLINK ANNUAL WORK PROGRAM BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

- A. APPROVING the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") FY 2020-21 Budget Transmittal dated July 24, 2020, in the amount of \$129,089,000 as detailed in Attachment A;
- B. REPROGRAMMING \$2,018,016 in surplus FY14, FY15, FY16 and PTIMSEA state of good repair and capital funds to fund a portion of Metro's share of Metrolink's FY 21 rehabilitation program;
- C. REPROGRAMMING up to \$7,000,000 in cost savings from the FY19 and FY20 state of good repair and capital funds to fund a portion of Metro's share of Metrolink's FY 21 rehabilitation program detailed in Attachment B as first priority as additional funding for reprogramming becomes available;
- E. APPROVING programming additional funding for the acquisition of new Metrolink Ticket Vending Devices in the amount of \$1,599,242 to fund Metro's remaining share of the total project budget totaling \$9,673,242;
- F. APPROVING the FY21 Transfers to Other Operators payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and
- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

ISSUE

Staff is recommending the approval of \$129,089,000 (listed in Attachment A) for Metro's share of Metrolink's FY2020-21 Budget of \$217 million and programming in the amount of \$1,599,242 for the new Metrolink Ticket Vending Devices.

DISCUSSION

The Southern California Regional Rail Authority operates and provides the Metrolink commuter rail service in the Southern California region serving the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura and up to the northern San Diego County line. The SCRRA Joint Exercise of Powers Agreement (JPA) requires the member agencies to approve their individual share of the Metrolink budget on an annual basis (please refer to Attachment C - Metrolink Transmittal of the Proposed Fiscal Year 2020-21 Budget dated July 24, 2020). The SCRRA FY 21 budget request from all JPA Member Agencies is a total of \$271.3 million consisting of \$217 million for Commuter Rail operations, \$54.3 million for Rehabilitation and no new capital projects.

Metrolink Operations

The Metrolink FY 2020-21 Operating Budget is comprised of \$260.5 million in expenses, revenue of \$43.5 million, a JPA Member Agency subsidy of \$146.4 million and CARES Act funding of \$70.6 million. Metro's total share of Metrolink's FY21 Operating Budget is up to \$109.1 million for commuter rail operations consisting of \$74.1 million for operations and up to \$35.0 million in CARES Act funding. CARES funding is meant to support capital, operating, and other expenses to prevent, prepare for, and respond to COVID-19. The current fiscal year allocation is a \$31.1 million increase (29%) over FY20 levels (refer to Table 1 below). This is specifically to address COVID-19 related expenses and one new roundtrip Saturday service on the Ventura line that will start in April 2021.

TABLE 1 - METROLINK OPERATIONS BUDGET SUMMARY (\$000)

	FY20	FY21	DIFFERENCE	CHANGE %
Operating Expenses	262,869	260,508	-2,361	-0.90%
Fare Revenues	105,423	43,500	-61,923	-58.73%
Member Agency	157,445	217,008	59,563	37.8%
CARES Funding	0	70,627		
Member Agency Subsidy	157,445	146,381	-11,064	-7.60%

METRO SHARE OF METROLINK FY21 BUDGET

	FY20	FY21	DIFFERENCE	CHANGE %
Operations	77,989	74,089	-3,900	-9.50%
CARES		35,000*	35,000	
Subtotal Operations	77,989	109,089	31,100	29%
Rehabilitation	31,964	20,000	-12,840	-40.10%

Capital	1,389	0	-1,389	
Total Metro Share	111,342	129,089	16,871	15.20%

*\$35 million CARES Funding - FY20 is \$7,739 and up to \$27,261 will be allocated for FY21 based on actual expenses in FY21.

The increase in total commuter rail operations cost is attributable to COVID-19 pandemic related costs. The reduction in the Metrolink FY21 Operating Revenue of \$43.5 million as compared to the Metrolink FY 20 of \$105.4 million is \$61.9 million. This reduction in operating revenue is entirely caused by the reduced ridership resulting from the COVID 19 pandemic. Reduced operating revenue was also due to Metrolink operating at a 30% reduction in service levels (a decrease of about four roundtrips per day) since April 2020. Metrolink also assumes no fare increases for FY 21. Furthermore, the Metrolink FY 21 Operating Expenses are \$260.5 million which is \$2.4 million lower than the Metrolink FY 20 Operating Budget of \$262.9 million. Metrolink reduced expenditures to align with the reduced ridership forecast including several cost cutting measures such as a hiring freeze, no FY21 merit or COLA, freeze on business travel and determining possible areas for savings and spending deferrals.

The SCRRA considered several ridership recovery scenarios and assumptions as to when ridership and revenue would normalize in developing their FY 21 budget:

1. **Muted Recovery or Worst Case Scenario** with ridership normalizing in FY24 Q3;
2. **Recession Recovery or Medium Case Scenario** with ridership normalizing in FY23 Q3; and
a
3. **No Recession or Best-Case Scenario** with ridership normalizing in FY22 Q3.

Metrolink determined that Scenario #2 should be the basis for Operating Revenues for the Proposed FY21 Budget. This scenario models a return to 50% of FY20 ridership by the end of FY21, which provides ridership for the entire FY21 year of only 34% of FY20 ridership levels.

The Federal CARES Act provides funding to transit agencies to help, prevent, prepare for and respond to the COVID-19 pandemic. Pursuant to Metro’s Board action in May 2020, Metro has allocated \$56.5 million in CARES funding to Metrolink of which \$35 million is to augment fare revenue losses resulting in FY 20 and FY 21 resulting from the COVID-19 pandemic. Metro’s share of Metrolink’s fare revenue loss in FY20 was \$7.7 million and Metrolink estimates Metro’s share of the FY21 fare revenue loss will total up to an additional \$28 million. Staff will work with SCRRA staff to monitor the fare revenue situation and seek Board action through the mid-year budget adjustments to mitigate Metro’s share of Metrolink’s fare revenue losses.

Metrolink also experienced a 95% decrease in ridership as well as a correlating substantial reduction in fare revenue (about 69.8%) as a result of the COVID pandemic and the State’s Safer at Home Order that began in March 2020. In response to the significant decline in ridership, Metrolink instituted a 30% reduction in service in April 2020 along with additional expenses related to personnel protection equipment (i.e. masks) and more frequent daily cleaning of railcars. Staff will continue working with SCRRA to monitor the effect of COVID on Metrolink service and related costs to maintain a safe environment for our passengers and provide service to essential workers.

Further, in consultation with the Member Agencies, it was decided that all new service would be

deferred, except for Saturday service on the Ventura Line and the San Bernardino Express Train. The Saturday service on the Ventura Line will not start until April '21. Adjustments to reflect these reviews and decisions were made to the expense and revenue amounts. The new San Bernardino Express Train is cost neutral since it is converting an existing service to an express service.

Rehabilitation and Capital

In consideration of the COVID-19 impact on JPA member agencies' FY 21 budget, Metrolink did not include any new capital projects in Metrolink's FY 2020-21 total rehabilitation budget request of \$54.3 million of which Metro's share is \$19.1 million (of the \$54.3 million). Staff is recommending programming funds in the amount of \$19.1 million for rehabilitation projects as listed on Attachment C - Metrolink Transmittal of the Proposed Fiscal Year 2020-21 Budget dated July 24, 2020.

Staff is working with Metrolink to prioritize urgent tracks, bridges, culverts and structures state of good repair projects to maintain safety and service. The SCRRA has included a list of specific rehab projects on the Antelope Valley and Ventura Lines as part of their FY 21 Budget. However, due to Metro's unprecedented financial constraints in developing the Metrolink FY 21 rehab budget, staff worked with the SCRRA to fund all the systemwide all-share rehab and shared rehab with the other JPA members. There are additional rehab projects on the Antelope Valley and Ventura Lines totaling \$15.6 million as listed in Attachment B. These rehab projects could potentially be funded in FY21 if additional funds are reprogrammed and become available. Therefore, staff's recommended board action includes up to \$7,000,000 of any future identified cost savings from fiscal years FY19 and FY20 Metro Line specific state of good repair and capital projects that can be applied towards the FY21 rehab projects listed in Attachment B on the Antelope Valley and Ventura Lines totaling \$15.6 million. Staff will work with SCRRA to fund the remaining rehab projects listed in Attachment B of up to \$8.609 million as part of Metrolink's FY 22 Budget.

In the last four years, Metro has provided a total of \$123.6 million (please refer to TABLE 2) consisting of 156 rehabilitation and capital projects from FY17 through FY20. In the last ten years, Metro's largest singular year contribution to Metrolink's rehabilitation and capital program was approximately \$41.7 million which occurred in FY19. Metrolink's project delivery of rehabilitation and capital projects has significantly improved since FY17. Metrolink has identified costs savings from fiscal years FY14, FY15, FY16, capital projects and PTIMSEA funding totaling \$2,018,016 which Metro will deduct from our total FY21 rehabilitation funding commitment.

Fiscal Year	Number of Projects	Funding Amount
FY17	55	41,678,525
FY18	1	6,819,000
FY19	74	41,731,193
FY20	26	33,352,440
Subtotal	156	\$123,581,158
Proposed for FY21	13	19,124,456
GRAND TOTAL	169	\$142,705,614

The current total of unspent Metrolink/Metro MOU funding is approximately \$103 million for rehabilitation and capital project work dating from FY14 through FY20.

Metrolink's Rehabilitation and Capital Carryforward Balance

Metrolink's rehabilitation and capital project carryforward balance as detailed in Attachment C totals \$342.8 million of which Metro's carryforward project balance is \$85.6 million. Due to Metro's decreased sales tax revenue as a result of COVID, Metro would like Metrolink to complete the carryforward projects and expend the associated \$85.6 million in carryforward funding and \$103 million of all Metro open MOUs before Metro programs additional state of good repair projects beyond the FY21 \$19.1 million rehabilitation funding commitment. We will revisit these projects at mid-year to ascertain progress and determine if any mid year adjustments are necessary.

Ticket Vending Devices

June 23, 2015, Metro's Board approved funding the acquisition of new ticket vending devices at all Los Angeles County Metrolink stations in the amount of \$13,074,000 based on initial cost projections. Subsequently, SCRRA reduced project costs based on revised estimates, indicating cost savings that reduced Metro's share of funding to \$8,074,000. The \$5,000,000 project savings were reprogrammed at Metro's Board meeting on June 28, 2018. After Metrolink awarded the project to INIT, Metro's total project cost increased to \$9,673,242. As such, an additional \$1,599,242 is required to fully fund Metro's share for the Ticket Vending Devices.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Metrolink's total FY21 Budget request from all JPA Member Agencies consists of Operations subsidy in the amount of \$146.4 million in member agency local and federal funding and \$70.6 million in CARES funding and Rehabilitation in the amount of \$54.3 million.

Metro's share of Metrolink's Operations funding consists of \$74,089,00 in new Proposition C 10% funds and \$35,000,000 to supplement fare revenue loss (in same spirit and terms of CARES) a total of \$109.1 million. Metro's share of Metrolink's FY21 Rehabilitation budget consists of \$17,981,984 in new Measure R 3% funds and \$2,018,016 of Metrolink identified savings from PTIMSEA, rehabilitation and capital funds for a total of \$20 million. These amounts are included in Metro's FY21 Proposed Budget for Board adoption in the same period as this board report.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff's recommendation supports strategic plan goal #1.2 to improve L.A. County's overall transit network and assets. Metro will work with the Southern California Regional Rail Authority (SCRRA) to provide more frequent and reliable Metrolink services, improve customer satisfaction, and support

better transit connections throughout the network.

ALTERNATIVES CONSIDERED

As a member of the JPA, Metro is required to approve its annual share of the SCRRA budget. The Metro Board could elect to authorize an increased budget amount. However, staff does not recommend an increase budget amount due to COVID-19 pandemic that significantly reduced sales tax revenue.

NEXT STEPS

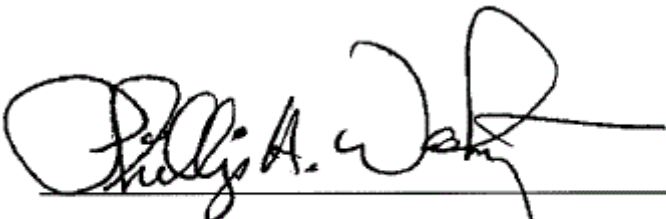
Staff will work with Metrolink to continue to monitor the fare revenue losses and incorporate FY20 actuals results to determine appropriate Board action should there be a requirement for a mid-year budget adjustment to mitigate Metro's share of Metrolink's fare revenue losses. The Metrolink Board is scheduled to adopt its FY21 Budget on September 25, 2020. Metro staff will monitor implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Board action.

ATTACHMENTS

- Attachment A - Metro Share of Metrolink Programming for FY 2020-21
- Attachment B - FY21 Metrolink Proposed Priority Project List
- Attachment B - Metrolink FY 2020-21 Budget Transmittal

Prepared by: Yvette Reeves, Manager, Transportation Planning, (213) 418-3176
Jeanet Owens, Sr. Executive Officer, Regional Rail, (213) 418-3189

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088
Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A - LACMTA Share of Metrolink Programming for FY 2020-21

Recommended Amount

Operations

Commuter Rail Operations	\$ 74,089,000
FY20 Passenger Fare losses (CARES)	\$ 7,738,696
FY21 Projected Passenger Fare losses (CARES)	\$ 27,261,304
Sub-Total Operations	\$ 109,089,000

Rehabilitation & Capital

FY21 Rehabilitation	\$ 20,000,000
Ticket Vending Devices*	\$ 1,599,242
Sub-Total Rehabilitation and Capital	\$ 20,000,000

* Programming

Total FY 21 Annual Work Program Programming	\$ 129,089,000
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Operations Funding Source

Prop C 10%	\$ 74,089,000
CARES Funding	\$ 35,000,000
Total Operating Funding Sources	\$ 109,089,000

Rehabilitation & Capital Funding Source

Measure R 3%	\$ 17,981,984
Prior Year Surplus Reprogramming	\$ 2,018,016
Total Rehabilitation and Capital Funding Source	\$ 20,000,000

POTENTIAL REHABILITATION AND CAPITAL PROJECTS PRIORITY LISTING (IF ADDITIONAL FUNDING IS AVAILABLE)

FY21 REHABILITATION PROJECTS					METROLINK PROPOSED FY 21 BUDGET
PROJECT #	SUBDIVISION	ASSET TYPE	PROJECT	COMMENTS	
2139	Valley	track	Valley Sub Track Rehab	SCRRA's SOGR work shows potential locations for the 17,500 ft of rail, four railroad crossings and one turnout in order to avoid duplicative work considering Metro investments between the FY17-20 annual work programs for the AVL total \$41.6M and the \$220M of improvements through the AVL Program.	4,130,000
2153	Valley	train control	Valley Sub Train Control Rehab	SCRRA's SOGR work shows two locations for rehab of signal and comms and grade crossing warning systems. The options avoid duplicative work considering Metro investments between the FY17-20 annual work programs for the AVL total \$41.6 M and the \$220M of improvements through the AVL Program.	2,550,000
2166	Valley	structures	Valley Sub Structures Rehab	SCRRA/s SOG R work shows exact locations in order to assure no redundancy with Metro's previously funded SCRRA FY17 through FY 20 annual work programs total \$41.6M for the AVL and the additional \$220M of improvements through the AVL Program.	3,180,000
2216	Valley	facilities	Valley Sub Facilities Rehab	Lancaster Crew covers the AVL and Ventura subs to support these facility improvements.	1,800,000
2142	Ventura-LA County	track	Ventura Sub (LA) Track Rehab	Proposed work at Tunnel 26, 27 and 28 within LA County will be for vacumming and tie replacment.	2,100,000
2156	Ventura-LA County	train control	Ventura Sub (LA County) Train Control Systems Rehab	Signal and comms and grade crossing warning systems within the LA County segment.	1,374,000
					15,134,000

FY21 CAPITAL PROJECT LISTING					
2201	All	Non-Revenue Fleet	Specialized Maintenance Equipment, Phase 2	New equipment to include an electric car mover, gang truck, Hi-Rail inspector truck and welding truck.	475,000
					475,000

**Total Capital and Rehab Projects Cost
(as first priority, when funding is avaiable)** 15,609,000


METROLINK.

 SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
 900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

July 24, 2020

TO: Darrell Johnson, *Chief Executive Officer, OCTA*
 Darren Kettle, *Executive Director, VCTC*
 Anne Mayer, *Executive Director, RCTC*
 Phil Washington, *Chief Executive Officer, Metro*
 Dr. Raymond Wolfe, *Executive Director, SBCTA*

FROM: Stephanie N. Wiggins, *Chief Executive Officer, SCRRA*

SUBJECT: SCRRA Request for Adoption of the Authority's FY 2020-21(FY21) Budget

On July 24, 2020, the SCRRA Board approved the transmission of the Proposed FY21 Budget for your consideration and adoption.

The Proposed FY21 Budget documentation which was presented at the AFCOM Committee on July 10, 2020 and at the Board of Directors Meeting on July 24, 2020, is attached for your review. It includes:

- Board Item # 21 Approved at the Board of Director's Meeting on July 24, 2020
- Related attachments include:
 - A - FY21 Proposed Budget as Compared to FY20 Adopted Budget
 - B - Historical Budgets FY17 – FY21
 - C - FY21 Proposed Budget by Member Agency
 - D - New Service
 - E - FY 21 Proposed Rehabilitation Projects
 - F - Capital Projects Carry Forward from prior years

Next Steps

July – Sept 2020	Staff to present at Member Agencies' Committee and Board meetings as requested
Sept 25, 2020	FY21 Proposed Budget to Board for Adoption

Thank you for your ongoing support and active participation in the development of the FY21 Proposed Budget. SCRRA staff remain available to address any questions or concerns you have as we anticipate adoption of the budget by the SCRRA Board of Directors in September 2020. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0258. You may also contact Arnold Hackett, Interim Chief Financial Officer at 213-452-0285.

Sincerely,

A handwritten signature in black ink, appearing to read 'Stephanie', with a long horizontal flourish extending to the right.

Stephanie N. Wiggins
Chief Executive Officer

CC: MAAC members



TRANSMITTAL DATE: July 2, 2020

MEETING DATE: July 10, 2020 **ITEM 21**

TO: Audit and Finance Committee

FROM: Stephanie Wiggins, Chief Executive Officer

SUBJECT: Transmittal of the Authority's Proposed FY2020-21 Operating and Capital Program Budgets

Issue

The Authority is required, under the Joint Powers Authority (JPA), to provide to its Member Agencies, on or before May 1 of each year, a Proposed Budget for the coming fiscal year (effective July 1, the start of the fiscal year) for individual agency consideration and approval. The impact of the novel coronavirus (COVID-19) disrupted the ability of the Authority to transmit a proposed budget by the annual deadline. During the stay-at-home orders which took effect in March, staff has worked diligently to keep MAAC members informed about the status of budget developments. A budget has now been produced incorporating the fiscal realities arising from COVID-19.

Recommendation

It is recommended that the Board approve:

- 1) The transmittal of the Proposed FY2020-21(FY21) Budget for consideration and adoption by Member Agencies by September 30th;
- 2) The option of a mid-year budget review and possible adjustment to be brought to the Metrolink Board in January of 2021; and
- 3) The retention of \$25M of CARES Act funds to increase cash reserves from three months to six months.

Strategic Goal Alignment

This report aligns with the strategic goal to *maintain fiscal sustainability*.

Background

Formal development of the FY21 Budget began in December 2019, with budget development updates presented to the Audit and Finance Committee in January 2020 and the Board in March 2020. In March, the CEO immediately took action to limit

spending for the remainder of FY20, including initiating a 30% service reduction, a hiring freeze, a freeze on business travel, and a robust review of spending by every department to determine possible areas for savings and deferrals of spending. This last exercise alone resulted in the identification of \$8 million in cost savings throughout the organization. By the end of April, ridership had dropped to 10% of levels for the previous year.

The CEO received approval from the Board at the April 24, 2020 meeting to delay transmittal of the Proposed FY21 Budget to the Member Agencies until August 1 and defer budget consideration and adoption until September 30, 2020.

With the support of the Member Agencies, at its June 26 Meeting, the Board approved a Three-Month Continuing Appropriations Resolution, to provide funding during the period of the development of the revised budget.

Discussion

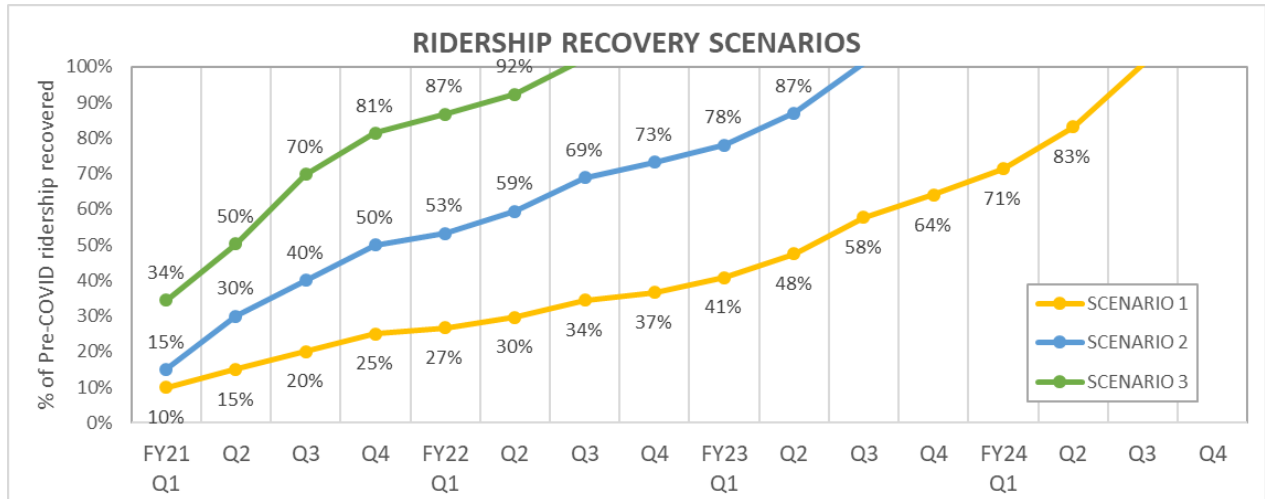
The designation of the COVID-19 as a pandemic by the World Health Organization and subsequent national, state, and local emergency declarations in March has led to the precipitous decline in ridership in response to the health guidance to limit travel to essential workers only. As of the preparation of this report, the stay-at-home orders are still in effect and, because of the latest rise in the rate of positive cases of coronavirus, uncertainty remains as to the length of the orders in the region.

Development of the Proposed FY21 Budget amidst COVID-19

This section describes how Metrolink staff arrived at the final Proposed FY21 Budget in the COVID-19 environment.

In tandem with spending constraints, staff developed various scenarios for recovery. Worst-case, Medium-case and Best-case ridership scenarios forecasted various improvements in ridership as shown below:

- Scenario 1 - Muted Recovery (Worst Case): Major economic downturn. Ridership recovery prolonged until FY24 Q3
- Scenario 2 - Recession (Medium Case): Medical crisis triggers recession. Ridership recovery by FY23 Q3
- Scenario 3 - No Recession (Best Case): Ridership recovery by FY22 Q3



These scenarios were then combined with various payroll and service restoration scenarios as shown below:

Please note that the chart below is a depiction of one of the steps in arriving at the final Proposed FY21 Budget transmitted here. Further reductions to both Revenue and Expense were identified and are reflected in Attachments A, B and C.

Comparison of Post-COVID Budget Scenarios

	Pre-COVID Proposed Budget	Post-COVID Proposed Budget Worst Case Ridership Scenario			Post-COVID Proposed Budget Medium Case Ridership Scenario			Post-COVID Proposed Budget Best Case Ridership Scenario		
		Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA	Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA	Merit & COLA 3 Quarters	COLA 3 Quarters	No Merit or COLA
<i>(000s)</i>										
Operating Revenue										
Farebox Revenue	85,575	13,934	13,934	13,934	26,840	26,840	26,840	46,932	46,932	46,932
Special Trains Revenue	219	219	219	219	219	219	219	219	219	219
Fare Reduction Subsidy	1,666	400	400	400	700	700	700	1,200	1,200	1,200
Dispatching	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327	2,327
Other Revenues	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075	1,075
MOW Revenues	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960	12,960
Total Operating Revenues	103,823	30,916	30,916	30,916	44,121	44,121	44,121	64,713	64,713	64,713
Operating Expenses										
Operations & Services	157,926	156,362	156,342	156,329	156,362	156,342	156,329	156,362	156,342	156,329
Maintenance of Way	48,078	47,890	47,753	47,787	47,890	47,753	47,787	47,890	47,753	47,787
Administration & Services	47,187	46,828	46,388	46,095	46,828	46,388	46,095	46,828	46,388	46,095
Contingency	200	200	200	200	200	200	200	200	200	200
Insurance and Legal	15,032	14,967	14,967	14,967	14,967	14,967	14,967	14,967	14,967	14,967
Total Operating Expenses	268,424	266,247	265,650	265,378	266,247	265,650	265,378	266,247	265,650	265,378
Total Operating Subsidy	164,601	235,331	234,734	234,462	222,126	221,529	221,256	201,534	200,937	200,664

Staff then considered various subsidy levels from Member Agencies as shown below:

Member Agency Subsidy Options	
Options Considered	Amount
FY21 Pre-COVID Subsidy Level	\$ 164,600,774
% of FY20 Budget Subsidy Level	\$ 146,380,616
100% of FY20 Budget Subsidy Level	\$ 157,445,412
FY19 Budget Subsidy Level	\$ 150,549,697

A determination was made that the Medium-case scenario should be the basis for Operating Revenues for the Proposed FY21 Budget. This scenario models a return to 50% of FY20 ridership by the end of FY21, which provides ridership for the entire FY21 year of only 34% of FY20.

The budget includes restoration of the current 30% service reduction to full service beginning in the third quarter of FY21 in order to maintain social distancing.

FY21 Expenses were reviewed to consider the current situation. Specifically, staff reduced expenditures to align with the reduced ridership forecast, including elimination of a merit and cost of living allowance. Operational expenses did increase specifically to address COVID-19 related expenses. Further, in consultation with Member Agencies, it was decided that all new service, except for Saturday service on the Ventura line and the San Bernardino Express Train, would be deferred. The Saturday service on the Ventura line would not start until April '21. Adjustments to reflect these reviews and decisions were made to the expense and revenue amounts.

The FY21 Proposed Operating Budget as shown in Attachment A reflects Revenue of \$43.5M, Expense of \$260.5M, a Member Agency Subsidy of \$146.4M, and CARES Act funding of \$70.6M

The reduction in FY21 Operating Revenue as compared to the FY20 Adopted Budget is \$61.9M. This reduction is entirely caused by the reduced ridership because of COVID-19.

Total Proposed FY21 Operating Expenses are \$260.5M or \$2.4M lower than the FY20 Adopted Budget, or a decrease of 0.9%.

The FY21 Proposed Operating Budget by Category as compared to the FY20 Adopted Budget is shown in Attachment A. A summary including the Pre-Covid Budget is shown below:

FY20 Adopted Budget	FY21 Pre-COVID Budget	FY21 Proposed Budget	PreCovid Vs Proposed		Proposed vs FY20 Adopted	
\$ 262,869	\$ 268,424	\$ 260,508	\$ (7,916)	-2.9%	\$ (2,361)	-0.9%

The Actual Operating Statement for FY17 – FY19, the Adopted Budget for FY20, and the FY21 Proposed Operating Budget are shown in Attachment B.

The Proposed FY21 Operating Budget by Member Agency is shown in Attachment C.

Expense increases from the FY20 Budget occur only where year-to-date actuals through May 2020 were found to exceed budgeted amounts, and/or where actual quotes show increases (as in the case of the insurance premiums), or additional spending is required to accommodate the new activities required by COVID-19.

The Member Agency subsidy requested covers approximately two thirds of the required funding. Amounts in whole dollars are as shown below:

	Metro	OCTA	RCTC	SBCTA	VCTC	Total
FY21 Proposed Budget Requested Subsidy	\$ 74,088,751	\$ 28,773,477	\$ 17,027,338	\$ 16,298,334	\$ 10,192,716	\$ 146,380,616

The Federal CARES Act provides funding to transit agencies to help, prevent, prepare for, and respond to the COVID-19 pandemic. The Authority is eligible to receive a share of the allocation of these funds through the Member Agencies. The Member Agencies have provided the Authority with the following allocations:

(in 000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Cares Act Amounts	\$ 56,432	\$ 64,633	\$ 33,619	\$ 40,246	\$ 32,054	\$ 226,984

As shown on Attachment C, the CARES Act funding will be used to cover approximately one third of the required annual funding for FY21.

In considering the CARES Act funding, it must be recognized that ridership is not expected to return to Pre-COVID levels until the third quarter of FY23. In addition, over the next two years, the Agency is facing the expiration of the current contracts of four of

the five major vendors. New train operator services and signal and communication and track maintenance mini-bundle contract awards during FY21 may include one-time mobilization and de-mobilization costs. Consistent with mobilization approach in the past, these costs are not included in the FY21 Proposed Budget. Funding for the mobilization will be provided by CARES Act funding at the time of contract award, if needed.

The Authority is currently laboring under a severe shortage of working capital. Current reserves at \$25M provide for only three months of critical expenditures. Staff is also recommending that \$25M of CARES Act funding be set aside to increase our reserve to six months of critical expenses.

There is absolutely no question that the availability of CARES Act funding will be critical to providing required additional funding for the next several years.

CAPITAL PROGRAM BUDGET

The preliminary proposal for the FY21 Capital Program budget was introduced to the Board at the March 27 Board meeting. In response to constraints because of COVID-19, all New Capital projects were removed from the FY21 Capital Program budget. Maintaining our equipment and infrastructure in a state of good repair is critical to safety. The Rehabilitation Program has already been reduced to include only the most urgent needs. With safety and security as the foundation of Metrolink, staff is recommending that the FY21 Rehabilitation Program be adopted as presented here.

Metrolink's Capital Program is made up of two parts: Rehabilitation and New Capital projects. Rehabilitation projects address and maintain Metrolink assets in a state of good repair and include projects from all asset categories, including track, structures, train control systems, facilities, rolling stock, and non-revenue vehicles. New Capital projects consist of new initiatives to enhance or expand Metrolink's service. This report includes a brief discussion on the Southern California Optimized Rail Expansion (SCORE) Program but does not include figures in the budgetary forecasts for FY21, since that program is separately funded through third party grants.

In 2018, staff created the Metrolink Rehabilitation Plan (MRP) as an outcome of the federally-mandated Transit Asset Management (TAM) Plan and in response to requests by Member Agencies and the Metrolink Board for a long-range (20 to 25-year) forecast of the Authority's State of Good Repair (SOGR) needs so that Member Agencies, and the Authority could develop long-range financial programming to address critical SOGR needs. The MRP is a detailed condition and age-based assessment of all Metrolink assets. The initial MRP, presented to the Board in July 2018, detailed that Metrolink had a backlog of SOGR needs totaling \$443.5M and an annual on-going need of \$84.8M.

Staff has used the MRP, Strategic Business Plan, and other Board-approved planning documents as a basis for our annual request in this FY21 Budget request and Multi-Year Forecast. On this basis, staff has provided projections of future investments needed for SOGR on a programmatic basis, by asset class and by Member Agency. Staff has also provided estimated cash flow information at a macro level (for Rehabilitation and New Capital programs) to assist with multi-year planning and fiscal forecasting as requested by Member Agencies.

Authority staff has provided scopes and definitions for all programmatic projects that are recommended for funding in the annual Capital Program budget (Attachment E). This information includes project estimates that serve as the basis of an estimated cash flow. In developing the FY2020-21 budget, staff followed the MRP recommended 6-year backlog drawdown strategy, as presented in the FY2019-20 budget development process and programmed into the FY2020-21 forecast. The FY2020-21 initial budget was shared with the MAAC during its February 6, 2020 meeting and in subsequent individual Member Agency meetings. Discussions included how to fund the MRP identified backlog, and the budgetary constraints facing the Member Agencies and Metrolink. Staff reviewed comments and questions from the MAAC, then revised the FY2020-21 budget to further prioritize and optimize the request, while deferring the drawdown of the MRP identified backlog to future years.

The proposed FY2020-21 Capital Program budget request reflects an amount similar to the FY2019-20 adopted budget but reduced from the multi-year forecasted budget amount as proposed in FY2019-20 budget process. This proposed amount does not address a drawdown of SOGR backlog as identified in the MRP due to the large funding amounts required of Member Agencies. The revised FY2020-21 Capital Program projects are prioritized and optimized to address the most pressing systemwide rehabilitation needs. To address the funding levels required to drawdown the SOGR backlog, the Authority will complete an in-depth analysis of potential funding alternatives as part of the Authority's Strategic Business Plan. Upon internal review and vetting, the FY21 Capital Program proposed request is \$54.3M as shown below:

Capital Program	FY20/21
Tracks	\$17,398
Structures	\$6,301
Systems	\$11,225
Vehicles	\$5,290
Rolling Stock	\$10,691
Facilities	<u>\$3,430</u>
Total Capital Investment	\$54,335
 Annual Cash Flow	 \$2,716

The proposed Rehabilitation budget was revised after the presentation to the Board on March 27, 2020. In discussions with the MAAC, RCTC and VCTC requested an adjustment to increase their line specific Rehabilitation budgets for the Perris Valley and Ventura Lines, respectively. Additionally, in response to budget constraints as a result of the COVID-19 pandemic, the two New Capital projects, CMF Tail Tack and the Specialized Maintenance Equipment (Phase 2), are to be deferred to future years. Due to the adjusted Rehabilitation requests and the deferral of the New Capital projects, the Capital Program budget amount has been revised from \$75.7 and is now \$54.3 million.

The forecast for Rehabilitation requests over the next five years is shown below (years FY22 through FY25 include amounts to address the backlog):

Life of Project Basis Rehabilitation:

FY2020-21	\$ 54.3M	Request/Adopt
FY2021-22	\$213.1M	Forecast/Program
FY2022-23	\$217.6M	Forecast/Program
FY2023-24	\$222.1M	Forecast/Program
FY2024-25	\$226.2M	Forecast/Program

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY21, FY22, FY23, FY24, and FY25 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over the subsequent fiscal year:

REHABILITATION						
FY2020-21 PROPOSED & FY2022-25 FORECAST CASHFLOW						
CASH OUTLAY						
(\$ millions)	FROM FY21	FROM FY22	FROM FY23	FROM FY24	FROM FY25	Total
	<u>Budget</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>Forecast</u>	<u>By Year</u>
FY2020-21	2.7	-	-	-	-	2.7
FY2021-22	19.0	10.7	-	-	-	29.7
FY2022-23	16.3	74.6	10.9	-	-	101.8
FY2023-24	16.3	63.9	76.1	11.1	-	167.5
FY2024-25	-	63.9	65.3	77.7	11.3	218.2
FY2025-26	-	-	65.3	66.6	79.2	211.0
FY2026-27	-	-	-	66.6	67.9	134.5
FY2027-28	-	-	-	-	67.9	67.9
Total	\$ 54.3	\$ 213.1	\$ 217.6	\$ 222.1	\$ 226.2	\$ 933.2

The forecast for New Capital requests over the next five years is shown below:

Life of Project Basis New Capital:

FY2020-21	\$ 0	Request/Adopt
FY2021-22	\$150.1M	Forecast/Program
FY2022-23	\$ 89.8M	Forecast/Program
FY2023-24	\$ 40.5M	Forecast/Program
FY2024-25	\$ 17.2M	Forecast/Program

Completion of New Capital projects are multi-year in nature. As such, the funding for the FY21, FY22, FY23, FY24, and FY25 requests may be viewed as each having a four-year funding commitment which would have the following estimated cashflow impact over each subsequent fiscal year:

NEW CAPITAL						
FY2020-21 PROPOSED & FY2022-25 FORECAST CASHFLOW						
CASH OUTLAY						
(\$ millions)	FROM FY21 Budget	FROM FY22 Forecast	FROM FY23 Forecast	FROM FY24 Forecast	FROM FY25 Forecast	Total By Year
FY2020-21	-	-	-	-	-	-
FY2021-22	-	7.5	-	-	-	7.5
FY2022-23	-	52.5	4.5	-	-	57.0
FY2023-24	-	37.5	31.4	2.0	-	71.0
FY2024-25	-	52.5	22.5	14.2	.9	90.0
FY2025-26	-	-	31.4	10.1	6.0	47.6
FY2026-27	-	-	-	14.2	4.3	18.5
FY2027-28	-	-	-	-	6.0	6.0
Total	\$ -	\$ 150.1	\$ 89.8	\$ 40.5	\$ 17.2	\$ 297.6

Carryover from Prior Years

Capital Program projects are frequently multi-year endeavors. Unexpended project balances are referred to as “Carryovers” because their uncompleted balance moves forward to the following year. Projects authorized in prior years but “carried over” total \$183.7M for Rehabilitation projects and \$159.2M for New Capital projects (Attachment F).

SCORE Program

In FY2020-21, the Agency will continue work on the SCORE Program as funded primarily by the State of California. Major projects that will be undertaken in the upcoming year include:

- Construction of the Orange County Interim Setout Track in Irvine;
- Construction of the Los Angeles Union Station Rail Yard Rehabilitation & Modernization Project, which is a pre-cursor to the Link US Project;
- Commencement of the Final Design for SCORE Phase 1 Corridor Projects; and
- Construction of the Signal Respacing on the Olive Sub (CP Atwood to Orange), Signal Respacing in South Orange County (CP Avery to Songs), Signal Modifications from Burbank to LA, and Burbank Junction Speed Improvements.

Redlands Passenger Rail/Arrow Service

All capital costs related to Arrow service (including two new positions which are specified in the Arrow Service Memorandum of Understanding approved by the Board on May 15, 2020) are included here and fully reimbursed by SBCTA. This increases the total Authority FTE headcount from 283 to 285.

Arrow revenue service will not begin until FY22, and until that time all expenses are assigned to capital as developmental.

Budget Impact

There is no budgetary impact as a result of this report. It is a request for Transmission of the FY21 Budget to the Member Agencies for consideration.

The Capital Program Budget has been revised to remove all New Capital requests. However, staff strongly recommends that no further cuts be made to the Capital Program Budget, which now includes only Rehabilitation Projects. The Capital Budget was already reduced by 50% from original calculations and recommendations in the MRP. With a backlog of almost \$500M, further cuts would create safety and reliability concerns.

Next Steps

Should the Board approve the recommendations, staff will transmit the request for consideration and adoption to the Member Agencies by August 1, 2020. Upon adoption by all Member Agencies, staff anticipates presenting the formal request for Adoption of the FY21 Budget to the Metrolink Board at its September 25, 2020 meeting.

Prepared by:

Christine J. Wilson, Senior Finance Manager



Arnold Hackett, Interim Chief Financial Officer

As of 06/26/20

	FY2019-20	FY2020-21	FY2020-21 Proposed Budget Vs FY2019-20 Adopted Budget	
	Adopted	Proposed Budget	\$ Variance	% Variance
(\$000s)				
Operating Revenue				
Farebox Revenue	87,739	26,219	(61,520)	-70.1%
Special Trains	219	219	-	0.0%
Fare Reduction Subsidy	2,025	700	(1,325)	-65.4%
Subtotal-Pro Forma FareBox	89,983	27,138	(62,845)	-69.8%
Dispatching	2,172	2,327	155	7.1%
Other Revenues	257	1,075	818	318.3%
MOW Revenues	13,011	12,960	(50)	-0.4%
Total Operating Revenue	105,423	43,500	(61,923)	-58.7%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	48,733	49,978	1,245	2.6%
Equipment Maintenance	36,638	39,202	2,564	7.0%
Fuel	21,730	20,539	(1,192)	-5.5%
Non-Scheduled Rolling Stock Repairs	160	140	(20)	-12.5%
Operating Facilities Maintenance	1,749	1,745	(4)	-0.2%
Other Operating Train Services	977	984	6	0.6%
Special Trains	793	779	(14)	-1.8%
Rolling Stock Lease	230	230	-	0.0%
Security - Sheriff	6,095	7,078	983	16.1%
Security - Guards	2,552	3,009	457	17.9%
Supplemental Additional Security	660	676	16	2.4%
Public Safety Program	421	105	(316)	-75.0%
Passenger Relations	1,797	1,812	15	0.8%
TVM Maintenance/Revenue Collection	9,652	6,827	(2,825)	-29.3%
Marketing	1,769	2,408	639	36.1%
Media & External Communications	459	481	22	4.9%
Utilities/Leases	2,695	3,066	372	13.8%
Transfers to Other Operators	5,301	2,983	(2,319)	-43.7%
Amtrak Transfers	2,400	1,854	(546)	-22.8%
Station Maintenance	2,230	2,298	68	3.0%
Rail Agreements	6,362	5,804	(558)	-8.8%
Subtotal Operations & Services	153,404	151,998	(1,406)	-0.9%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	46,254	46,611	357	0.8%
MoW - Extraordinary Maintenance	712	1,050	338	47.5%
Subtotal Maintenance-of-Way	46,966	47,662	696	1.5%
<u>Administration & Services</u>				
Ops Salaries & Fringe Benefits	14,631	14,627	(4)	0.0%
Ops Non-Labor Expenses	8,792	7,518	(1,273)	-14.5%
Indirect Administrative Expenses	20,755	20,978	223	1.1%
Ops Professional Services	3,962	2,559	(1,404)	-35.4%
Subtotal Admin & Services	48,140	45,681	(2,458)	-5.1%
Contingency (Non-Train Ops)	200	200	-	0.0%
Total Operating Expenses	248,710	245,541	(3,169)	-1.3%
Insurance and Legal				
Liability/Property/Auto	11,906	12,865	959	8.1%
Net Claims / SI	1,000	1,000	-	0.0%
Claims Administration	1,252	1,102	(150)	-12.0%
Net Insurance and Legal	14,158	14,967	809	5.7%
TOTAL EXPENSES	262,869	260,508	(2,361)	-0.9%
Net Loss	(157,445)	(217,008)	(59,562)	37.8%
Required Funding	157,445	217,008	59,562	37.8%
Funding Provided:				
Member Agency Subsidies	157,445	146,381	(11,065)	-7.0%
CARES ACT FUNDING		70,627		

Numbers may not foot due to rounding.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
Annual Operating Budget Distribution by Cost Component-Historical Data

Attachment B

As of 06/26/20

	FY2016-17	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2020-21 Proposed Budget Vs FY2019-20 Adopted Budget	
(\$000s)	Actual	Actual	Actual	Adopted	Proposed Budget	\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	82,883	82,542	79,007	87,739	26,219	(61,520)	-70.1%
Special Trains	-	-		219	219	-	0.0%
Fare Reduction Subsidy	490	157	3,147	2,025	700	(1,325)	-65.4%
Subtotal-Pro Forma FareBox	83,373	82,699	82,154	89,983	27,138	(62,845)	-69.8%
Dispatching	2,016	2,133	2,136	2,172	2,327	155	7.1%
Other Revenues	762	463	790	257	1,075	818	318.3%
MOW Revenues	12,384	12,789	13,017	13,011	12,960	(50)	-0.4%
Total Operating Revenue	98,535	98,084	98,097	105,423	43,500	(61,923)	-58.7%
Operating Expenses							
<u>Operations & Services</u>							
Train Operations	41,616	42,116	43,093	48,733	49,978	1,245	2.6%
Equipment Maintenance	35,422	34,242	36,642	36,638	39,202	2,564	7.0%
Fuel	18,207	17,577	23,582	21,730	20,539	(1,192)	-5.5%
Non-Scheduled Rolling Stock Repairs	1	56	87	160	140	(20)	-12.5%
Operating Facilities Maintenance	1,475	1,493	1,683	1,749	1,745	(4)	-0.2%
Other Operating Train Services	449	722	1,069	977	984	6	0.6%
Special Trains				793	779	(14)	-1.8%
Rolling Stock Lease	230	11	230	230	230	-	0.0%
Security - Sheriff	5,511	5,662	6,323	6,095	7,078	983	16.1%
Security - Guards	1,283	1,931	2,353	2,552	3,009	457	17.9%
Supplemental Additional Security	520	227	39	660	676	16	2.4%
Public Safety Program	203	193	209	421	105	(316)	-75.0%
Passenger Relations	1,868	1,723	1,769	1,797	1,812	15	0.8%
TVM Maintenance/Revenue Collection	7,934	8,188	7,871	9,652	6,827	(2,825)	-29.3%
Marketing	716	1,307	4,304	1,769	2,408	639	36.1%
Media & External Communications	249	320	348	459	481	22	4.9%
Utilities/Leases	2,614	2,804	2,775	2,695	3,066	372	13.8%
Transfers to Other Operators	6,003	3,818	5,608	5,301	2,983	(2,319)	-43.7%
Amtrak Transfers	1,307	1,678	1,497	2,400	1,854	(546)	-22.8%
Station Maintenance	1,196	1,575	1,847	2,230	2,298	68	3.0%
Rail Agreements	5,155	4,938	5,696	6,362	5,804	(558)	-8.8%
Subtotal Operations & Services	131,960	130,582	147,026	153,404	151,998	(1,406)	-0.9%
<u>Maintenance-of-Way</u>							
MoW - Line Segments	37,355	42,411	43,112	46,254	46,611	357	0.8%
MoW - Extraordinary Maintenance	1,260	594	801	712	1,050	338	47.5%
Subtotal Maintenance-of-Way	38,615	43,005	43,913	46,966	47,662	696	1.5%
<u>Administration & Services</u>							
Ops Salaries & Fringe Benefits	13,808	12,507	13,484	14,631	14,627	(4)	0.0%
Ops Non-Labor Expenses	5,046	5,890	6,725	8,792	7,518	(1,273)	-14.5%
Indirect Administrative Expenses	14,090	19,333	16,151	20,755	20,978	223	1.1%
Ops Professional Services	1,963	2,687	2,423	3,962	2,559	(1,404)	-35.4%
Subtotal Admin & Services	34,907	40,417	38,784	48,140	45,681	(2,458)	-5.1%
Contingency (Non-Train Ops)	2	15	-	200	200	-	0.0%
Total Operating Expenses	205,484	214,019	229,723	248,710	245,541	(3,169)	-1.3%
Insurance and Legal							
Liability/Property/Auto	11,061	9,748	9,429	11,906	12,865	959	8.1%
Net Claims / SI	5,115	8,551	1,212	1,000	1,000	-	0.0%
Claims Administration	704	585	682	1,252	1,102	(150)	-12.0%
Net Insurance and Legal	16,880	18,883	11,324	14,158	14,967	809	5.7%
TOTAL EXPENSES	228,032	232,902	241,046	262,869	260,508	(2,361)	-0.9%
Net Loss	(129,498)	(134,818)	(142,949)	(157,445)	(217,008)	(59,562)	37.8%
Member Agency Subsidies/Requirement	141,989	142,399	150,550	157,445	217,008	59,562	37.8%
Surplus / (Deficit)	12,491	7,581	7,600	-	-		
FY21 Requested Subsidies from Member Agencies					146,381	(11,065)	-7.0%
CARES ACT FUNDING					70,627		

Numbers may not foot due to rounding

FY2020-21 Proposed Budget - By Member Agency

Revenue Scenario 2 - Medium Case / 30% Service Reduction for 6 months / No Merit No Cola

As of 6/26/20

FY2020-21 Proposed Budget						
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	\$ 12,471	\$ 7,116	\$ 2,609	\$ 3,082	\$ 941	\$ 26,219
Special Trains	91	55	41	18	14	\$ 219
Fare Reduction Subsidy	419	-	-	281	-	\$ 700
Subtotal-Pro Forma FareBox	12,981	7,171	2,650	3,382	955	\$ 27,138
Dispatching	1,186	784	11	63	284	\$ 2,327
Other Revenues	529	275	101	131	39	\$ 1,075
MOW Revenues	7,490	2,631	692	1,630	518	\$ 12,960
Total Operating Revenue	22,185	10,861	3,453	5,205	1,797	\$ 43,500
Operating Expenses						
Operations & Services						
Train Operations	26,965	10,903	4,305	5,859	1,945	\$ 49,978
Equipment Maintenance	19,452	8,942	4,430	4,678	1,700	\$ 39,202
Fuel	10,710	4,834	1,709	2,522	763	\$ 20,539
Non-Scheduled Rolling Stock Repairs	73	33	14	16	4	\$ 140
Operating Facilities Maintenance	906	411	170	203	55	\$ 1,745
Other Operating Train Services	488	136	118	163	79	\$ 984
Special Trains	219	333	115	30	82	\$ 779
Rolling Stock Lease	109	46	26	33	17	\$ 230
Security - Sheriff	4,000	1,541	556	819	163	\$ 7,078
Security - Guards	1,429	516	445	321	298	\$ 3,009
Supplemental Additional Security	321	178	69	84	24	\$ 676
Public Safety Program	50	18	16	11	10	\$ 105
Passenger Relations	873	496	164	220	59	\$ 1,812
TVM Maintenance/Revenue Collection	2,840	1,584	1,202	765	437	\$ 6,827
Marketing	1,184	623	224	292	85	\$ 2,408
Media & External Communications	228	83	72	50	48	\$ 481
Utilities/Leases	1,455	528	456	322	305	\$ 3,066
Transfers to Other Operators	1,589	774	221	306	93	\$ 2,983
Amtrak Transfers	572	1,203	1	2	76	\$ 1,854
Station Maintenance	1,332	386	179	305	96	\$ 2,298
Rail Agreements	2,222	1,528	1,460	353	241	\$ 5,804
Subtotal Operations & Services	77,019	35,094	15,952	17,352	6,581	\$ 151,998
Maintenance-of-Way						
MoW - Line Segments	24,766	9,628	3,173	6,202	2,842	\$ 46,611
MoW - Extraordinary Maintenance	615	150	100	112	73	\$ 1,050
Subtotal Maintenance-of-Way	25,381	9,779	3,273	6,314	2,914	\$ 47,662
Administration & Services						
Ops Salaries & Fringe Benefits	6,939	2,532	2,169	1,537	1,449	\$ 14,627
Ops Non-Labor Expenses	3,737	1,774	848	837	322	\$ 7,518
Indirect Administrative Expenses	9,952	3,614	3,121	2,203	2,087	\$ 20,978
Ops Professional Services	1,214	441	381	269	255	\$ 2,559
Subtotal Admin & Services	21,842	8,362	6,519	4,846	4,113	\$ 45,681
Contingency	95	34	30	21	20	\$ 200
Total Operating Expenses	124,337	53,269	25,774	28,533	13,628	\$ 245,541
Insurance and Legal						
Liability/Property/Auto	6,679	3,029	1,254	1,495	407	\$ 12,865
Net Claims / SI	519	235	97	116	32	\$ 1,000
Claims Administration	572	260	107	128	35	\$ 1,102
Total Net Insurance and Legal	7,770	3,525	1,459	1,740	474	\$ 14,967
Total Expenses	132,107	56,793	27,233	30,272	14,102	\$ 260,508
Net Loss	(109,922)	(45,933)	(23,780)	(25,067)	(12,305)	(217,008)
Required Funding	109,922	45,933	23,780	25,067	12,305	217,008
Funding Provided:						
Member Agency Subsidies	74,089	28,773	17,027	16,298	10,193	146,381
CARES ACT FUNDING	35,834	17,159	6,752	8,769	2,113	70,627

Numbers may not foot due to rounding.

FY21 NEW SERVICE**Attachment D**

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
REVENUE						
Ventura Line - Saturday service	8,725	-	-	-	10,610	19,335
SB Line - convert local to express	-	-	-	-	-	-
Total Revenue	8,725	-	-	-	10,610	19,335
EXPENDITURES						
Ventura Line - Saturday service	45,891	-	-	-	55,807	101,698
SB Line - convert local to express	-	-	-	-	-	-
Total Expenditures	45,891	-	-	-	55,807	101,698
OPERATING SUBSIDY						
Ventura Line - Saturday service	37,166	-	-	-	45,197	82,363
SB Line - convert local to express	-	-	-	-	-	-
Total Operating Subsidy	37,166	-	-	-	45,197	82,363



REHABILITATION PROJECT PROPOSALS FOR FY2021 BUDGET

06/25/20

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2141	All	NA	Worn	High	Track	SYSTEMWIDE TRACK REHABILITATION	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure study & planning and data collection for condition assessments	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
2	2150	All	NA	Worn	High	Non-Revenue Fleet	MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL	MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. QTY 15 - Light duty vehicles to support operations, signal, track and PTC. QTY 15 - Medium to heavy duty MOW track and signal support vehicles QTY 8 - MOW track repair equipment	5,290,000	2,512,750	1,047,420	587,190	761,760	380,880	-
3	2151	All	NA	Worn	High	Facilities	FACILITIES REHABILITATION	Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Work includes: MOC Generator and UPS systems rehabilitation Melbourne office space rehab and reconfiguration to meet staffing needs CMF systems rehabilitation to meet regulatory requirements, such as train wash water reclamation system; CMF sand Silo filtration system Phase II of CMF switchgear upgrade (Phase I was approved in the FY20 rehab budget) Systemwide facilities site work: paint, striping, asphalt, fence, signage	3,430,000	1,629,250	679,140	380,730	493,920	246,960	-
4	2152	All	NA	Worn	High	Rolling Stock	ROLLING STOCK REHABILITATION	Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars. (Bombardier Railcar Midlife Overhaul program funding request has been deferred to FY22 budget development process) Specific work for the FY21 proposed budget includes: Rehabilitation of Locomotive and Cab Car safety & security systems Preliminary Engineering for Locomotive Rehabilitation Rehabilitation of Rotem railcar component systems, (HVAC, mechanical piping) Rolling Stock Rehabilitation including rehabilitation and repair analysis; Replacement of seat covers and cushions	10,691,000	5,078,225	2,116,818	1,186,701	1,539,504	769,752	-
5	2165	All	NA	Worn	High	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: DOC/MOC Backup Systems Workstations/Laptops CAD/BOS/MDM/IC3 Routers/Switches On-Board Train Control Systems: Software/Hardware for Locomotives & Cab Cars	4,820,000	2,289,500	954,360	535,020	694,080	347,040	-
6	2236	All	NA	Marginal	Low	Business Systems	PROJECT MANAGEMENT SYSTEM - PURCHASE & IMPLEMENTATION	Project Management system to include functionality for perform scheduling, dependencies, expenditures, risk, structured workflows and standardized project document control. Project will encompass software evaluation, procurement, implementation, and training. New system will increase functionality and interoperability. Will replace the current custom in-house system. This project request does not directly effect Operations in terms of Daily Service, thus the "low" System Impact score, but a new project management system will improve program delivery.	1,000,000	475,000	198,000	111,000	144,000	72,000	-
7	2257	All	NA	NA	NA	Business Systems	IT SAN UPGRADE & REHABILITATION	Upgrade and Rehab SAN Infrastructure at 2 Data Centers. Asset will be beyond useful life in 2021 and requires rehabilitation to reduce risk of technical failure that would effect systemwide business critical systems.	870,000	413,250	172,260	96,570	125,280	62,640	-
ALL SHARE PROJECT PROPOSAL REQUEST									31,101,000	14,772,975	6,157,998	3,452,211	4,478,544	2,239,272	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
8	2149	River Sub - West Bank	0.0 - 485.20	Worn	High	Track	RIVER SUBDIVISION TRACK REHABILITATION	River Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Work will include complete removal and replacement of two turnouts on West Bank; additionally will rehab four West Bank turnouts in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	2,384,000	1,132,400	472,032	264,624	343,296	171,648	-
9	2163	River - East Bank	0.0 - 485.20	Worn	High	Train Control	RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	River Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Communications rehabilitation ATCS/CIS/Backhaul.	1,217,000	179,781	74,940	42,012	54,502	27,251	838,513
10	2188	River Sub - West Bank	NA	Worn	High	Structures	RIVER SUBDIVISION STRUCTURES REHABILITATION	River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, Major maintenance, Grading and Drainage rehabilitation of one bridge on West Bank based on the current condition of the structure.	364,000	172,900	72,072	40,404	52,416	26,208	-
RIVER PROJECT PROPOSAL REQUEST									3,965,000	1,485,081	619,044	347,040	450,214	225,107	838,513
11	2145	SB Shortway	0.42 - 2.1	Worn	High	Track	SHORT WAY SUBDIVISION TRACK REHABILITATION	Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Work will include rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	270,000	138,200	57,607	32,297	41,896	-	-
SHORTWAY PROJECT PROPOSAL REQUEST									270,000	138,200	57,607	32,297	41,896	-	-
12	2140	San Gabriel	1.08 - 56.52	Worn	High	Track	SAN GABRIEL SUBDIVISION TRACK REHABILITATION	San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast There are a total of 15,544 ties that need to be replaced on the San Gabriel Subdivision, this FY21 request is for replacement of 5,000 wood ties between MP 32-35 and MP47-55 where the percentage of ties that are failed are the greatest. The work would also include rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance; there are a total of 36 crossings that need rehabilitation on the San Gabriel Sub (Alder, Locust, Lilac, Willow, Acacia, Eucalyptus, Sycamore, Rancho, 2nd, Citrus, Baker, Campus, Mountain, Riverside, Indian Hill, White, PaperPak, Arrow, Fairplex, Wheeler, Gainey Ceramics, San Dimas Cyn, San Dimas, Cataract, Sunflower, Covina, Cypress, Glendora, Azusa Cyn, Pacific, Macdevitt, both Temple crossings, Tyler, both El Monte Stn Ped crossings). All trackwork will bring the existing track conditions up to current Metrolink Standards.	3,310,000	1,986,000	-	-	1,324,000	-	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
13	2179	San Gabriel	1.08 - 56.52	Worn	High	Structures	SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts Scope of work for this project will include performance of hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure. The bridge is indicated in the MRP, and all Railtop bridges are considered backlog, per guidance on page 3-17, and split over 3 years from FY18-21; the MRP also includes regular maintenance items that are not currently accounted for in the Maintenance budgets. The structures chapter of the MRP includes bridges, culverts, and items that are Member Agency capacities are not able to fund all of the backlog over the last 3 years, this request would address one remaining Railtop Bridge at MP 28.86, the funds would also address Load Capacity updates on the San Gabriel Subdivision, as required by the FRA in CFR Part 237, lastly, there are some major maintenance items that are beyond what the Maintenance Contractor would be expected to complete at Bridge 16.73 due to a Bridge Fire from a homeless encampment in Nov 2019, the bridge load capacity is decreased until the repairs can be made.	1,237,000	742,200	-	-	494,800	-	-
SAN GABRIEL PROJECTS REQUEST									4,547,000	2,728,200	-	-	1,818,800	-	-
	2139	Valley	3.67 - 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: There is 67,000 ft of rail beyond a State of Good Repair on the Valley Subdivision primarily between MP 40 and MP 60. FY 21 is proposing to replace the worst 17,500 ft of rail. There is a total of 47,958 wood ties that need to be replaced on the Valley Subdivision, the worst sections of ties are between MP 16-MP23 and MP29-33, where some sections of track need over 40% of the ties to be replaced, which is nearing the FRA limits to downgrade the class of track in some cases. There are 12 crossings on the Valley Subdivision (Sierra Hwy, Sheldon St, Market St, Drayton St, Maclay Avenue, 13th St, Newhall Ave, Rainbow Glen Dr, Roxford St, Aliso Cyn, Brand Blvd, Crown Valley Rd) that need removal and replacement, this FY21 request will address the four crossings that are in the worst condition. There are 10 Turnouts on the Valley Subdivision that need to be replaced, this FY21 request is for the rehabilitation of one turnout that is in the worst condition.	4,130,000	4,130,000					
	2153	Valley	3.67 - 76.63	Worn	High	Train-Control	VALLEY SUBDIVISION TRAIN-CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Grade Crossing Warning systems rehabilitation at two locations; Communications rehabilitation ATCS/CIS/Backhaul. This FY21 request will address locations that are in the worst conditions. Candidate locations for Signal systems include: MP 4.8 / CP Fletcher / Control Point; MP 7.99 / Signal 71-73 / Intermediate Signal; MP 19.22 Int Signal 191-192 Candidate locations for Crossing systems include: MP 15.34 Sun Valley Station Ped Crossing; MP 15.60 CP McGinley Remote Crossing Predictor; MP 15.68 Penrose St; MP 19.51 Van Nuys Blvd.	2,550,000	2,550,000					
	2166	Valley	3.67 - 76.63	Worn	High	Structures	VALLEY SUBDIVISION STRUCTURES REHABILITATION	Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of three railtop bridges based on the current condition of the structure. The MRP indicates the Railtop Bridges remaining on the Valley Subdivision on Page 3-18. All Rail Top bridges were programmed over 3 years in the MRP due to the safety concerns of the Structure, however, the Valley Subdivision has not received Structures Rehab money in FY18, FY20 and received a minimal amount in FY19.	3,180,000	3,180,000					

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
	2216	Valley	76.4-76.5	Worn	High	Facilities	LANCASTER CREW BASE REPLACEMENT	The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service.	1,800,000	1,800,000					
	2142	Ventura LA County	441.24-462.39	Worn	High	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION	Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Tunnel 26, 27, and 28 Vacuuming and Tie Replacement. Project dependency with projects #2142 & #2147 for Tunnel Vacuuming across Ventura sub (LA and VC); both need to be funded.	2,100,000	2,100,000					
	2156	Ventura LA County	441.24-462.39	Worn	High	Train Control	VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work includes: Signal systems rehabilitation at one Control Point; Grade Crossing Warning systems rehabilitation at one location; Communications rehabilitation ATCS/CIS/Backhaul.	1,374,000	1,374,000					
METRO PROJECT PROPOSAL REQUEST									15,134,000	15,134,000					
14	2158	Olive	0.07 - 5.42	Worn	High	Train Control	OLIVE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Olive Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Replacement of existing Grade Crossing Data Recorders at all crossings on the Olive subdivision; Communications rehabilitation ATCS/CIS/Backhaul.	317,000	-	317,000	-	-	-	-
15	2183	Olive	0.07 - 5.42	Worn	High	Structures	OLIVE SUBDIVISION STRUCTURES REHABILITATION	Olive Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of one culvert based on the current condition of the structure.	320,000	-	320,000	-	-	-	-
16	2143	Orange	165.08-212.30	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include replacement of 7,500 ties, based on wear, age, condition and historical performance.	2,604,000	-	2,604,000	-	-	-	-
17	2157	Orange	165.08-212.30	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at one Control Point; Grade Crossing Warning systems rehabilitation at two locations; Communications rehabilitation ATCS/CIS/Backhaul.	1,267,000	-	1,267,000	-	-	-	-

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
18	2182	Orange	165.08 - 212.30	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures, and rehabilitation of two culverts based on the current condition of the structure.	1,354,000	-	1,354,000	-	-	-	-
OCTA PROJECT PROPOSAL REQUEST									5,862,000	-	5,862,000	-	-	-	-
19	2146	San Jacinto (PVL)	65 - 85.4	Worn	High	Track	PERRIS VALLEY SUBDIVISION REHABILITATION - DESIGN PHASE SERVICES	Right-of-Way fencing/wall by UCR: Secure the open railroad right-of-way (RR ROW) with block walls and fencing to prevent trespassers and students from UCR using the RR ROW as a shortcut to and from UCR. 100% Design/Environmental/Permitting of Citrus Retaining Wall & Drainage 100% Design/Environmental/Permitting of Box Springs Drainage Drainage construction work will be phased into future annual budget requests.	1,830,000	-	-	1,830,000	-	-	-
20	2296	San Jacinto (PVL)	65 - 85.4	Worn	High	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES	Construction phase services for the Citrus Retaining wall, as well as grading and drainage in the area near the wall to prevent the current erosion/undercutting issue. Construction phase services for the area between MP 70.7 and 70.9. The first project to be completed in this area will be at MP70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between 70.83 and 70.9. Remaining drainage and culvert projects for this area will be requested in subsequent Fiscal Years.	2,300,000	-	-	2,300,000	-	-	-
RCTC PROJECT PROPOSAL REQUEST									4,130,000	-	-	4,130,000	-	-	-
21	2147	Ventura - VC County	426.4 - 441.24	Worn	High	Track	VENTURA (VC) SUBDIVISION TRACK REHABILITATION	Ventura (VC County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include Tunnel 26 Vacuuming and Tie Replacement. Project dependency with projects #2142 & #2147 for Tunnel Vacuuming across Ventura sub (LA and VN); both need to be funded.	2,000,000	-	-	-	-	2,000,000	-
22	2161	Ventura - VC County	426.4 - 441.24	Worn	High	Train Control	VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (VN) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems Specific work to include: Signal systems rehabilitation at two Control Points; Communications rehabilitation ATCS/CIS/Backhaul.	1,734,000	-	-	-	-	1,734,000	-
23	2316	Ventura - VC County	439.3	Worn	High	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these projects will include design, environmental permitting, and rehabilitation of one culvert at MP 439.27 which is an existing 36" CMP built in 1900 and is not serving it's intended use.	726,000	-	-	-	-	726,000	-
VCTC PROJECT PROPSAL REQUEST									4,460,000	-	-	-	-	4,460,000	-
FY2021 PROPOSED REHABILITATION REQUEST									54,335,000	19,124,456	12,696,650	7,961,548	6,789,454	6,924,379	838,513



NEW CAPITAL PROJECT PROPOSALS FOR FY2021 BUDGET

ROW	PROJECT #	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUESTED	METRO	OCTA	RCTC	SBCTA	VCTC
1	2201	AH	NA	NA	NA	Non-Revenue-Fleet	Specialized Maintenance Equipment, Phase 2	Second phase of specialized maintenance equipment multi-year procurement. Phase 1 funded in FY20 adopted budget. Equipment is used to support specialized track maintenance, rehab, and third-party construction projects. New Capital purchases of MOW equipment will add to the current SCRRA-owned fleet. This project aligns with Bundled contract effort and ensures continuity of activities in event of loss of access to contractor-owned assets. New equipment identified for this project includes an Electric Car Mover; Gang Truck; Hi-Rail Inspector Truck; Welding Truck.	1,000,000	475,000	198,000	111,000	144,000	72,000
2	2190	River	2.95 3.35	NA	NA	Track	CMF North End Connection and Tail Track	Relocate existing tail track on City of LA property to Metro Property and create an emergency-secondary access point to the CMF at CP Ormiston. 100% design submittal is scheduled for June 2020. The design phase of this project was funded in the FY19 budget. This project must move forward in order to provide alternate access to the facility when the lease with the City of L.A. expires and the existing tail track is removed from their property. The value engineering approach reduced the estimated construction cost from \$19.06M to it's current \$10.58M, resulting in an estimated savings of \$8.5M from the original estimated construction costs.	10,579,000	5,025,025	2,094,642	1,174,269	1,523,376	761,688
FY2021 PROPOSED NEW CAPITAL REQUEST									11,579,000	5,500,025	2,292,642	1,285,269	1,667,376	833,688



FY2020-21 REHABILITATION CARRYOVER PROJECTS

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
514018	Valley	Communications	Valley- RR Comm & Equip	9,219	-	-	-	-	-	9,219
514032	Ventura - VC County	Signal	Ventura VC-RR Light Fixtures	-	-	-	-	2,062	-	2,062
514037	River	Communications	River Sub Comm Upgrade & RR	-	6,659	3,722	4,838	5,589	-	20,808
514046	Systemwide	Information Technology	Systemwide-Online, Onbrd Tkt Sales	13,991	15,628	10,266	11,260	5,630	16,522	73,298
515105	Orange	Structures	Orange Sub Culvert & Bridge	-	612,637	-	98,084	-	-	710,720
515106	Orange	Structures	Orange Sub Bridge Repair	-	-	-	13,651	-	-	13,651
515123	Valley	Structures	Valley Sub Bridge and Culvert	-	-	-	-	-	3,475	3,475
515129	Ventura - LA County	Structures	Ventura LA Bridge Repair	67,685	-	-	-	-	93,530	161,215
515133	Ventura - VC County	Communications	Ventura Sub VC Comm Syst	10,295	-	-	-	863	-	11,158
515135	Ventura - VC County	Structures	Ventura Sub VC Bridge Des & Con	-	-	-	-	42,132	-	42,132
515144	River Sub - East Bank	Track	River East Bank Zone 2 Tie&Rail	21,958	3,065	1,633	260	2,991	33,703	63,609
515160	River Sub - East Bank	Track	River East Bank Zone 3 Tie&Rail	7,286	3,056	1,713	2,221	1,109	49,626	65,012
516050	Systemwide	Rolling Stock	Rail Car Restoration	-	-	-	-	-	207,349	207,349
516081	Systemwide	Facilities	Ventura Valley Intr Det Syst	-	-	-	-	-	17,593	17,593
516111	Ventura - VC County	Track	Ventura (VC) Rail Replacement	-	-	-	-	15,858	-	15,858
516120	Ventura - VC County	Structures	Ventura (VC) Bridge Rehab/Rep	-	-	-	-	197,323	-	197,323
516610	Orange	Track	Orange Sub Rail Grinding	-	-	2,082	-	-	-	2,082
516611	Orange	Track	Orange Sub Rail Replacement	-	-	-	58,801	20,575	-	79,376
516620	Orange	Structures	Orange Bridge Rehab, ROW	-	3,726	-	-	-	-	3,726
516621	Orange	Structures	Orange Sub San Juan Cr Brdg	-	1,338,263	-	-	-	-	1,338,263
516631	Orange	Signal	Orange Sub Signal Repl	-	65,688	-	-	-	-	65,688
516640	Orange	Signal	Orange Signal & Grade Rehab	-	31,924	-	-	-	-	31,924
516820	Riverside	Facilities	Downtown Riverside Layover Imp	-	-	35,495	-	-	-	35,495
516930	Parris Valley	Signal	PVL Signal Engineering	-	-	60,417	-	-	-	60,417
516940	Parris Valley	Communications	PVL Communication Systems	-	-	4,648	-	-	-	4,648
517030	Systemwide	Facilities	Systemwide Repl Sig Shelter Locks	17,591	4,343	-	-	-	-	21,934
517040	Systemwide	Communications	Systemwide Comm & PTC Upg	20,219	8,428	4,725	6,130	3,064	-	42,566
517050	Systemwide	Rolling Stock	Systemwide Bombardier HVAC OH	128,356	53,504	29,995	38,912	19,456	-	270,222
517052	Systemwide	Facilities	Systemwide Loco Wash Rack Drainage	501,158	198,768	131,260	126,119	56,341	-	1,013,646
517130	Ventura - VC County	Signal	Ventura VC Repl Sgnl Batt & Cbls	-	-	-	-	299,096	-	299,096
517320	Valley	Structures	Valley Culvert Rehab	5,134	-	-	-	-	-	5,134
517410	San Gabriel	Track	San Gabriel Tie Panel Repl	9,993	-	-	6,602	-	-	16,594
517420	San Gabriel	Structures	San Gabriel Culvert Rehab	24,261	-	-	16,174	-	-	40,435
517610	Orange	Track	Orange Repl Rail MP 201-207	-	686,718	63,423	126,906	-	-	877,047

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
517620	Orange	Structures	Orange Sub Repl 36" Pipe 201.4	-	145,269	-	-	-	-	145,269
517712	River Sub - East Bank	Track	River East Bank Zone 2 Rail&Tie	119,136	49,674	27,852	36,092	18,099	555,697	806,550
517713	River Sub - East Bank	Track	River East Bank Zone 3 Tie&Rail	12,797	5,332	2,991	3,878	1,941	86,659	113,597
517731	River Sub - East Bank	Signal	River East Bank Rehab Signal Ctls	16,618	6,926	3,884	5,037	2,521	77,147	112,132
518050	Systemwide	Rolling Stock	Systemwide - Bombardier (Sentinel) OH	2,398,765	961,061	560,551	605,619	302,812	9,769,298	14,598,106
518110	Ventura - VC County	Track	Ventura VC Rpl Tie+Ballast	-	-	-	-	449,469	-	449,469
518620	Orange	Structures	Orange Sub Struct-San Clemente	-	173,195	-	195,527	-	-	368,721
518630	Orange	Track	Orange Sub Grde Xing Rehab	-	121,251	-	-	-	-	121,251
519001	Systemwide	Signal	Sys Bk Office Hd&Sftwre Replmt	286,671	119,497	66,990	86,907	43,453	-	603,518
519002	Systemwide	Signal	Sys BK Office Sys Upgrd&Test	170,244	67,530	28,711	22,549	22,425	-	311,458
519003	Systemwide	Communications	Sys PTC Lab Sys Support&Test	614,806	256,277	143,670	186,383	93,192	-	1,294,328
519011	Systemwide	Track	System Track Asset Cond Assmnt'	79,358	33,080	18,545	24,058	12,029	-	167,070
519012	Systemwide	Track	System SOGR Prioritization	242,667	101,154	56,708	73,567	36,783	-	510,879
519020	River	Structures	System Arryo Seco Bridge Design	450,272	187,692	105,221	136,503	68,252	-	947,941
519031	Systemwide	Signal	System Bk Office Hrd&Sftwre Repl	375,725	156,618	87,801	113,904	56,952	-	791,000
519032	Systemwide	Signal	System Prod Back Office Upgrades	198,669	82,814	46,426	60,228	30,114	-	418,250
519033	Shortway	Signal	SB Shortway Grade Xing Rehab	375,508	156,528	87,756	113,837	-	-	733,630
519034	Shortway	Facilities	Shortway EMF Improv	426,053	177,596	99,569	129,160	-	-	832,378
519040	Systemwide	Communications	System PTC Software Updates	217,260	90,563	50,770	65,864	32,932	-	457,390
519041	Systemwide	Facilities	System PTC Lab Sys Support&Test	596,838	248,787	139,472	180,936	90,468	-	1,256,500
519050	Systemwide	Rolling Stock	System Bombardier Midlf O/Haul	6,733,125	2,806,650	1,573,425	2,041,200	1,020,600	-	14,175,000
519051	Systemwide	Rolling Stock	System Locomtv&Cab Camdvr Repl	484,638	202,017	113,252	146,922	73,461	-	1,020,290
519052	Systemwide	Rolling Stock	System O/Haul ROTEM Siderdr Mtr	270,512	112,761	63,215	82,008	41,004	-	569,499
519053	Systemwide	Rolling Stock	System HVAC O/Haul 40ROTEM Cars	481,132	203,202	108,170	147,475	72,929	-	1,012,909
519054	Systemwide	Rolling Stock	System Rubber Window Gasket Repl	220,310	91,834	51,483	66,789	33,394	-	463,810
519055	Systemwide	Rolling Stock	System Pushback Cplr O/Haul ROTEM	1,653,075	686,804	382,737	496,210	237,577	-	3,456,401
519060	Systemwide	Facilities	Syst CMF Car Shop Jacks	390,353	162,716	91,219	118,339	59,169	-	821,796
519062	Systemwide	Facilities	Syst Restroom Reno CMF MOC	397,114	165,534	92,800	120,388	60,195	-	836,030
519063	Systemwide	Vehicle	System MOW Vehicle Replacement	666,943	278,010	155,854	202,189	101,095	-	1,404,091
519064	Systemwide	Facilities	System Station Envlpe Rpr/Repl	203,945	97,911	40,789	65,289	40,789	-	448,723
519070	Systemwide	Information Technology	Syst Switch Equip Repl	96,052	40,039	22,446	29,119	14,559	-	202,214
519090	Systemwide	Track	System Entrprs Asst Mgmt Migr	543,549	226,574	127,019	164,781	82,391	-	1,144,314
519091	Systemwide	Information Technology	System TVM Components	34,012	14,178	7,948	10,311	5,156	-	71,604
519092	Systemwide	Information Technology	Syst Cond Based Maint Eqpt	25,311	10,551	5,915	7,673	3,837	-	53,288
519093	Systemwide	Information Technology	Syst Maximo Upgrade	330,098	137,598	77,139	100,072	50,036	-	694,943
519120	Ventura - VC County	Structures	VC Ventura ArroSimi Scour Prtn	-	-	-	-	1,231,524	-	1,231,524
519130	Ventura - VC County	Track	Ventura VC Grd Xng Rehab&Tnnl26	-	-	-	-	986,276	-	986,276
519160	Ventura - VC County	Facilities	Ventura VC Repl Moorpark Tlr	-	-	-	-	1,035,258	-	1,035,258
519210	Ventura - LA County	Track	Ventura LA Track Rehab	1,102,111	-	-	-	-	-	1,102,111

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
519211	Ventura - LA County	Track	Ventura LA Station Pdstrn Xing	71,692	-	-	-	-	-	71,692
519220	Ventura - LA County	Track	Ventura LA ROW Grinding/Ditching	215,509	-	-	-	-	-	215,509
519230	Ventura - LA County	Signal	Ventura LA Tnnl26 Elec Srv Rpl	342,491	-	-	-	-	-	342,491
519240	Ventura - LA County	Communications	Ventura LA FY19 Comm Rehab	9,276	-	-	-	-	-	9,276
519310	Valley	Track	Valley Tnnl 25 Track Rehab	641,644	-	-	-	-	-	641,644
519320	Valley	Track	Valley ROW Grading/Ditching	215,456	-	-	-	-	-	215,456
519330	Valley	Signal	Valley FY19 Signal Rehab	414,195	-	-	-	-	-	414,195
519340	Valley	Communications	Valley FY19 Comm Rehab	69,760	-	-	-	-	-	69,760
519410	San Gabriel	Track	San Gabriel FY19 Track Rehab	1,950,721	-	-	1,300,499	-	-	3,251,220
519411	San Gabriel	Track	San Gabriel Replace Turnouts	729,044	-	-	486,029	-	-	1,215,073
519420	San Gabriel	Structures	San Gabriel LA Bridge Repl	444,538	-	-	296,359	-	-	740,897
519430	San Gabriel	Signal	San Gabriel Grade Xing Rehab	2,074,325	-	-	1,382,884	-	-	3,457,209
519440	San Gabriel	Communications	San Gabriel Wysd Comm Repl Pts	156,007	-	-	104,005	-	-	260,012
519510	Orange & Olive	Track	Orange/Olive Track Rehab	-	2,126,213	-	-	57,281	-	2,183,494
519520	Orange & Olive	Track	Orange/Olive ROW Grading/Ditching	-	79,066	-	-	-	-	79,066
519621	Orange	Structures	Orange Bridge Repl Des MP200.2	-	825,641	-	-	-	-	825,641
519630	Orange	Signal	Orange Signal Rehab	-	1,331,695	-	-	-	-	1,331,695
519640	Orange	Communications	Orange Comm Rehab	-	122,833	-	-	-	-	122,833
519710	River	Track	River LA Union Station Rehab	4,987,433	2,078,972	1,165,484	1,511,979	755,990	-	10,499,859
519711	River	Track	River Track Rehab	940,643	392,099	219,813	285,163	142,582	-	1,980,300
519712	River	Track	River LAUS Trk & Signal Rehab	1,670,813	696,465	390,443	506,520	253,260	-	3,517,500
519730	River	Signal	River Signal Rehab	1,030,688	229,915	207,915	269,728	134,864	-	1,873,110
519731	River Sub - East Bank	Signal	River East Bank Zone 2 Signal Rehab	52,030	21,688	12,159	15,774	7,887	242,674	352,212
519732	River Sub - West Bank	Signal	River West Bank P1 Sig Sys Rehab	1,323,143	551,542	309,198	401,122	200,561	-	2,785,565
519733	River Sub - East Bank	Signal	River East Bank Zone 1 Repl AC Meter	1,919	800	449	582	291	87,379	91,420
519740	River Sub - West Bank	Communications	River WB Comm Rplcmt Prts	79,815	33,270	18,651	24,197	12,098	-	168,032
519741	River Sub - East Bank	Communications	River East Bank Comm Rehab	6,623	2,761	1,548	2,008	1,004	30,892	44,835
519760	Systemwide	Facilities	Systemwide LAUS W Portal Exp	201,163	83,853	47,009	60,984	30,492	-	423,500
519910	Parris Valley	Track	PVL Track Rehab	-	-	2,538,074	-	-	-	2,538,074
519911	Parris Valley	Structures	PVL Box Springs Drainage	-	-	58,471	-	-	-	58,471
519940	Parris Valley	Communications	PVL Com Rehab	-	-	33,903	-	-	-	33,903
520010	Systemwide	Track	Rail Grinding FY20	451,074	188,027	105,409	136,747	68,373	-	949,630
520011	Systemwide	Track	Systemwide Lubrication Study	527,098	219,717	123,174	159,794	79,897	-	1,109,680
520050	Systemwide	Rolling Stock	GEN 1 HVAC OH Add'l 40 Cars	427,576	178,232	99,918	129,623	64,812	-	900,160
520051	Systemwide	Rolling Stock	HVAC OH 40 Rotem Passenger	599,486	249,891	140,091	181,739	90,870	-	1,262,077
520052	Systemwide	Rolling Stock	OH Rotem Car Side Door	286,338	119,358	66,913	86,806	43,403	-	602,816
520053	Systemwide	Rolling Stock	MP36 Loco & Tier IV Study	299,488	124,839	69,986	90,792	45,396	-	630,500
520060	Systemwide	Facilities	Facilities Rehabilitation	1,468,671	612,204	343,205	445,239	222,620	-	3,091,939
520061	Systemwide	Vehicle	Systemwide Non-Revenue Fleet	460,759	192,064	107,672	139,683	69,841	-	970,019

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
520062	Systemwide	Vehicle	MOW Vehicle Replacement	1,450,542	604,647	338,969	439,743	219,872	-	3,053,773
520063	Systemwide	Facilities	CMF & EMF Mod Study	356,002	148,397	83,192	107,925	53,962	-	749,478
520110	Ventura - VC County	Track	Ventura Sub (VC) Track Rehab	-	-	-	-	1,813,900	-	1,813,900
520120	Ventura - VC County	Structures	Ventura (VC) Structures Rehab	-	-	-	-	2,425,000	-	2,425,000
520130	Ventura - VC County	Signal	Signal System (VC)	-	-	-	-	3,665,000	-	3,665,000
520140	Ventura - VC County	Communications	ATCS/PTC/CIS/BH Ven (VC)	-	-	-	-	183,791	-	183,791
520210	Ventura - LA County	Track	Ventura Sub (LA) Track Rehab	2,227,896	-	-	-	-	-	2,227,896
520240	Ventura - LA County	Communications	Ventura (LA) ATCS/PTC/CIS/Backhaul	369,182	-	-	-	-	-	369,182
520310	Valley	Track	Valley Sub Track Rehab	9,384,465	-	-	-	-	-	9,384,465
520330	Valley	Signal	Valley FY20 Signal Rehab	2,236,557	-	-	-	-	-	2,236,557
520331	Valley	Signal	Pedestrian Gates at Stations	1,455,015	-	-	-	-	-	1,455,015
520340	Valley	Communications	Valley ATCS/PTC/CIS/Backhaul	337,172	-	-	-	-	-	337,172
520410	San Gabriel	Track	San Gabriel Sub Track Rehab	4,236,960	-	-	2,824,640	-	-	7,061,600
520420	San Gabriel	Structures	San Gabriel Sub - Structure Rehab	1,346,166	-	-	897,444	-	-	2,243,610
520430	San Gabriel	Signal	Signal System (SG) Rehab	3,468,350	-	-	2,312,234	-	-	5,780,584
520440	San Gabriel	Communications	ATCS/PTC/CIS/BH (SG) Rehab	199,742	-	-	133,162	-	-	332,904
520610	Orange & Olive	Track	Orange/Olive Sub Track Rehab	-	7,013,100	-	-	-	-	7,013,100
520620	Orange	Structures	Orange Country Structures Rehab	-	2,308,600	-	-	-	-	2,308,600
520640	Orange	Communications	ATCS/PTC/CIS/BH Orange Rehab	-	583,649	-	-	-	-	583,649
520740	Riverside	Communications	ATCS/PTC/CIS/BH River	114,542	47,746	26,767	34,724	17,362	-	241,142
520940	Parris Valley	Communications	ATCS/PTC/CIS/BH San Jacinto PVL	-	-	305,162	-	-	-	305,162
52XXX	TBD (METRO)	Various	METRO Reprogramming/MOU2020	3,900,000	-	-	-	-	-	3,900,000
591802	San Gabriel	Track	CP Beech Turnout Replacements	-	-	-	-	-	47,084	47,084
591804	Ventura - VC County	Facilities	Ventura VC Safety Improvements	-	-	-	-	157,707	43,563	201,270
591806	River	Track	LAUS Track & Signal Mod	-	-	-	-	-	9,434,605	9,434,605
591902	Orange	Track	Orange Sub Slope Stabilization	-	466,986	-	-	-	-	466,986
592111	Ventura - VC County	Track	Turnout at CP Santa Susana	-	-	-	-	19,983	-	19,983
592120	Ventura - VC County	Structures	VC Bridge and Culvert Rehab	-	-	-	-	686,675	-	686,675
592210	Ventura - LA County	Track	Ventura-LA Tie & Turnout Repl	11,005	-	-	-	-	-	11,005
592220	Ventura - LA County	Structures	Ventura-LA Bridge MP 458.71	357,118	-	-	-	-	-	357,118
592310	Valley	Track	Valley Tie Repl MP 46-64	51,322	-	-	-	-	-	51,322
592320	Valley	Structures	Valley Bridge MP 50.64	143,261	-	-	-	-	-	143,261
592321	Valley	Structures	Valley Bridge MP 50.51	123,646	-	-	-	-	-	123,646
592322	Valley	Structures	Valley Bridge MP 50.77	148,078	-	-	-	-	-	148,078
592323	Valley	Structures	Valley Bridge MP 47.45	4,092	-	-	-	-	-	4,092
592324	Valley	Structures	Valley Bridge MP 50.46	80,992	-	-	-	-	-	80,992
592325	Valley	Structures	Valley Culvert MP 55.91	2,148	-	-	-	-	-	2,148
592420	San Gabriel	Structures	SG Repl Bridge MP 40.12 SOGR	228,969	-	-	152,659	-	-	381,627
592711	River	Track	River Repl CP Taylor Turnouts	19,798	8,253	4,627	6,002	3,001	-	41,680

PROJECT #	Subdivision	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
592712	River Sub - East Bank	Track	River East Bank Zone 1 Rail&Tie	17,672	7,364	4,109	5,371	2,686	804,304	841,506
592713	River Sub - East Bank	Track	River EB Zone 2 Turnouts SOGR	3,738	1,564	880	1,130	577	17,475	25,363
593220	Ventura - LA County	Structures	Ventura LA Bridge 452.1	158,044	-	-	-	-	-	158,044
593310	Valley	Track	Valley Sub Lang,Actn To,Ties	144,985	-	-	-	-	-	144,985
593320	Valley	Structures	Valley Bridges SOGR PH2	1,626,038	-	-	-	-	-	1,626,038
593410	San Gabriel	Track	San Gabriel Sub Lark Ellen Xing	40,616	-	-	27,076	-	-	67,692
TOTAL				77,444,341	33,061,077	11,612,895	21,309,133	18,613,814	21,618,574	183,659,834



METROLINK.

FY2020-21 NEW CAPITAL CARRYOVER PROJECTS

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC		
409006	Systemwide	Track	Empire Ave./I5 Widening Burbank	-	-	-	-	-	374,603	374,603
416001	Systemwide	Security	Maint. Fac. Hardening	-	-	-	-	-	1,581,121	1,581,121
416002	Systemwide	Security	Systemwide SOC at DOC ENH	-	-	-	-	-	42,538	42,538
417001	Systemwide	Security	Station Surveillance	-	-	-	-	-	2,387,679	2,387,679
418001	Systemwide	Communications	Security Data Network	-	-	-	-	-	4,214,177	4,214,177
418003	Orange	Signal	San Juan Capistrano Siding-Con	-	-	-	-	-	771,570	771,570
418004	San Gabriel	Communications	SG Redlands Pass. Rail PTC	-	-	-	7,742,560	-	-	7,742,560
418005	River	Track	CMF N END Connet Des	485,288	-	80,040	103,836	-	51,918	721,081
418006	Valley	Structures	Tunnel 25 Safety & Security	-	-	-	-	-	2,855,377	2,855,377
419001	Orange	Facilities	Orange Irvine Maint Fac PH 1	-	133,250	-	-	-	-	133,250
419002	Perris Valley	Communications	Santiago Peak Microwaves	-	-	118,246	-	-	-	118,246
419003	Riverside	Structures	Riverside Layover Facility-Con	-	-	146,646	-	-	-	146,646
419004	Orange	Structures	Orange/San Juan Creek Bridge	-	17,577,932	-	-	-	20,683,590	38,261,522
419005	Olive	Track	Imrpov to Anaheim Canyon Station	-	8,997,821	-	-	-	-	8,997,821
420001	River	Signal	Riverside Yard Switch	146,228	-	206,133	68,620	-	-	420,980
420002	Systemwide	Communications	Systemwide PTC Shake Alert	-	-	-	-	-	2,407,362	2,407,362
450110	Systemwide	IT	PTC Phase II	-	-	-	-	-	1,000,756	1,000,756
450121	Systemwide	Communications	PTC Upscaling Onboard	-	-	-	-	-	34,848	34,848
450122	Systemwide	Communications	PTS Wayside Upgrade	-	-	-	-	-	14,000	14,000
450123	Systemwide	Communications	PTC Wayside Hardward	-	-	-	-	-	56,000	56,000
613005	Systemwide	Rolling Stock	TIER 4 Locomotive Proc- T/TASK	-	-	-	-	-	50,471,276	50,471,276
616002	Systemwide	Rolling Stock	TIER 4 Locomotives 21-37	-	-	-	-	-	8,776,094	8,776,094
616003	Systemwide	Rolling Stock	TIER 4 Locomotives 38-39 NON-FED	-	-	-	-	-	6,123,180	6,123,180
618001	Systemwide	IT	Ticket Vending Machine Replacement	7,056,336	1,301,411	2,599,666	2,145,396	3,433,681	657,248	17,193,737
618002	Systemwide	IT	Systemwide Defribs for Cab Cars	-	-	-	-	-	87,811	87,811
620001	Systemwide	Signal	Trailerized Back-up Generator	48,807	20,345	11,405	14,796	7,398	-	102,752
620002	Systemwide	Facilities	Tamper, Stabilizer, Regulator	-	-	-	-	-	3,048,268	3,048,268
620003	Systemwide	Facilities	Specialized Mtc Equip Phase I	506,839	211,272	118,440	153,652	76,826	-	1,067,029
TOTAL				8,243,497	28,242,030	3,280,576	10,228,859	3,517,906	105,639,417	159,152,284