

# FY21 Budget Development Update

Finance, Budget and Audit Committee Meeting  
August 19, 2020

# Agenda

- Process and Schedule
- FY20-FY21 Losses and CARES Act Recap
- FY21 Preliminary Budget Summary
- Quarterly Revenue and Expense Projection Trend
- FY21 Preliminary Budget Program Overview
- FY21 Preliminary Budget – Expenses
  - Transportation Infrastructure Development
  - Subsidy Funding Program
  - Other Programs
  - Metro Transit
- Major Risks to FY21 Preliminary Budget
- Budget Outreach
- Next Steps



# FY21 Budget Process & Schedule

## Month Board Report

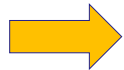


**May** **FY21 Continuing Resolution & Coronavirus Aid, Relief, and Economic Security (CARES) Act Funding (Agenda No. 39)**

**June** **COVID Revised Revenue Assumptions and Forecast**

**July** **FY21 Budget Update (Board Box – sent July 17<sup>th</sup>)**

- Sales Tax Forecast, Resources Assumption
- Budget Schedule
- Stakeholder Outreach Plan



**August** **Program Summaries & Expense Assumptions**

- Budget Development Process
- Expense Assumptions by Program Type
- Transportation Infrastructure Development, Regional Rail, Highways
- Metro Transit – Operations & Maintenance Expense and State of Good Repair
- Subsidy to Regional Partners and Other Programs

**September** **FY21 Revised Budget Adoption (Planned)**


- Consolidated Agency-wide Expenses and FTEs Budget Proposal
- Public Hearing on September 16, 2020
- Summary of Public Comment and Stakeholder Review
- Final Board Adoption on September 24, 2020

**December** **Mid-Year Budget Amendment (as needed)**

# FY20 and FY21 Losses and CARES Act

Source of funds (\$Millions)	FY20			FY21	FY20 + FY21 Total Loss
	Adopted Budget	Post-COVID Revised	FY20 Loss	FY21 Loss	
Metro Locally Adopted Measures	\$ 3,492	\$ 3,127	\$ (365)	\$ (528)	\$ (893)
State Transportation Development Act (TDA)	437	391	(46)	(66)	(112)
STA/SB1 State Funds	246	221	(25)	(30)	(56)
<b>Total</b>	<b>\$ 4,174</b>	<b>\$ 3,738</b>	<b>\$ (436)</b>	<b>\$ (624)</b>	<b>\$ (1,060)</b>

- The COVID-19 pandemic's impacts on revenues and expenses began in FY20 and will continue in FY21
- Of the LA County \$1.068B CARES allocation, Metro received \$874.8M from CARES Act for losses starting January 2020; the projected loss to Metro programs is \$1.8B
- CARES Act does not cover all of Metro's losses in bus and rail operations and provides no funding for transit infrastructure projects



Sales Tax Revenue Loss	\$ (1,060)
Fare Revenue Loss	(197)
Toll Revenue Loss	(25)
Other System-Generated Revenue Loss	(160)
<b>Subtotal Revenue Loss</b>	<b>\$ (1,442)</b>
Additional COVID-19 Costs	\$ (362)
<b>Total Two Year Loss to Budget</b>	<b>\$ (1,804)</b>



**Metro**

# FY21 Budget Summary

**Objective:** Aiming to balance FY21 Budget under severe financial constraint due to COVID-19, while staying on course to deliver Metro's mission

## Revenues

- Projecting revenue loss of \$865M comprised of \$624M 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:

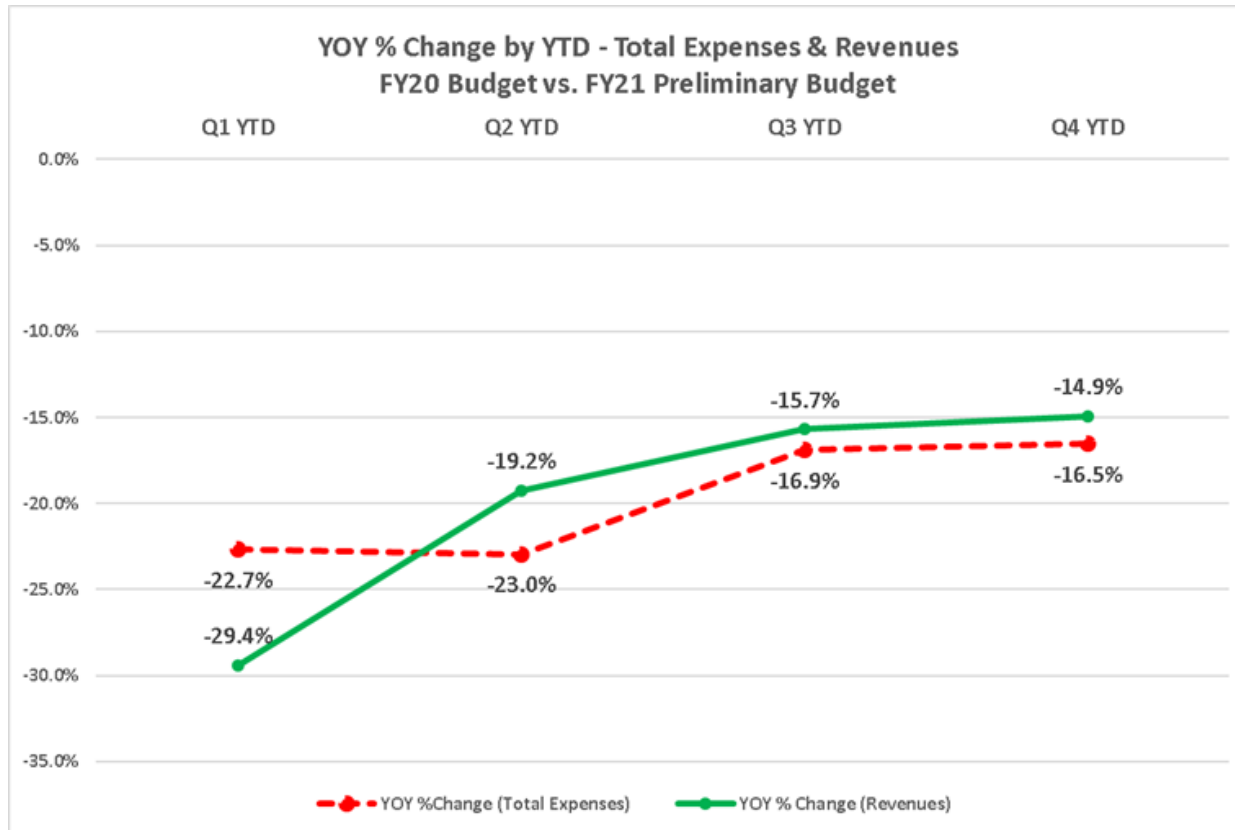
- No reduction of FTEs from FY20 Budget level (CARES reimbursement)
- Union wages will increase up to 4.5% per the Collective Bargaining Agreements (CBA)
- Non-Contract merit-based increases of 3.5% deferred for first quarter
- Non-Contract estimated vacancy savings assumptions of \$26M

### Programs:

- Enhanced cleaning, sanitizing, and PPE availability
- Transit Services at 81% of pre-COVID level, estimated boardings at 55%
- NextGen investments of \$7M for corridor planning & analysis, plus \$123M for related 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

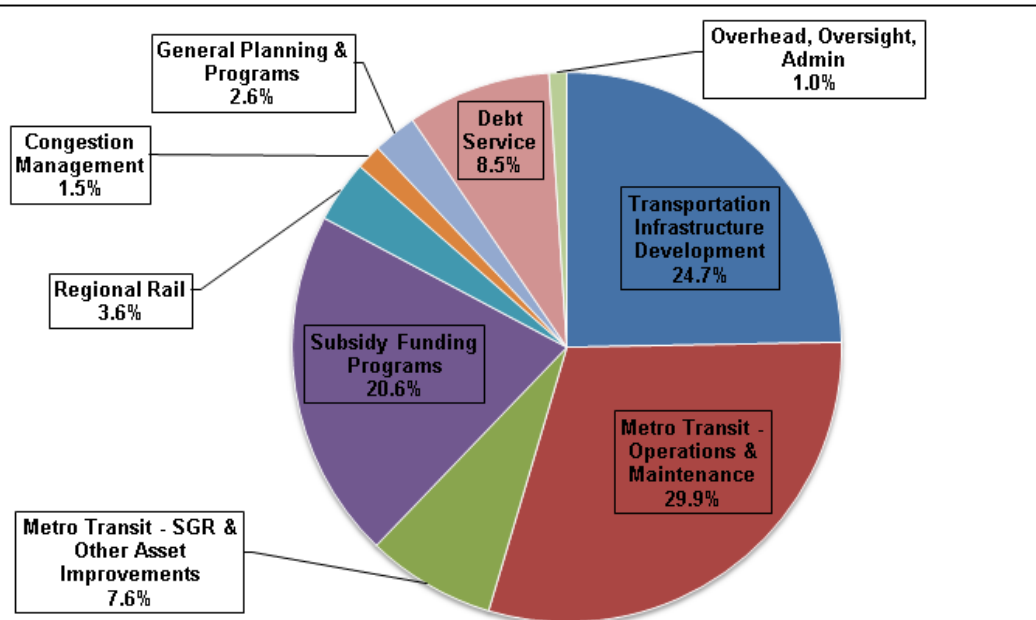


- The Total Expenses Reduction Curve follows the Revenue Loss Curve
- Cost inflation is projected to increase by 2.3%, taking into account the historical trend and leading regional forecasts
- Anticipated recovery assumes to start in Q2 and continue through the remainder of FY21
- A midyear budget adjustment may be necessary as recovery takes longer than assumed

# FY21 Preliminary Budget Program Overview

Program Type (\$ in millions)	FY20 Budget	FY21 Preliminary Budget	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	1,238.6	(166.0)	-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 Admin	71.2	62.6	(8.6)	-12.1%
10 <b>Total Expenditures</b>	<b>\$ 7,208.8</b>	<b>\$ 6,016.7</b>	<b>\$ (1,192.1)</b>	<b>-16.5%</b>

## Expenditure % of FY21 Preliminary Budget



- FY21 Preliminary Budget is 16.5% or \$1.2BB less than FY20 Budget
- All FY20 projects are scheduled to continue moving forward in FY21 Preliminary Budget

# Transportation Infrastructure Development

## Transit Expansion

- Efforts continue on all infrastructure projects, including 4 pillar projects, in accordance with Measure M schedule for environmental clearance and shovel readiness
- Focus will be on critical tasks during the first quarter (continuing resolution period) when the revenue shortfall is anticipated to be at its maximum

Transit Expansion (\$ in millions)		FY20 Budget	FY21 Preliminary	Difference	Notes
1	<b>Measure R/M Transit Construction</b>				
2	Westside Purple Line Extension Section 1	\$ 283.5	\$ 181.2	\$ (102.3)	3.92 miles, RSD in 2023
3	Westside Purple Line Extension Section 2	312.3	121.5	(190.8)	2.59 miles, RSD in 2025
4	Westside Purple Line Extension Section 3	457.3	223.2	(234.1)	2.56 miles, RSD in 2027
5	Division 20 Portal Widening & Turnback	85.0	91.1	6.2	Downtown LA, near Arts District
6	<b>Westside Purple Line Extension Subtotal</b>	<b>\$ 1,138.0</b>	<b>\$ 617.0</b>	<b>\$ (521.0)</b>	
7	Regional Connector Light Rail Transit	\$ 220.2	\$ 144.5	\$ (75.7)	1.9 miles, RSD in 2022
8	Crenshaw/LAX Light Rail Transit	224.5	111.7	(112.8)	8.5 miles, RSD in 2021
9	Gold Line Foothill Extension Phase 2	156.2	101.5	(54.7)	12.3 miles thru Montclair, substantial completion by 2028
10	East San Fernando Valley Light Rail Transit	35.4	16.2	(19.2)	9.2 miles, NEPA clearance in FY21
11	Airport Metro Connector	68.8	80.3	11.6	Aviation/96th St Station - Crenshaw/LAX
12	Expo Light Rail Transit Close Out	3.0	1.9	(1.1)	closeout activities
13	Metro Orange Line Improvements	21.3	20.5	(0.9)	improve speed, safety, capacity
14	Systemwide	92.0	80.0	(12.0)	
15	Business Interruption Fund	7.0	5.6	(1.4)	
16	<b>Measure R/M Transit Construction Total</b>	<b>\$ 1,966.4</b>	<b>\$ 1,179.2</b>	<b>\$ (787.3)</b>	
17	<b>Measure R/M Transit Planning</b>				
18	West Santa Ana Branch Transit Expansion	\$ 49.0	\$ 16.5	\$ (32.6)	4 pillar project
19	Sepulveda Transit Corridor	8.2	13.3	5.1	4 pillar project
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	4.2	(5.1)	4 pillar project
23	Green Line Extension to Torrence	2.2	8.3	6.2	4 pillar project
24	Vermont Transit Corridor	1.2	3.2	2.0	
25	Crenshaw Northern Extension	2.0	2.8	0.8	
26	North San Fernando Valley Bus Rapid Transit	3.4	2.5	(0.9)	
27	<b>Measure R/M Transit Planning Total</b>	<b>\$ 87.4</b>	<b>\$ 63.0</b>	<b>\$ (24.4)</b>	
28	<b>Program Control &amp; Support Total</b>	<b>\$ 11.9</b>	<b>\$ 14.0</b>	<b>\$ 2.1</b>	
29	<b>Transit Expansion Grand Total</b>	<b>\$ 2,065.8</b>	<b>\$ 1,256.2</b>	<b>\$ (809.6)</b>	



# Transportation Infrastructure Development

## Highway

- Efforts continue on all infrastructure projects, in accordance with Measure M schedule for environmental clearance and shovel readiness
- High Desert Corridor has additional budget reported under Regional Rail program for efforts on intercity rail service development plan

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

# Subsidy Funding Programs

	FY 20 Budget	FY21 Preliminary	\$ Change	% Change
<b>Subsidy Funding Programs (\$ In millions)</b>				
Local Agencies	\$ 779.3	\$ 702.5	\$ (76.8)	-9.8%
★ CARES Act Regional Transit	473.1	387.3	(85.8)	-18.1%
★ CARES Act Access Services (Note 1)	110.3	111.1	0.8	0.7%
Regional Federal Grants	27.4	23.3	(4.1)	-15.0%
★ CARES Act Fare Assistance	14.6	14.4	(0.2)	-1.6%
<b>Total Subsidy Funding Programs</b>	<b>\$ 1,404.7</b>	<b>\$ 1,238.6</b>	<b>\$ (166.1)</b>	<b>-11.8%</b>

Note 1: Access' Funding Request is being reviewed and will be adjusted.

- The overall decrease is a result of the decline in sales tax revenues
- Regional Transit declines are mitigated by CARES funding
  - Board approved allocations provide double the estimated sales tax losses (maintain funding levels and supplemental relief)
  - Municipal Operators apply directly to FTA (CARES allocations not included in the table above)
- Tier 2, Small Operators and Access Services will receive CARES equivalent funding which is included in the table above



# Other Metro Programs

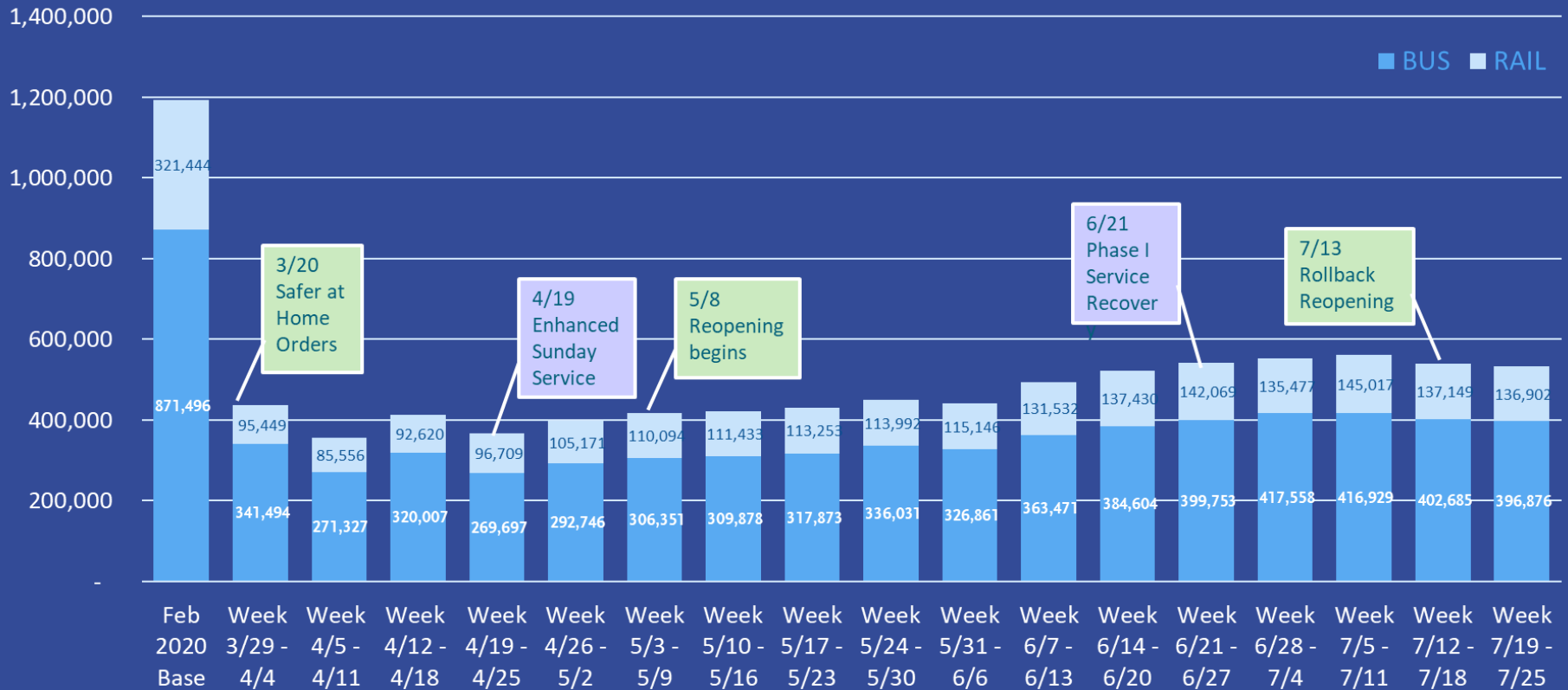
	Program Type (\$ in millions)	FY20 Budget	FY21 Preliminary Budget	\$ Change	% Change	Key Activities
1	<b>Congestion Management</b>	\$ 135.9	\$ 89.6	\$ (46.3)	-34.0%	In FY21, the program will strive to provide safe and efficient services to motorists traveling on Los Angeles County ExpressLanes and freeways despite the funding changes due to the current economic downturn. The ExpressLane Pay-As-You-Go pilot program will continue. The Occupancy Detection System and next-generation "6C" transponder will be deployed. Implementation of updated Back-Office System will improve customer service and experience. Deployment and operation of the Spanish IVR phone service and new mobile application for Southern California 511. The planning study for I-105 ExpressLane will stay on the original Measure M schedule.
2	<b>General Planning &amp; Programs</b>	\$ 168.9	\$ 155.1	\$ (13.8)	-8.2%	Projects are evaluated to continue at regular or adjusted speed in response to the CEO's Cost Control Action. Key FY21 activities include P3 development work on West Santa Ana Branch and Sepulveda Transit Corridor, continuation of Board approved Union Station capital projects, Rail to Rail/River Active Transportation Corridor Segment A construction and Segment B supplemental planning study, LA River Bike Path Phase 2 environmental clearance and design, First/Last Mile planning work on MR/MM projects and Centinela Grade Separation preliminary design.
3	<b>Oversight and Admin</b>	\$ 71.2	\$ 62.6	\$ (8.6)	-12.1%	A decrease by -12.1% to maintain low oversight and admin costs at 3% of total budget while continuing to invest in agency priorities such as equity, sustainability and climate action initiatives and projects.
4	<b>Debt Service</b>	\$ 534.9	\$ 509.2	\$ (25.8)	-4.8%	The annual debt service cost in FY21 is estimated at \$506.8 million, a decrease of 4.8% over last year's FY20 Budget of \$531.6 million, primarily due to repayment schedule structure at the time of the original bond issuance.
5	<b>TID, Operations, Regional Rail, &amp; Subsidy Programs</b>	\$ 6,297.9	\$ 5,200.2	\$ (1,097.7)	-17.4%	
6	<b>Total Expenses</b>	\$ 7,208.8	\$ 6,016.7	\$ (1,192.1)	-16.5%	

# FY21 Revenue Hour Planning Parameters

Transit Service  
Planning Framework  
August 2020



# Ridership Trends



# Planning Principles

1

Initial reduction in service (Apr 2020) in response to declines in ridership, revenues, and staffing levels

2

Service adjustments informed by weekly ridership and load analysis, Operator/BOC report, social media reports, economic indicators

3

Continue to track Safer at Home orders and Reopening Phases to anticipate ridership changes

4

Build back system based on principles established through NextGen

5

Nimble to easily adjust to changing trends in travel demand & economic recovery, and resources (revenues and staffing levels )



# Bus Recovery Phasing Plan

## BASE COVID Enhanced Sunday Service

## PHASE 1 “Orders Begin Lifting”

## PHASE 2 “Schools Back, Start NextGen”

## PHASE 3 “Post-COVID FY21 New Norm”

## PHASE 4 “NextGen FY22 New Norm”

### Objective

Provide for essential travel only

Proactively manage core network for returning customers as COVID impacts evolve. Complete NextGen PH & approvals and begin implementation

React to patterns of emerging econ. growth

Continue buildout of a sustainable NextGen Plan for the New Normal

### Timing

April 2020

June 2020

December 2020

January-June 2021

July 2021 – June 2022

### Est. Service Levels (RSH)

5.0M (-30%)

5.6M (-20%)

5.6M (-20%)

5.6M (-20%)

6.5 M (-8% est.)

### Service Adjustments

- Sunday Base
- Add weekday Locals, Rapids

- Reduce underutilized peak service
- Right-size added weekday Rapids
- Add extra trips where highest loads (Tier 1,2)
- Tier 3,4 – maintain Sun service level all week

- Begin NextGen network changes (approved)
- Redeploy trips to high load and Tier 1, 2 lines
- Replace some unproductive service with MicroTransit
- Add School trippers (when schools reopen)

- Continue to monitor economic recovery
- Implement demand specific service reallocations IF available
- Reg Connect. bus bridge
- Match service levels to any mid-year budget adjustments

- Complete NextGen routing changes
- Enhance Tier 1,2 midday & weekend freq. towards NextGen goals given resources and ridership -- Implement second group of MicroTransit zones



# Capital Improvements

FY 21 NextGen Related Projects	FY21 Budget	LOP	Status	Opening Date
Patsaouras Plaza Busway Station	\$3M	\$49M	Under construction, nearly complete	Sept 2020
DTLA Bus Priority Lanes on Flower, 5 <sup>th</sup> , 6 <sup>th</sup> & Aliso Streets	-	\$0.6M	Flower, 5 <sup>th</sup> , 6 <sup>th</sup> Streets* completed; Aliso Street** in design	*Completed **Oct 2020
Cesar Chavez/Vignes Bus Pavilion at Union Station	\$1.1M	\$2.5M	Under construction, nearly complete	Sept 2020
Willowbrook/Rosa Parks Station Bus Plaza & Passenger Drop-Off	\$12.2M	\$15M	Under construction	Mar 2021
<b>Total</b>	<b>\$16.3M</b>	<b>\$67.1M</b>		

Other Major Bus Improvements	FY21 Budget	Project Cost	Status	Opening Date
Airport Metro Connector Bus Plaza	\$75M	\$75M	Begin construction in spring 2021	2024
G Line (Orange) BRT Improvements	\$20.4M	\$361M	In design; begin construction in fall 2021	2025
NoHo To Pasadena BRT	\$5.7M	\$267M	In planning, EIR release winter 2021	2024/2025
North San Fernando Valley (NSFV) BRT	\$2.5M	\$180M	In planning, EIR release winter 2021	2024/2025
Vermont Av BRT	\$3.2M	\$425M	In planning, EIR release date 2021/2022	2028
<b>Total</b>	<b>\$106.8M</b>	<b>\$1,308M</b>		

<b>Grand Total</b>	<b>\$123.1M</b>	<b>\$1,375M</b>		
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# NextGen Capital Program

**\$15M Program for FY 21-22**

## **Speed & Reliability Improvements on Tier 1 Corridors**

- Bus Priority Lanes on Tier 1 Corridors
- Transit Signal Priority Loop Detection
- All Door Boarding Expansion
- Bus Zone Optimization
- LADOT & External Affairs Support

## **Systemwide Upgrades**

- Transit Signal Priority for Local Buses
- Bus Stop Bulb Outs
- Metro Rail Speed Analysis
- Station Cleanliness & Evaluation

**Phasing Over Two Years**

## **FY 21 Program (\$7M)**

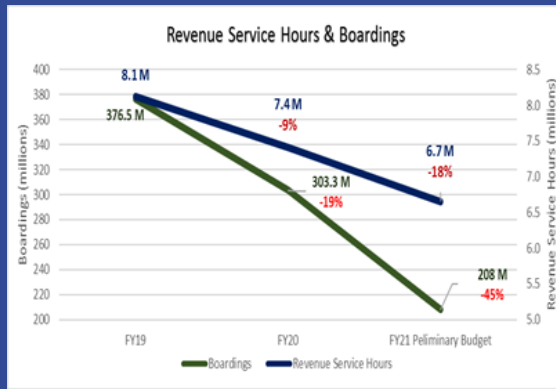
- Technical Analysis & Outreach for Bus Priority Lanes on 5 new Tier 1 Corridors
- Implement Bus Priority Lanes as Prioritized from Technical Analysis & Outreach Process
- All Door Boarding Expansion
- Bus Zone Optimization
- Metro Rail Speed Analysis
- Station Cleanliness & Evaluation

## **FY 22 Program (\$8M)**

- Implement remaining Bus Priority Lanes
- Transit Signal Priority Expansion
- Bus Stop Bulb Outs Expansion



# Metro Transit Expense Summary



Metro Transit Expenses (\$ in millions)	Expense Category	FY20 Budget	FY21 Preliminary	\$ Change	% Change	% of Total
<b>Direct Operating Cost</b>	Labor - FTE	\$ 1,147.9	\$ 1,192.6	\$ 44.7	4%	53%
	Labor - Overtime	\$ 88.9	\$ 53.0	\$ (35.9)	-40%	2%
	<b>Total Labor</b>	<b>\$ 1,236.8</b>	<b>\$ 1,245.7</b>	<b>\$ 8.9</b>	<b>1%</b>	<b>55%</b>
	Service-related Consumables	\$ 148.9	\$ 119.4	\$ (29.5)	-20%	5%
	Other	\$ 171.4	\$ 159.0	\$ (12.5)	-7%	7%
	<b>Total Non-Labor</b>	<b>\$ 320.4</b>	<b>\$ 278.4</b>	<b>\$ (42.0)</b>	<b>-13%</b>	<b>12%</b>
<b>Total Direct Operating Cost</b>		<b>\$ 1,557.2</b>	<b>\$ 1,524.1</b>	<b>\$ (33.1)</b>	<b>-2%</b>	<b>68%</b>
<b>Support Costs</b>		<b>\$ 281.9</b>	<b>\$ 274.6</b>	<b>\$ (7.3)</b>	<b>-3%</b>	<b>12%</b>
<b>Total Metro - Transit Operations &amp; Maintenance</b>		<b>\$ 1,839.1</b>	<b>\$ 1,798.6</b>	<b>\$ (40.4)</b>	<b>-2%</b>	<b>80%</b>
<b>Metro Transit - SGR</b>		<b>\$ 493.5</b>	<b>\$ 457.0</b>	<b>\$ (36.5)</b>	<b>-7%</b>	<b>20%</b>
<b>Total Metro Transit</b>		<b>\$ 2,332.6</b>	<b>\$ 2,255.6</b>	<b>\$ (77.0)</b>	<b>-3%</b>	<b>100%</b>

## Revenue Service Hours (RSH) and Boardings

- Boardings and RSHs drive the costs needed to run service and maintain infrastructure
- On average, FY21 RSH will be 81% of pre-COVID service levels and will support 55% of estimated boardings
- Service will be phased-in and support people returning to work, changing demand, NextGen, and Microtransit implementation

## Operations & Maintenance

- Preserve staffing levels & maintain commitment to negotiated CBA provisions
- Reductions in overtime, consumables, and other cost control initiatives offset cost of staffing preservation

## State of Good Repair

- Supports bus and rail vehicle deliveries, bus fleet electrification, and reflects cash flow required to complete project milestones and deliverables

## NextGen Capital Investment

- Direct Operational planning, technical analysis for a total of \$15 million, \$7 million in FY21 and \$8 million in FY22, is included in Operation's preliminary budget
- Additional bus related investments, \$123 million in FY21

# Major Risks in FY21 Budget

- Further decline in sales tax revenues from our March 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 activity 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 action.
- Unplanned / unfunded projects added post Budget Adoption

# Budget Outreach Update

Jul – Sept



Bus Car Cards

Aug

- Metro FB Events
- Metro Projects Pages
- E-Blast: (1st & 2nd)
- TheSource



SEPT

- NextDoor
- FB Events
- Instagram Stories
- Twitter
- E-Blast (3rd) Reminders



Metro.net/myvoice

- Questionnaire:
  - Responses (1,069)
  - Comments (469)
- Webpage:
  - Visits (6,851)

- FY21 Budget Briefing – Regional Service Councils – **Sept 3\***
- Public Hearing – **Sept 16\***
- Board Adoption FY21 Budget– **Sept 24\***



# Next Steps

- Proposed Book will be available for public viewing: **September 1st**
- Upcoming Outreach Events
  - Virtual Stakeholder and Service Council Meeting on **September 3<sup>rd</sup>**
- Public Hearing of the Proposed Budget to take place on **September 16<sup>th</sup>**
- Final Board Adoption expected on **September 24<sup>th</sup>**
  - 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