

Fiscal Year 2022 Proposed Budget



Road to Recovery: Equity, Restoration and Service Enhancement



Bus & Rail Service Restoration



Implementation of NextGen



One-Seat Rides with Crenshaw/LAX & Regional Connector



New Security Model and Customer Experience



Equity & Race Lens

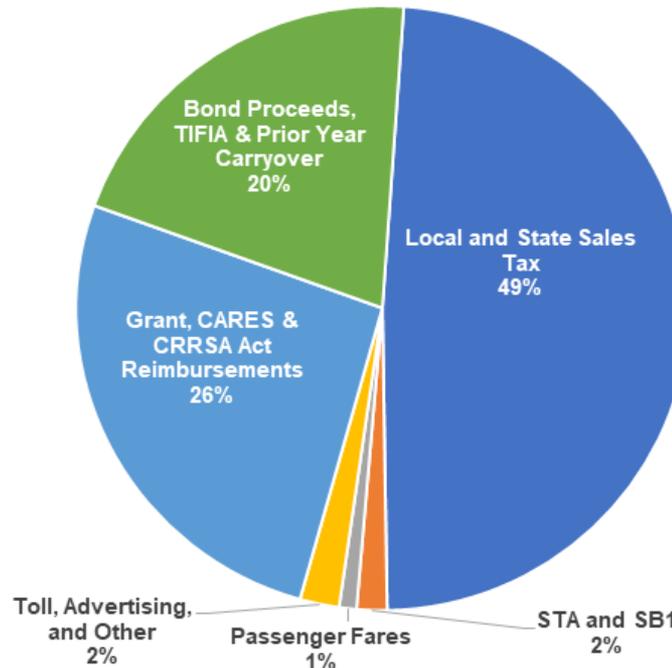
Continue Construction/ Planning for Transit Infrastructure

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



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

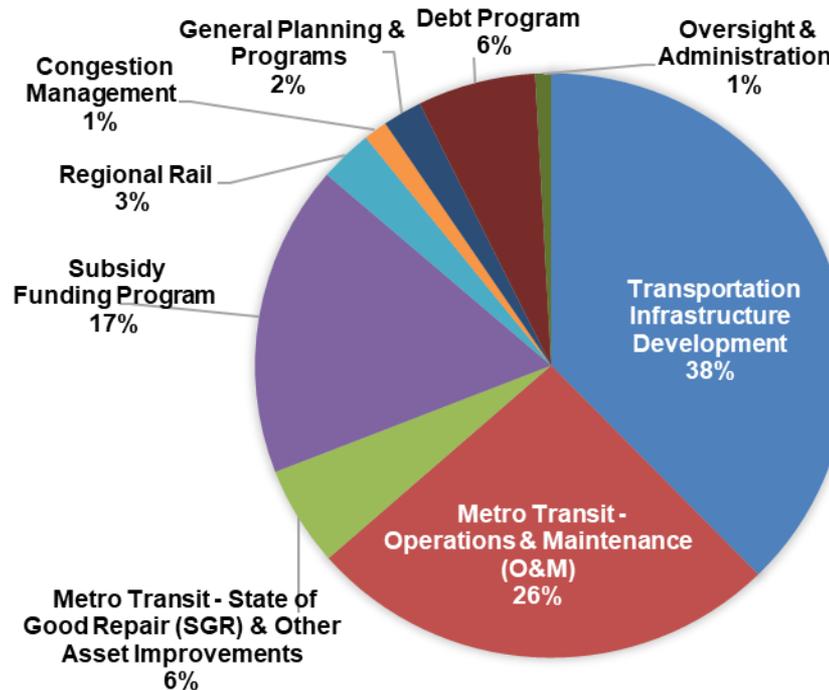
Note: Totals may not add up because of rounding.



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



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



Transit Infrastructure Program: \$2.5B

Major Transit Construction and Transit Planning Projects



Transit Construction:

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

Transit Planning:

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

Transit Operations & Maintenance: **\$2.1B**



Bus Service **\$1.4B**

7.0M Revenue
Service Hours by
September 2021

Metro Micro \$40M:

- Expanding to include 9 zones



Rail Service **\$628M**

restored to pre-pandemic levels with adaptive headways

NextGen Bus Plan

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



Restoring and Enhancing Service



Pre-Revenue \$61M

- Crenshaw/LAX
- Regional Connector

Customer Experience \$54M

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



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

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

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



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



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



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



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



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

FY22 Budget Outreach

Comments received as of 4/26/21

Stakeholder Meetings (>18)

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



THESOURCE



Metro.net/myvoice



Comments received throughout LA County



Metro.net/myvoice

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



Questionnaire

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



Budgetcomments@

metro.net

- Email comments (27)

Top Transit Priorities



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

Recommendations



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

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

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

Next Steps



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