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Agenda - Final

Wednesday, May 18, 2022

1:30 PM

To give written or live public comment, please see the top of page 4

Finance, Budget and Audit Committee

Kathryn Barger, Chair

Paul Krekorian, Vice Chair

Mike Bonin

Fernando Dutra

Holly Mitchell

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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

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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.

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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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323.466.3876

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x3 *中文 (Chinese)*

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The Committee Meeting begins at 1:30 PM Pacific Time on May 18, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 13 and 14.

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

CONSENT CALENDAR

13. **SUBJECT: MANAGEMENT AUDIT SERVICES FY 2022 THIRD QUARTER REPORT AND AUDIT CHARTER** [2022-0251](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Management Audit Services FY 2022 third quarter report; and
- B. ADOPTING the Management Audit Services Audit Charter (Attachment B).

Attachments: [Attachment A - FY 2022 Third Quarter Report](#)
[Attachment B - MAS Audit Charter](#)
[Presentation](#)

14. **SUBJECT: AUDIT OF MISCELLANEOUS EXPENSES FOR THE PERIOD OF OCTOBER 1, 2021 TO DECEMBER 31, 2021** [2022-0193](#)

RECOMMENDATION

RECEIVE AND FILE Office of the Inspector General (OIG) Final Report on the Statutorily Mandated Audit of Miscellaneous Expenses for the Period of October 1, 2021 to December 31, 2021.

Attachments: [Attachment A - Report on Audit of Misc. Expenses for 10/1/21 to 12/31/21](#)
[Presentation](#)

NON-CONSENT

15. **SUBJECT: FISCAL YEAR 2023 (FY23) BUDGET** [2022-0243](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed FY23 Budget as presented in the budget document (provided in a separate transmittal and posted on [metro.net <https://www.metro.net/about/financebudget/>](https://www.metro.net/about/financebudget/));
1. AUTHORIZING \$8.8 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
 2. AUTHORIZING a total of 10,596 FTEs with 8,778 Represented FTEs and 1,818 Non-Represented FTEs; and
 3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 3.5% (except for SMART); and
 4. 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
 5. AMENDING the proposed budget to include any Board approved actions currently under consideration, from now to the end of fiscal year (June 30, 2022); and
- B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY23 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval; and
- C. APPROVING the addition of one new Non-Represented pay grade to alleviate the pay progression and maintain a consistent pay range from mid-point to mid-point as shown in Attachment E; and
- D. APPROVING pay grade upgrade for the Board Clerk job classification.

- Attachments:** [Attachment A - FY23 New Capital Projects](#)
 [Attachment B - FY23 Reimbursement Resolution](#)
 [Attachment C - FY23 Public Outreach \(Public Comments\)](#)
 [Attachment D - Public Inquiry and Board Follow-Ups](#)
 [Attachment E - FY23 New Non-Represented Pay Grade](#)

16. SUBJECT: PROPOSITION C BONDS

[2022-0114](#)

RECOMMENDATION

ADOPT a Resolution (Attachment A) that authorizes the issuance and sale of up to \$67 million in aggregate principal amount of the Proposition C Sales Tax Revenue Refunding Bonds in one or more series, and the taking all other actions necessary in connection with the issuance of the refunding bonds.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

Attachments: [Attachment A - Authorizing Resolution](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0308](#)

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 #: 2022-0251, **File Type:** Informational Report

Agenda Number: 13.

**FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 18, 2022**

SUBJECT: MANAGEMENT AUDIT SERVICES FY 2022 THIRD QUARTER REPORT AND AUDIT CHARTER

ACTION: RECEIVE AND FILE

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Management Audit Services FY 2022 third quarter report; and
- B. ADOPTING the Management Audit Services Audit Charter (Attachment B).

ISSUE

Management Audit Services (MAS) is required to provide a quarterly activity report to Metro's Board of Directors (Board) that presents information on audits that have been completed or in progress, including information related to audit follow-up activities.

In addition, standards require that MAS review the internal audit charter periodically, present it to executive management and obtain board approval. The internal audit charter is a formal document that defines MAS' purpose, authority, independence, and responsibility.

BACKGROUND

It is customary practice for MAS to deliver the quarterly audit report. The FY 2022 third quarter report covers the period of January 1, 2022 through March 31, 2022.

MAS follows two audit standards: Generally Accepted Government Auditing Standards (GAGAS) issued by the Comptroller General of the United States, and the International Standards for the Professional Practice of Internal Auditing issued by the Institute of Internal Auditors (IIA). To align with the updated standards' language, MAS updated the Audit Charter. The Audit Charter was last presented to the Board in October 2018.

DISCUSSION

MAS provides audit services in support of Metro’s ability to provide responsive, accountable, and trustworthy governance. The department performs internal and external audits. Internal audits evaluate the processes and controls within the agency, while external audits analyze contractors, cities, and/or non-profit organizations that are recipients of Metro funds. The department delivers management audit services through functional groups: Performance Audit; Contract, Financial and Compliance Audit; and Administration and Policy, which includes audit support functions. Performance Audit is mainly responsible for internal audits related to Operations, Finance and Administration, Planning and Development, Program Management, Information Technology, Communications, Risk, Safety and Asset Management including the Chief Executive Office, and other internal areas. Contract, Financial and Compliance Audit is primarily responsible for external audits in Planning, Program Management and Vendor/Contract Management. MAS’ functional units provide assurance to the public that internal processes and programs are being managed efficiently, effectively, economically, ethically, and equitably; and that desired outcomes are being achieved. This assurance is provided by MAS’ functional units conducting audits of program effectiveness, economy and efficiency, internal controls, and compliance. Administration and Policy is responsible for administration, financial management, including audit support, audit follow-up, and resolution tracking.

The following chart summarizes MAS activity for FY 2022 third quarter:

	Completed in FY 2022 Third Quarter	In-Progress as of March 31, 2022
Performance Audits	3 audit projects	3 audit projects
Contract, Financial and Compliance Audits	3 audit projects with a total value of \$3.3 million	68 audit projects
Financial and Compliance Audits of Metro and subrecipients	140 audit projects	
Audit Follow-up and Resolution*	6 follow-up recommendations closed	
	28 follow-up recommendations closed (OIG)	

*Note: MAS performs audit follow-up for the Office of Inspector General (OIG). The FY 2022 Third Quarter Report is included as Attachment A.

MAS revised the Board approved Audit Charter based on MAS’ internal review and recommendations made by the independent Internal Quality Self-Assessment team. The revised Audit Charter was compared to the updated audit standards and promotes continued compliance. The updated Audit Charter is provided as Attachment B.

EQUITY PLATFORM

There are no equity impacts or concerns from audit services conducted during this period.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Management Audit Services FY 2022 Third Quarter Report and Audit Charter support Metro's Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

NEXT STEPS

Management Audit Services will continue to report audit activity throughout the current fiscal year.

ATTACHMENT

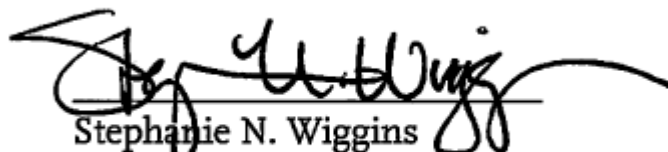
- A. FY 2022 Third Quarter Report
- B. Management Audit Services Audit Charter

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Stephanie N. Wiggins
Chief Executive Officer

Quarterly Report to Metro Board of Directors

FY 2022 Third Quarter



Metro

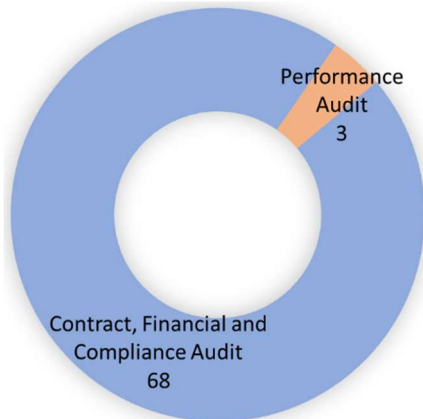
**MANAGEMENT
AUDIT SERVICES**

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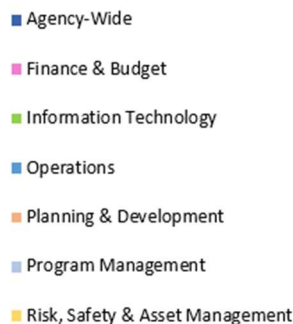
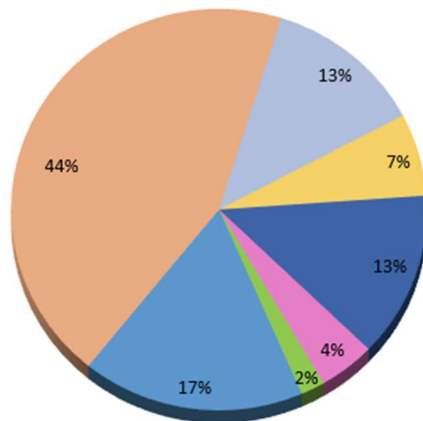
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Executive Summary

In Progress Audits
as of March 31, 2022



Summary of Audit Activity
by Department
Reporting Period
January 1, 2022 – March 31, 2022



Summary of In Progress Audit Activity

Management Audit Services (MAS) has 71 in progress projects as of March 31, 2022, which include 3 performance audits and 68 contract, financial and compliance audits. The in-progress performance audits are listed in Appendix A.

As of the reporting period, there are 61 open MAS audit recommendations; and 29 open Office of Inspector General (OIG) audit recommendations.

Summary of Third Quarter Completed Audit Activity

MAS completed 146 audit projects and closed 34 open audit recommendations. The projects are comprised of 3 performance audits; 3 contract, financial and compliance audits; and 140 financial and compliance audits of Metro and subrecipients issued by independent certified public accountant (CPA) firms.

The completed performance audits are highlighted on page 4. The completed contract, financial and compliance audits are highlighted on page 6. The financial and compliance audits of Metro and subrecipients issued by the external CPA firms are highlighted on page 7.

A summary of closed and open audit recommendations is included on page 12.

Department Highlights

MAS continues to implement the Quality Assurance Improvement Program, updated the Audit Charter, and completed a successful external quality assurance review. A summary of department highlights is included on page 10.

Performance Audits

This section includes performance audits completed according to Generally Accepted Government Auditing Standards in addition to other types of projects performed by the Performance Audit team to support Metro. The other types of projects may include independent reviews, analysis, or assessments of select areas. The goal of non-audit projects is to provide Metro with other services that help support decision making and promote organizational effectiveness.

Agreed Upon Procedures for Metro-Owned RINs

MAS contracted with Talson Solutions, LLC to report on agreed - upon procedures for Metro - owned renewable identification numbers (RINs). The objective was to assist Metro's Environmental Compliance and Sustainability department by preparing attest reports following the procedures detailed in the Electronic Code of Federal Regulations to verify that Metro's Environmental Protection Agency (EPA) reporting of RINs for renewable energy credits are complete and accurate for calendar year 2020.

The auditors noted that one quarterly EPA report had not been filed timely, and retirement of expired RINs had not been recorded in the EPA system. Metro management concurred and outlined corrective actions.

Business Interruption Fund (BIF) Pilot Program

MAS contracted with BCA Watson Rice to conduct an audit of the Pilot Business Interruption Fund and Pacific Coast Regional Small Business Development Corporation's (PCR) compliance with the Los Angeles County Metropolitan Transportation Authority's (Metro) Business Interruption Fund (BIF) Administrative Guidelines and Fund Disbursement Procedures. The objective of this audit was to determine PCR's compliance with Metro's BIF Administrative Guidelines and Fund Disbursement Procedures for the year ended June 30, 2021.

The auditors found that PCR complied, in all material respects, with Metro's Business Interruption Fund Administrative Guidelines and Fund Disbursement Procedures.

Performance Audit of Information Security Awareness

The objectives of this audit was to identify potential improvement opportunities relating to user information security awareness with a focus on:

- Information Security training oversight,
- Information Security's efforts and practices, and
- System user departments' efforts and practices.

MAS found that Metro's Information Technology Services (ITS) does provide Metro employees with policies, standards, training, and agencywide emails to support user information security awareness.

However, there is a need for Metro to strengthen oversight for information security awareness training. Additionally, ITS management should establish a guideline that guides decisions on who should receive information security awareness training and the type of training methods to be used. MAS identified two findings and two related matters as part of the audit, including eighteen (18) recommendations. Management concurred with most of the recommendations.

Contract, Financial & Compliance Audits

MAS staff completed 3 independent auditor's report on agreed-upon procedures for the following projects:

Project	Reviewed Amount	Questioned / Reprogrammed Amount
City of Redondo Beach – Pacific Coast Highway at Palos Verdes Boulevard Intersection Improvements Project	\$351,493	\$45,415
New Flyer of America, Inc. – U.S. Employment Program Compliance	N/A – Compliance	N/A – Compliance
City of Burbank – SR-134 Corridor Arterial Signal Improvements Project	\$2,988,167	\$172,854
Total Amount	\$3,339,660	\$218,269

Details on contract, financial and compliance audits completed during FY 2022 third quarter are included in Appendix B.

Financial and Compliance Audits of Metro

The following highlights the financial and compliance audits of Metro completed by the external CPA firms:

Basic Financial Statements and Component Units Audits – Issued Various Dates

MAS contracted with Crowe, LLP to conduct the basic financial statements and component unit audits for the year ended June 30, 2021. The resulting reports include:

- Annual Comprehensive Financial Report (ACFR);
- Single Audit for the Federal Funds;
- Federal Funding Allocation Data for NTD as a Transportation Operating Agency;
- Transportation Development Act (TDA) Operations Agency – 50% Expenditure Limitation Schedule;
- TDA Schedule of Revenue, Expenditure and Changes in Fund Balances;
- State Transit Assistance (STA) Special Revenue Fund Financial Statements;
- Service Authority for Freeway Emergencies (SAFE) Financial Statements; and
- Low Carbon Transit Operations Program (LCTOP) Compliance Audit.

The independent auditor issued unmodified opinions on all audit reports for FY21, which indicates that all financial statements for FY21 were fairly presented and that Metro complied in all material respects with the applicable financial reporting framework and compliance requirements.

Crowe identified two findings in the Single Audit Report related to timing issues in accordance with generally accepted accounting principles. Although Metro management agreed with the recommendations, management believes that Metro's presentation of the financial statements was appropriate as the statements followed the Current Financial Resources Measurement Focus and are transparent to the taxpayers.

Consolidated Audits – Issued Various Dates

MAS contracted with two firms, Simpson & Simpson, CPAs and Vasquez & Company, to conduct the financial and compliance audits of the following programs for the year ended June 30, 2021:

- Local Funding Program to 88 cities and Unincorporated Los Angeles County
 - Proposition A Local Return
 - Proposition C Local Return
 - Measure M Local Return
 - Measure R Local Return

- Transportation Development Act (TDA) Article 3, Article 4 and Article 8 Programs
- Proposition A Discretionary Incentive Program
- Prop A Discretionary Incentive Grant
 - Antelope Valley Transit Authority
 - Pomona Valley Transportation Authority
- Transit System Operators of Commerce, Redondo Beach, Torrance
 - Transit System Funds
 - Measure M 20%
 - Measure R 20%
- Proposition A Growth Over Inflation (GOI) Fund to Burbank, Glendale, LADOT and Pasadena
- Fare Subsidies Programs
 - Support for Homeless Re-Entry (SHORE) Program
 - Low-Income Fare is Easy (LIFE) Program
- Metrolink Program
- EZ Transit Pass Program
- Access Services
- LADOT

Local Return

Proposition A and C

Vasquez and Simpson found that the County and Cities complied, in all material respects, with the requirements in the Ordinances and Guidelines that are applicable to the Proposition A and Proposition C Local Return program for the fiscal year ended June 30, 2021.

The auditors found 29 instances of non-compliance for Proposition A and C, consisting of 5 minor findings related to untimely form submittals. Fourteen (14) findings with questioned costs totaling \$1.3 million for Proposition A and \$1.4 million thousand for Proposition C represent less than 1% of each total fund reviewed. The Local Return Program Manager is working with the cities to resolve the findings. The respective auditors will validate the resolution of the findings identified in these audits in the following years' audits.

Measure R

Vasquez and Simpson found that the County and Cities complied, in all material respects, with the requirements in the Ordinance and Guidelines that are applicable to the Measure R Local Return program for the fiscal year ended June 30, 2021.

The auditors found 10 instances of non-compliance for Measure R, consisting of 2 minor findings related to untimely form submittals. Seven (7) findings with questioned costs totaling \$129 thousand for Measure R represent approximately less than 1% of the total amount reviewed. The Local Return Program Manager is working with the cities to resolve the findings. The respective auditors will validate the resolution of the findings identified in these audits in the following years' audits.

Measure M

Vasquez and Simpson found that the County and Cities complied, in all material respects, with the requirements in the Ordinance that are applicable to the Measure M Local Return program for the fiscal year ended June 30, 2021.

The auditors found 9 instances of non-compliance for Measure M, consisting of 2 minor findings related to untimely form submittals. Six (6) findings with questioned costs totaling \$1.1 million for Measure M represent less than 1% of the total amount reviewed. The Local Return Program Manager is working with the cities to resolve the findings. The respective auditors will validate the resolution of the findings identified in these audits in the following years' audits.

Non-Local Return

The auditors found that schedules/financial statements for the various programs included in the Consolidated Audit present fairly, in all material respects. They also found that the entities complied, in all material respects, with the compliance requirements of their respective guidelines. However, the auditors noted several compliance findings; ten (10) findings for the LIFE program and eight (8) findings for the TDA Article 3 program. Metro Program Managers are working with the funds recipients to resolve the findings. The respective auditors will validate the resolution of the findings identified in these audits in the following years' audits.

A receive and file report with additional details on the Consolidated Audit will be brought to the committee in the coming months.

Department Highlights

Quality Assurance Improvement Program

During FY 2022 third quarter, MAS continued its efforts in the Quality Assurance Improvement Program (QAIP). Following is a summary of the various QAIP activities to support improved performance, quality, and value-added internal audit services:

- **Completed Activities**
 - Performed a comprehensive review and update of MAS' Audit Charter.
 - Completed External Quality Assurance Review (Peer Review) for FY19-21 to assess MAS' internal quality control system to determine conformance with the Institute of Internal Auditor (IIA) International Standards for the Professional Practice of Internal Auditing and Comptroller General of the United States Government Auditing Standards.
 - Performed comprehensive review and update of audit libraries (Consulting and Contract, Financial & Compliance) and procedural guidelines in accordance with auditing standards and best practices.
- **In-progress Activities**
 - Complete comprehensive review and update of MAS Strategic Plan.
- **Upcoming Activities**
 - Initiate efforts to determine MAS' maturity model as a business practice, industry standard, and continuous improvement tactic.

Audit Charter

Auditing standards require that MAS review its internal audit charter periodically, present it to executive management and obtain Board approval. The internal audit charter is a formal document that defines MAS' purpose, authority, independence, and responsibility.

The Audit Charter was last approved by the Board in October 2018. The Generally Accepted Government Auditing Standards issued by the Comptroller General of the United States, and the International Standards for the Professional Practice of Internal Auditing issued by the IIA were revised in 2018 and 2017 respectively. The Board approved Charter was compared to the updated standards and is in compliance with the new requirements. Revisions to the charter were made based on MAS' review and recommendations from the Internal Quality Self-Assessment. The Audit Charter is included in Attachment B.

External Quality Assurance Review (Peer Review)

The Association of Local Government Auditors (ALGA) conducted a peer review of MAS' compliance with Institute of Internal Auditors (Red Book) and with Comptroller General of the United States (Yellow book) standards and practices for the three-year period ending June 30, 2021. The peer review team, comprised of highly qualified audit professionals, certified that they are free from personal, external, and organizational impairments to independence. They evaluated MAS' quality control system, audit and consulting engagements process, staff qualifications, development, and training, as well as the audit follow-up process.

The peer review team concluded that MAS fully complies with Red Book and Yellow book standards and practices. Only a handful of local government audit organizations across the country have successfully completed a dual standards peer review. In addition, the team issued a report without management letter comments. The report is included in Appendix E.

Audit Follow-Up and Resolution

The tables below summarize the open and closed audit recommendations as of March 31, 2022.

MAS and External Audit Recommendations				
Executive Area	Closed	New	Currently Open	Open Past Due
Communications	2			
Human Capital & Development	3			
Information Technology Services		10		
Operations	1		22	4
Program Management			10	2
Risk, Safety & Asset Management			3	
Systems Security and Law Enforcement			9	
Vendor/Contract Management			1	
Total	6	10	45	6

OIG Audit Recommendations				
Executive Area	Closed	New	Currently Open	Open Past Due
Congestion Reduction			1	
Human Capital & Development	28			
Operations			6	
Systems Security and Law Enforcement			22	
Total	28		29	

Details of open audit recommendations for MAS and OIG are included in Appendix C and D.

Appendix A

Performance Audit - In Progress Audits as of March 31, 2022				
No.	Area	Audit Number & Title	Description	Estimated Date of Completion
1	Planning & Development	21-PLN-P01 Micro Mobility Vehicles Program	Assess the progress made in achieving program goals and objectives, including assessing the consideration given to the Metro rapid equity assessment tool.	5/2022
2	Risk, Safety & Asset Management	21-RSK-P03 Transit Asset Inventory Records	Evaluate the adequacy of the records for this area, with a focus on accuracy, completeness and proper controls over asset records.	4/2022
3	Planning & Development	21-PLN-P02 Real Estate Management System	Determine if prior audit findings and recommendations have been considered as part of the upcoming implementation of the new Real Estate Management System.	4/2022

Appendix B

Contract, Financial and Compliance Audit - Audits Completed as of March 31, 2022				
No.	Area	Audit Number & Type	Auditee	Date Completed
1	Planning & Development	20-HWY-A08 - Closeout	City of Redondo Beach	1/2022
2	Operations	21-OPS-A01 - Agreed-Upon Procedures	New Flyer of America, Inc.	2/2022
3	Planning & Development	20-HWY-A06 - Closeout	City of Burbank	3/2022

Appendix C

Open Audit Recommendations as of March 31, 2022						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
1	Systems Security and Law Enforcement	18-RSK-P01 Performance Audit of Vendor / Contract Management's (V/CM's) Continuity of Operations Plan (COOP)	1a	We recommend that the Emergency Management Unit collaborate with the business units, starting with V/CM, to ensure that the business unit COOPs, and all related documents (e.g., Standard Operating Procedures [SOPs]), include the essential content necessary to support the agency-wide program. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March 2020, and are unavailable to assist V/CM.	6/30/2020	6/30/2022
2	Vendor/Contract Management	18-RSK-P01 Performance Audit of Vendor / Contract Management's (V/CM's) Continuity of Operations Plan (COOP)	3	We recommend that V/CM management work with Emergency Management to arrange for COOP execution training by an emergency management expert concurrently with each annual update. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March 2020, and are unavailable to assist V/CM.	7/31/2020	6/30/2022
3	Program Management	18-RSK-P01 Performance Audit of Vendor / Contract Management's (V/CM's) Continuity of Operations Plan (COOP)	4	We recommend that the Chief Program Management Officer take the lead role in collaborating with all responsible parties, such as V/CM, Project Delivery Third Party Coordination, County Counsel, etc., to establish agreements with utility companies to guarantee service continuity and restoration in emergency situations. Update: Metro continues to negotiate Essential Use designation with SCE, DWP & CPUC as a basis for utility emergency service agreements.	3/31/2020	6/30/2022
4	Systems Security and Law Enforcement	18-RSK-P02 Performance Audit of Finance (Payroll)'s Continuity of Operations Plan	1	We recommend that Emergency Management should coordinate with Payroll to facilitate training and add the additional details to Finance (Payroll)'s COOP and SOPs, including criteria for COOP activation and relocation decisions, flow charts, decision trees and step-by-step instructions. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March 2020, and are unavailable to assist Finance.	2/28/2021	7/29/2022
5	Systems Security and Law Enforcement	18-RSK-P02 Performance Audit of Finance (Payroll)'s Continuity of Operations Plan	2	We recommend that Emergency Management should coordinate with Payroll to create an SOP template to include names, titles and contact details (phone numbers and emails) for all continuity personnel, such as the CMG, key continuity positions and successors. Advance team references should state "provided by ITS". Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March 2020, and are unavailable to assist Finance.	7/31/2020	7/29/2022

Appendix C

Open Audit Recommendations as of March 31, 2022						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
6	Systems Security and Law Enforcement	18-RSK-P02 Performance Audit of Finance (Payroll)'s Continuity of Operations Plan	3	We recommend that Emergency Management should coordinate with Payroll to review and assess the COOP and SOPs annually and verify that any resulting updates are implemented. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March 2020, and are unavailable to assist Finance.	7/31/2020	7/29/2022
7	Systems Security and Law Enforcement	18-RSK-P02 Performance Audit of Finance (Payroll)'s Continuity of Operations Plan	4	We recommend that Emergency Management should coordinate with Payroll to schedule COOP execution training by an emergency management expert concurrently with each annual COOP update. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March 2020, and are unavailable to assist Finance.	7/31/2020	7/29/2022
8	Operations	19-OPS-P02 Performance Audit of the Rail Communications Systems	8 Total	The recommendations included in this report address findings in Metro's Operational System. Update: As of April 2022, 6 of 12 recommendations were closed.	On-going	
9	Operations	19-OPS-P02 Performance Audit of the SCADA Security Controls	7 Total	The recommendations included in this report address findings in Metro's Operational System. Update: As of September 2021, 6 of 13 recommendations were closed.	On-going	
10	Risk, Safety & Asset Management	16-OPS-P03 Performance Audit of Accident Prevention Practices in the Operations Department	2	We recommend that the Chief Risk, Safety & Asset Management Officer raise awareness of the Field Observation and Feedback (FOF) program. Update: Closed as of April 2022.	3/31/2020	12/31/2021
11	Risk, Safety & Asset Management	16-OPS-P03 Performance Audit of Accident Prevention Practices in the Operations Department	3	We recommend that the Chief Risk, Safety & Asset Management Officer develop additional input controls in the Transit Safe System, by designating required FOF form fields as mandatory, including Supervisors sign-off to review for accuracy of information, to prevent the close out of FOF records without completion of all required fields and to ensure quality of information is maintained. Update: TransitSafe's replacement software is in the process of being configured and implemented and will include FOF reporting functionality. Due to the pandemic, vendor staffing changes and historical data transition issues, the implementation has been delayed.	7/31/2020	3/31/2022
12	Risk, Safety & Asset Management	16-OPS-P03 Performance Audit of Accident Prevention Practices in the Operations Department	4	We recommend that the Chief Risk, Safety & Asset Management Officer incorporate recommendation #3, above, in the upcoming replacement system of Transit Safe.	12/31/2021	

Appendix C

Open Audit Recommendations as of March 31, 2022						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
13	Systems Security and Law Enforcement	19-RSK-P01 Performance Audit of System Security & Law Enforcement's Continuity of Operations Plan	1	We recommend that Emergency Management collaborate with SS&LE to establish at least three new locations to accommodate emergency back-up SS&LE command centers. As a suggestion, not more than one facility should be close to Gateway Plaza. The other two should be far enough away from Gateway and from each other that there is little risk that a wide area emergency could affect all three locations. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March 2020, and are unavailable to assist SS&LE.	7/30/2020	7/29/2022
14	Systems Security and Law Enforcement	19-RSK-P01 Performance Audit of System Security & Law Enforcement's Continuity of Operations Plan	3	We recommend that Emergency Management should coordinate with SS&LE to facilitate training and add the additional details to the SS&LE COOP and SOPs, including criteria for COOP activation and relocation decisions, flow charts, decision trees and step-by-step instructions. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March 2020, and are unavailable to assist SS&LE.	7/30/2021	7/29/2022
15	Systems Security and Law Enforcement	19-RSK-P01 Performance Audit of System Security & Law Enforcement's Continuity of Operations Plan	4	We recommend that Emergency Management should coordinate with SS&LE to create a Standard Operating Procedures template to include names, titles and contact details (phone numbers and emails) for all continuity personnel, such as the CMG, key continuity positions and successors; and reference and attach all COOP-related SOPs as Appendices to the COOP. Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March 2020, and are unavailable to assist SS&LE.	7/30/2020	7/29/2022
16	Systems Security and Law Enforcement	19-RSK-P01 Performance Audit of System Security & Law Enforcement's Continuity of Operations Plan	7	We recommend that Emergency Management should coordinate with SS&LE to schedule COOP execution training by an emergency management expert concurrently with each annual COOP update (See COOP Appendix M). Update: Emergency Management resources have been fully committed to COVID-19 related emergency operations since March 2020, and are unavailable to assist SS&LE.	7/31/2021	7/29/2022
17	Operations	20-OPS-P02 Follow-up Performance Audit on Efficiency and Effectiveness of the Oversight of Contracted Bus Services	1	MAS recommends that Contract Services management establish a timeline and finalize the Contract Monitoring Plan.	7/30/2022	

Appendix C

Open Audit Recommendations as of March 31, 2022						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
18	Operations	20-OPS-P02 Follow-up Performance Audit on Efficiency and Effectiveness of the Oversight of Contracted Bus Services	2	MAS recommends that Contract Services management develop formal written policies and procedures that include a) a requirement that decisions requiring executive approval be documented and b) a requirement that all modifications of contractual terms be documented and executed by the Contract Administrator.	12/31/2021	
19	Operations	20-OPS-P02 Follow-up Performance Audit on Efficiency and Effectiveness of the Oversight of Contracted Bus Services	3	MAS recommends that Contract Services management formulate and establish a formal training program to support skills development in the monitoring of contractor's performance.	12/31/2021	
20	Operations	20-OPS-P02 Follow-up Performance Audit on Efficiency and Effectiveness of the Oversight of Contracted Bus Services	4	MAS recommends that Contract Services management continue to work with appropriate stakeholders to resolve the fareboxes issue and establish a timeline by when this will be completed. Once fareboxes are operational, the reconciliation process should be fully restored to include the triggering of a revenue compliance inspection for variances exceeding the threshold by above or below 2%. Update: The Fareless System Initiative has delayed the resolution of the fareboxes issue.	4/30/2021	3/31/2022
21	Operations	18-AGW-P01-B Performance Audit of Internal Controls Over Overtime Payments – AFSCME (Transportation Operations)	1	Bus and Rail Transportation management should implement periodic training or retraining for all Transit Operations Supervisors (TOS), Rail Transit Operations Supervisors (RTOS) and first line transportation management concerning the calculation of overtime eligible hours and the proper use of payroll codes. Update: Training content is nearing completion; work on delivery media is in progress.	12/31/2021	4/30/2022
22	Operations	18-AGW-P01-B Performance Audit of Internal Controls Over Overtime Payments – AFSCME (Transportation Operations)	3	Bus Transportation management should provide training to Bus Transportation managers, scheduling staff and TOS on these exceptions to enable proper scheduling and approvals of actual time incurred. Update: Training will be provided in the month following issuance of the new policy.	12/31/2021	4/30/2022
23	Operations	18-AGW-P01-B Performance Audit of Internal Controls Over Overtime Payments – AFSCME (Transportation Operations)	4	Bus and Rail Transportation management should enforce retention of required overtime (OT) related documents for all instances of OT worked, including partial and split shifts. Update: An on-line overtime request tool to replace paper request forms is now under development, which will permit storage, retention, retrieval and reporting of all overtime requests across the system at any time.	9/30/2021	4/30/2022

Appendix C

Open Audit Recommendations as of March 31, 2022						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
24	Operations	18-AGW-P01-B Performance Audit of Internal Controls Over Overtime Payments – AFSCME (Transportation Operations)	5	Bus and Rail Transportation management should train and periodically remind all line management, TOS and RTOS of overtime documentation and retention requirements. Update: The on-line request tool for Recommendation 4 above will resolve this issue.	9/30/2021	4/30/2022
25	Operations	18-AGW-P01-B Performance Audit of Internal Controls Over Overtime Payments – AFSCME (Transportation Operations)	6	Bus and Rail Transportation management should require employees to file copies of system overtime request forms for other divisions at their home division. Update: The on-line request tool for Recommendation 4 above will resolve this issue.	9/30/2021	4/30/2022
26	Operations	18-AGW-P01-B Performance Audit of Internal Controls Over Overtime Payments – AFSCME (Transportation Operations)	7	Bus and Rail Transportation management should require employees to bring supporting paperwork back to their home division each time they work at another division. Update: The on-line request tool for Recommendation 4 above will resolve this issue.	9/30/2021	4/30/2022
27	Operations	18-AGW-P01-B Performance Audit of Internal Controls Over Overtime Payments – AFSCME (Transportation Operations)	8	Bus and Rail Transportation management should ensure copies of documentation supporting overtime are retained as required at both divisions when employees transfer permanently from one division to another. Update: The on-line request tool for Recommendation 4 above will resolve this issue.	9/30/2021	4/30/2022
28	Program Management	22-CON-P02 Performance Audit of Program Management Support Services	1	Review and verify that terms and conditions of the Contract are understood, including standards, regulations, guidelines, policies, and procedures. KKCS/Triunity JV should comply with all applicable Metro policies and procedures per the Contract.	11/30/2021	
29	Program Management	22-CON-P02 Performance Audit of Program Management Support Services	2	Begin tracking and monitoring vehicle use and maintenance, as required by the Contract.	11/30/2021	
30	Program Management	22-CON-P02 Performance Audit of Program Management Support Services	3	KKCS/Triunity JV should document verification of qualifications and experience to support job titles billed to the Contract; and Metro should, by contract modification, require the Contractor to perform and document background, resume, and reference checks for all new consultants proposed to Metro.	12/31/2021	
31	Program Management	22-CON-P02 Performance Audit of Program Management Support Services	1	Metro management should re-evaluate any need for 24-hour non-revenue passenger vehicles (NRVs) and establish a formal requirement for written approval prior to assignment of NRVs to Metro employees.	2/28/2022	

Appendix C

Open Audit Recommendations as of March 31, 2022						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
32	Program Management	22-CON-P02 Performance Audit of Program Management Support Services	2	Metro should lease required project vehicles directly through Metro's procurement processes, and only include NRVs in professional services and/or consulting contracts upon conducting a needs assessment and cost-benefit analysis.	2/28/2022	
33	Program Management	22-CON-P02 Performance Audit of Program Management Support Services	3	If Metro continues to allow employees to operate contractor owned/leased vehicles, Metro policies and procedures should be developed to guide usage by employees.	2/28/2022	
34	Program Management	22-CON-P02 Performance Audit of Program Management Support Services	4	Metro management should provide relevant staff with compliance training for the Contract and related policies.	2/28/2022	
35	Program Management	22-CON-P02 Performance Audit of Program Management Support Services	5a	Metro management should implement the following retroactive corrective action for the leased project vehicles operated by six (6) Metro employees within Program Management: Assess whether 24-hour use of an NRV is necessary, document the justification and obtain approval for use in writing.	2/28/2022	
36	Program Management	22-CON-P02 Performance Audit of Program Management Support Services	5b	Metro management should implement the following retroactive corrective action for the leased project vehicles operated by six (6) Metro employees within Program Management: Determine how best to resolve and enforce the commuter mileage (fringe benefit tax) issue retroactively and ensure the required forms are completed and filed, including applicable penalties and interest for Metro and its employees to be in compliance. Any required forms that have not been submitted should be submitted, including 24-Hour Assigned Vehicle & Overnight Use Commuter Mileage Forms, if necessary and amended W-2s.	2/28/2022	
37	Program Management	22-CON-P02 Performance Audit of Program Management Support Services	5c	Metro management should implement the following retroactive corrective action for the leased project vehicles operated by six (6) Metro employees within Program Management: Determine whether the monthly parking, that should have been paid by the six (6) Metro employees, that was paid through the Contract should be repaid by the employees to Metro.	2/28/2022	
38	Program Management	22-CON-P02 Performance Audit of Program Management Support Services	5d	Metro management should implement the following retroactive corrective action for the leased project vehicles operated by six (6) Metro employees within Program Management: Ensure Metro staff involved and injured in the vehicle incident as well as the Program Management Department complete all required forms to properly report the accident to the appropriate Metro department(s).	12/31/2021	

Appendix C

Open Audit Recommendations as of March 31, 2022						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
39	Information Technology Services	20-ITS-P03 Performance Audit of Information Security Awareness	1	We recommend the Deputy Chief Information Technology Officer require that Information Security management specify the reminder notification requirements (e.g., due date, timing, and frequency of training reminders) via the Metro LMS, when Talent Development management enables the automated notification feature, and establish a formal guideline to escalate reporting for non-compliance with training requirements.	8/30/2022	
40	Information Technology Services	20-ITS-P03 Performance Audit of Information Security Awareness	2	We recommend the Deputy Chief Information Technology Officer require Information Security management to: a) Determine whether there is a need for information security awareness training to cover necessary policy requirements related to information security; and b) Incorporate any near-term policy updates related to information security in the information security awareness training material.	12/31/2023	
41	Information Technology Services	20-ITS-P03 Performance Audit of Information Security Awareness	3	We recommend the Deputy Chief Information Technology Officer require acknowledgement from system users of having received IT policies and standards that are critical to information security and/or evidence of completion of training(s) prior to granting access to Metro's network and system.	12/31/2022	
42	Information Technology Services	20-ITS-P03 Performance Audit of Information Security Awareness	4	We recommend the Deputy Chief Information Technology Officer formally define, document, and communicate the roles and responsibilities related to oversight of mandatory and required trainings, including formalizing the definition of required training.	8/30/2022	
43	Information Technology Services	20-ITS-P03 Performance Audit of Information Security Awareness	5	We recommend the Deputy Chief Information Technology Officer establish a timeframe target with the LMS for resolving the current outstanding technical issues.	8/30/2022	
44	Information Technology Services	20-ITS-P03 Performance Audit of Information Security Awareness	6	We recommend the Deputy Chief Information Technology Officer establish a timeframe target with Human Capital & Development management to enable the automated notification feature.	8/30/2022	
45	Information Technology Services	20-ITS-P03 Performance Audit of Information Security Awareness	7	We recommend that the Deputy Chief Information Technology Officer require Information Security management to establish a formal guideline that guides decisions on who should receive information security awareness training and the type of such training method. This guideline should consider the access levels of users, the cost-benefit associated with training different groups of users, and the risks associated with not providing training to particular users. Training and its frequency may be customized and tailored to provide the education and information applicable and necessary to the group of participants.	6/30/2023	

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Open Audit Recommendations as of March 31, 2022						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
46	Information Technology Services	20-ITS-P03 Performance Audit of Information Security Awareness	8	We recommend that the Deputy Chief Information Technology Officer require Information Security management to consult with Metro County Counsel to establish a minimum requirement and/or expectation for consultants related to information security; a) Existing consultants, b) Future consultants.	9/30/2022	
47	Information Technology Services	20-ITS-P03 Performance Audit of Information Security Awareness	10	We recommend the Talent Development management formally document the roles and responsibilities of i) Talent Development, and of ii) sponsoring departments when a required training course is developed. This includes, for example, identifying who will be taking the training, who will enroll participants, etc.	9/30/2022	
48	Information Technology Services	20-ITS-P03 Performance Audit of Information Security Awareness	11	We recommend the Talent Development management work with the LMS provider to support the training needs for consultants as necessary.	9/30/2022	

Appendix D

OIG Open Audit Recommendations as of March 31, 2022						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
1	Operations	17-AUD-04 Review of Metro Safety Culture and Rail Operational Safety	6 Total	The 117 recommendations included in this report address findings in Safety Culture, Red Signal Violations, Safety Assessment of Infrastructure Elements, Technology, Operations and Maintenance, Human Resources, and etc. Update: As of April 2022, 115 of 117 recommendations were closed.	Pending	
2	Congestion Reduction	20-AUD-06 Review of LA Metro's Freeway Service Patrol Program	6	LA Metro FSP should set a target for its Benefit-to-Cost ratio, either in comparison to the statewide average or develop its own annual target. This is especially important as costs are expected to rise over the next several years as insurance and vehicle costs continue to escalate. If such the annual target is not met, it would trigger LA Metro FSP to conduct a deeper evaluation of its program and identify potential strategies to improve the following year's performance.	10/1/2020	7/1/2022
3	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	2	SSLE should ensure that future contracts include a contract budget that specifies the amount of funds budgeted for each contract year and develop procedures to help ensure that the annual budgets are adhered to.	Pending	
4	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	3	SSLE should in future contracts, to more effectively control and track the use of contract funds, allocate within the budget a separate reserve amount to be used for special events and enhanced deployments.	Pending	
5	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	4	SSLE should for future contracts, consider the impact that the use of full-time contracted personnel will have on the use of funds over the life of the contract. In addition, specify within the contract the job classifications, and number of positions within each classification that can be charged to the Metro contract on a full-time basis.	Pending	
6	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	5	SSLE should execute a contract modification if it is determined that LBPD sworn personnel will be assigned to the contract on a full-time basis.	12/31/2021	
7	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	8	SSLE should review all LAPD invoices for FY20 to determine if there are other incidents where the personnel hourly billing rate exceeds the approved maximum fully burdened hourly rate for the job classification.	12/31/2021	

Any findings that have not been corrected 90 days after the due date are reported as late.

Appendix D

OIG Open Audit Recommendations as of March 31, 2022						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
8	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	9	SSLE should request a refund of \$3,170.52 and any additional overbillings identified from LAPD.	12/31/2021	
9	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	10	SSLE should for future contracts, work with each contractor to include language in their respective contracts that more thoroughly and clearly define how services will be billed and what costs will be allowed and/or disallowed.	Pending	
10	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	11	SSLE should continue to work on strengthening controls in the area of monitoring and oversight by addressing the deficiencies cited in areas such as Community Policing and Key Performance Indicators.	Pending	
11	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	12	SSLE should complete and finalize the Compliance Audit Procedures Manual.	12/31/2021	
12	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	13	SSLE should review on a periodic basis the qualifications of a sample of officers from each of the law enforcement agencies to determine that contract requirements are being adhered to.	10/31/2021	3/31/2022
13	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	14	SSLE should for required training, consider developing and requiring officers to take refresher courses after working on the contract for two or more years.	12/31/2021	
14	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	15	SSLE should for required reporting, review with input from the law enforcement agencies, the reports and information currently required to determine if changes are necessary. As part of this review determine if different or additional information would be more beneficial.	Pending	

Appendix D

OIG Open Audit Recommendations as of March 31, 2022						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
15	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	16	SSLE should with input from the three law enforcement agencies, develop baseline performance levels (targets and goals) for key performance indicators.	10/31/2021	1/31/2022
16	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	17	SSLE should develop and update annually a written agency-wide Community Policing Plan.	10/31/2021	1/31/2022
17	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	20	SSLE should include in future contracts the requirement of wearing body cameras by all contracted law enforcement personnel when policing the Metro System.	Pending	
18	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	21	SSLE should establish with the three contracted law enforcement agencies procedures for accessing video footage from body cameras when necessary, including for compliance, auditing, and investigative reasons.	10/31/2021	1/31/2022
19	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	22	LAPD should ensure that each personnel's hourly billing rate does not exceed the approved maximum fully burdened hourly rate for that job classification.	10/31/2021	12/31/2021
20	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	23	LAPD should develop procedures to help ensure that even during departmental wide mobilizations and/or special deployments that only those officers who meet contract requirements are placed on the Metro contract.	10/31/2021	12/31/2021
21	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	24	LAPD should include in the Annual Community Policing Plan a description of the specific training provided to its officers in the area of Problem Oriented Policing.	Pending	

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OIG Open Audit Recommendations as of March 31, 2022						
No.	Area	Audit Number & Title	Rec. No.	Recommendation	Original Completion Date	Extended Completion Date
22	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	25	LASD should assign personnel to the Metro contract only after they are Post Certified and have met all contract requirements.	10/31/2021	12/31/2021
23	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	26	LASD should include in its annual Community Policing Plan a description of the specific training provided to its officers in the area of Problem Oriented Policing.	10/31/2021	3/31/2022
24	Systems Security and Law Enforcement	22-AUD-02 Audit of Metro Transit Security Services Performance For the Fiscal Year Ended June 30, 2020	28	LBPD should assign only those officers to the contract who have 18 months of law enforcement experience and have met all other contract requirements related to personnel and training.	10/31/2021	3/31/2022



External Quality Control Review

of the
Los Angeles County Metropolitan Transportation Authority

Conducted in accordance with guidelines of the
Association of Local Government Auditors
for the period July 2018 through June 2021



Association of Local Government Auditors

February 28, 2022

Shalonda Baldwin, Executive Officer, Administration
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California, 90012

Dear Ms. Baldwin,

We have completed a peer review of the Los Angeles County Metropolitan Transportation Authority Management Audit Services (MAS) for the period July 1, 2018 to June 30, 2021. In conducting our review, we followed the standards and guidelines contained in the Peer Review Guides published by the Association of Local Government Auditors.

We reviewed the internal quality control system of your audit organization and conducted tests in order to determine if your internal quality control system operated to provide reasonable assurance of conformance with the *International Standards for the Professional Practice of Internal Auditing (the Standards)* issued by the Institute of Internal Auditors, as part of their *Professional Practices Framework* and reasonable assurance of compliance with *Government Auditing Standards* issued by the Comptroller General of the United States, as well as applicable legal and regulatory requirements. Due to variances in individual performance and judgment, conformance does not imply adherence to standards in every case but does imply adherence in most situations.

Based on the results of our review, it is our opinion that during the period July 2018 through June 2021 the MAS internal quality control system was suitably designed and operating effectively to provide reasonable assurance of conformance with *the Standards* for assurance engagements and compliance with *Government Auditing Standards*, resulting in a rating of pass.

We have prepared a separate letter mentioning a few areas where your office excels.

Neha sharma

Neha Sharma, CIA, CPA, CISA
City of Austin

Theresa Watson, CIA, CGAP
City of Houston



Association of Local Government Auditors

February 28, 2022

Shalonda Baldwin, Executive Officer, Administration
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California, 90012

Dear Ms. Baldwin,

We have completed an ALGA Peer Review of the Los Angeles County Metropolitan Transportation Authority for the period July 2018 through June 2021 and issued our Report thereon dated February 28, 2022. We are issuing this companion letter to offer certain observations stemming from our peer review.

We would like to mention some of the areas in which we believe your office excels.

- **Internal Quality Review Process**
 - Your office conducts a quality assurance, which is performed by a third party. This process provides an opportunity to verify the level of compliance to auditing standards and identify corrective actions necessary to improve operations.
 - Management Audit Services (MAS) has committed resources to quality control. The extensive independent review of each engagement ensures that audit reports are produced with sufficient and appropriate evidence.
- **Staff Qualifications and Development**
 - MAS contain highly qualified professionals holding a variety of certifications
 - MAS is committed to staff development through providing continuous professional training and development.
- **Audit Working Papers**
 - The documentation of work performed in Teammate was thorough and well organized for the engagements reviewed by us.
- **Independence and Objectivity**
 - The office has established a culture and expectation of independence and objectivity within the organization.

We extend our thanks to you and your staff for the cooperation and assistance extended to us during our review.

Sincerely,

Neha sharma

Neha Sharma, CPA, CIA, CISA
City of Austin

Theresa Watson, CIA, CGAP
City of Houston

**Metro**

Management Audit Services Audit Charter

I. INTRODUCTION

Los Angeles County Metropolitan Transportation Authority (LACMTA) maintains an active audit function within the administration of LACMTA's Office of the Chief Executive Officer (OCEO), reporting the results of its audit work to LACMTA's Board of Directors. This Audit Charter defines the mission, scope, commitment to quality, authority and accountability, independence, responsibility of LACMTA's Management Audit Services, the OCEO, the Board, as well as LACMTA management.

Management Audit Services assists LACMTA to accomplish its objectives by understanding LACMTA's strategies and by bringing a systematic, disciplined, and risk-based approach to evaluating and recommending improvements to the effectiveness of risk management, internal controls, and governance processes. Management Audit Services also provides support to ensure that third parties receiving funding from LACMTA through contractual arrangements have properly accounted for the use of funds and complied with all applicable requirements.

II. MISSION

Management Audit Services provides independent, objective audit, attestation, and consulting services designed to add value and improve LACMTA's operations.

III. SCOPE

The scope of work performed by Management Audit Services includes the examination and evaluation of the adequacy and effectiveness of LACMTA's network of risk management, internal controls, and governance. This includes audits of internal LACMTA operations as well as audits of third parties in a contractual arrangement with LACMTA. The work performed by Management Audit Services is intended to provide support to ensure:

- Risks are appropriately identified and managed;
- Financial, managerial, and operating information is evaluated, accurate, reliable and timely;
- Resources are acquired economically, used efficiently, and adequately protected;
- Program results are consistent with established objectives and goals, and operations or programs are being carried out as planned;
- Evaluation of legislative or regulatory issues impacting LACMTA are recognized, addressed appropriately and interaction with governance groups occurs;



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Management Audit Services Audit Charter

- Employee actions comply with policies, standards, procedures and applicable laws and regulations;
- Consulting services related to governance, risk management and control are appropriate for the organization;
- Opportunities for improving internal controls, streamlining processes, and improving public perception identified during audits are communicated to the appropriate level of management; and
- Interactions and arrangements with third parties, including contractors and recipients of grant funds comply with policies, standards, procedures and applicable laws and regulations.

IV. COMMITMENT TO QUALITY

Management Audit Services will maintain quality control procedures and a quality assurance and improvement program that covers all aspects of Management Audit Services activity. Management Audit Services will deliver upon the commitment to quality through focused activities such as: ensuring a quality assurance improvement program, facilitating annual internal assessments, and ensuring external assessments are conducted at least every three years. The Chief Audit Executive will provide consistent and timely communications to the CEO, and/or the CEO's Executive Designees, the Board, and LACMTA management.

Management Audit Services adheres to the following professional standards and codes:

- Government Auditing Standards promulgated by the Comptroller General of the United States;
- International Standards for the Professional Practice of Internal Auditing (Standards), Code of Ethics, Core Principles, and Definition of Internal Auditing issued by the Institute of Internal Auditors;
- Information Systems Auditing Standards promulgated by the Information Systems Audit and Control Association;
- Standards promulgated by the American Institute of Certified Public Accountants and their Code of Professional Conduct;
- LACMTA's Employee Code of Conduct and Administrative Code, and
- Management Audit Services' Audit Policy Manual and applicable procedures.

V. AUTHORITY AND ACCOUNTABILITY

Management Audit Services performs audit engagements and non-audit services for departments, programs, functions, systems, contracts, grant recipients, and



Metro

Management Audit Services Audit Charter

other activities based on the approved annual audit plan, or specific requests that are received from the CEO, and/or the CEO's Executive Designee, the Board, management; or as identified by the Chief Audit Executive.

Management Audit Services, with strict accountability for confidentiality and safeguarding of records and information, has staff sign Confidentiality Statements annually. Documents provided to Management Audit Services will be handled in the same prudent manner as by those employees normally accountable for them. Management Audit Services is authorized to:

- Maintain full, free and unrestricted access to any and all information, functions, operations, systems, properties, personnel and other relevant materials necessary to accomplish its work. All employees are requested to assist fully in making available material or information requested by Management Audit Services or any external auditors contracted to perform on behalf of Management Audit Services.
- Access to contracted third parties will be handled in accordance with contractual terms;
- Maintain full and free access and reporting responsibilities through LACMTA's Finance, Budget and Audit Committee;
- Allocate resources, set frequencies, select subjects, determine scopes of work, and apply the techniques required to accomplish audit objectives; and
- Obtain the necessary assistance of personnel in functions where audit engagements, services or activities are being performed, as well as other specialized services from external consultants.

Management Audit Services in the discharge of duties is accountable to LACMTA's CEO and Board to:

- Provide adequate audit coverage to the areas set forth under the mission and scope of work sections of this Audit Charter;
- Report significant issues related to the processes for managing risk and governance practices of the organization, including potential improvements to those processes, and provide information concerning such issues through resolution;
- Provide periodic information on:
 - the status and results of the annual audit plan;
 - the sufficiency of department resources, including proper reporting;
 - notification to the CEO, and/or CEO's Executive Designee, and the Board when resource constraints prevent the coverage of a risk as identified through the annual agency-wide risk assessment and included in the annual audit plan, or related to a special request;
 - ensuring resources are sufficient and competent through actions such as staff augmentation and outsourcing; and



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Management Audit Services Audit Charter

- Establish a follow-up process to track and monitor the effective implementation of management actions related to findings, recommendations, and/or issues.

VI. INDEPENDENCE

Management Audit Services is independent of LACMTA's operations and activities. Specifically, Management Audit Services staff may not review areas in which staff was responsible for the design or operation of the area. Auditors are responsible for maintaining independence and integrity in all services provided.

All Management Audit Services activities shall remain free from interference relative to matters of audit selection, scope, procedures, frequency, timing, or report content to maintain independence and objectivity. The Chief Audit Executive shall report any impairment to independence; or restriction or limitation to audit selection, scope, procedures, frequency, timing; or report content promptly to the OCEO and the Board.

As a means of ensuring independence, the Chief Audit Executive will report administratively to the OCEO and maintain a functional reporting relationship to the Board. This structure permits the rendering of impartial and unbiased judgment essential to the proper conduct of audits.

Management Audit Services is not authorized to perform any operational duties for LACMTA, which shall include:

- Implementing internal controls;
- Developing policies or procedures on behalf of management;
- Installing systems;
- Preparing records that are the responsibility of management; and
- Engaging in any other activity that may impair internal auditor's objectivity and/or independence of judgment.

VII. RESPONSIBILITIES

A. Management Audit Services is responsible for:

- Developing and executing a flexible risk-based annual audit plan which considers LACMTA's objectives and strategies, including any risks or internal control concerns identified by management; and submitting that plan to the OCEO and the Board for review and approval;
- Preparing or updating the agency-wide risk assessment annually and incorporating the results into the annual audit plan;



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Management Audit Services Audit Charter

- Implementing the annual audit plan, as approved, including as appropriate, any special tasks or projects requested by the CEO, and/or CEO's Executive Designee, the Board, and management;
- Reporting significant audit findings to the CEO, and/or CEO's Executive Designee, the Board, including management;
- Providing management with adequate time to respond to audit findings and including management's response in the final reports;
- Presenting quarterly reports to the OCEO and the Board that summarize the results of audit activities, highlight Audit Plan progress, describe any adjustments made to the Audit Plan, and recommended changes to the Audit Plan based on new information or special requests;
- Keeping the OCEO and LACMTA's Finance, Budget and Audit Committee informed of emerging risks and issues and recommending audits to provide relevant, timely information about these areas to support oversight and decision making;
- Maintaining a professional audit staff with sufficient knowledge, competencies, skills, experience, and professional certifications to meet the requirements of this Audit Charter;
- Conducting objective and constructive audits, attestations, and consulting services;
- Consulting services, which are advisory in nature, can be provided as long as the services do not impair Management Audit Services' independence and fall within the scope outlined in the Audit Charter;
- Exercising due professional care in all of our work products;
- Acting in a professional manner at all times;
- Coordinating external audits of LACMTA;
- Considering external auditors and regulators' scopes of work, as appropriate, for the purpose of providing optimal audit coverage at a reasonable overall cost;
- Referring suspected fraud, waste, or abuse promptly to the Office of the Inspector General; and
- Establish a quality control and assurance improvement program.

B. Management is responsible for:

- Maintaining an effective system of internal controls, documenting policies and procedures, and ensuring information is accurate and reliable;
- Complying with policies and procedures;
- Cooperating fully with auditors during the discharge of their duties including replying promptly to Management Audit Services requests and recommendations; making themselves available for meetings and discussions related to audit matters; and



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Management Audit Services Audit Charter

- Providing a response to audit findings and recommendations and assuring timely implementation of agreed upon corrective action(s) to audit recommendations.

C. The OCEO is responsible for:

- Overseeing the daily administrative work:
 - Timekeeping and time approval;
 - Leave requests of the CAE – reviewing, approving;
 - Training requests;
 - Internal budget management and processing;
 - Internal office procedures (office space, furnishings, overhead issues like utilities, building management, information technology, employee on-boarding);
 - Personnel issues;
 - Any other office issues not related to the content or distribution of an audit report.
 - Approving the Audit Charter;
 - Approving a risk-based audit plan;
 - Approving the Management Audit Services budget and resource plan;
 - Receiving timely communications from the Chief Audit Executive summarizing results of audit activities; and
 - Making appropriate inquiries of management and the Chief Audit Executive to determine if there are any inappropriate scope or resource limitations.

D. The Board is responsible for:

- Establishing, maintaining, and assuring that Management Audit Services has sufficient authority to fulfill its duties by
 - Approving the Audit Charter;
 - Approving a risk-based audit plan;
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 - Receiving timely communications from the Chief Audit Executive summarizing results of audit activities; and
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Management Audit Services Audit Charter

The Audit Charter may be modified by a written document executed by all of the participating parties. This Audit Charter will be effective upon execution and will continue indefinitely until it is modified.



Metro

Management Audit Services Audit Charter

IN WITNESS WHEREOF, the parties hereto have caused this Audit Charter to be executed by their proper officers thereunto duly authorized, and their official seals to be affixed as of May __, 2022.

Los Angeles County Metropolitan Transportation Authority

Board of Directors

By:

Stephanie N. Wiggins
Chief Executive Officer

By:

Board Clerk



Management Audit Services Audit Charter

I. INTRODUCTION

Los Angeles County Metropolitan Transportation Authority (LACMTA) maintains an active audit function under the ~~administration~~~~direction~~ of LACMTA's Office of the Chief Executive Officer (OCEO), ~~reporting the results of its audit work to LACMTA's Board of Directors, with responsibility to report its activities to the Chief Executive Officer (CEO), and/or the CEO's Executive Designee, and LACMTA's Board of Directors (Board).~~ This Audit Charter defines the mission, scope, commitment to quality, authority and accountability, independence, responsibility of LACMTA's Management Audit Services, the OCEO, ~~including~~ the Board, as well as LACMTA management. Management Audit Services assists LACMTA to accomplish its objectives by understanding LACMTA's strategies and by bringing a systematic, disciplined, and risk-based approach to evaluating and recommending improvements to the effectiveness of risk management, internal controls, and governance processes. Management Audit Services also provides support to ensure that third parties receiving funding from LACMTA through contractual arrangements have properly accounted for the use of funds and complied with all applicable requirements.

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Commented [S1]: Use of the term 'under the direction of' implies a relationship where the OCEO **directs** the activities of the audit function which we understand is not the case in practice. Suggest changing 'under the direction of' to 'within the'

Commented [DK2]: Recommend considering language like "report the results of its work to the Board". Can certainly add CEO, Executive Designee, and others – but clearly and initially saying "we report audits to the Board" is a good practice.

Commented [DK3]: Consider possible noted changes to clarify administrative vs functional roles (see supporting document).

Commented [S4]: Make consistent the use of Board and LACMTA Finance, Budget, and Audit Committee. Throughout the charter – they seem to be used interchangeably. In making this reference consistent, also clarify to where the reporting relationship is. Is it to the Board, or the Board's Finance, Budget, and Audit Committee

Commented [DK5]: All of this is trying to illustrate that MAS resides within OCEO and is in OCEO's administrative portfolio, while reporting the results of its audit work to the Board.

Commented [DK6]: This seems to blend OCEO and the Board – if the intent is to clarify the functional vs administrative roles, suggest this grammatical change to separate OCEO and the Board.



Management Audit Services Audit Charter

- Employee actions comply with policies, standards, procedures and applicable laws and regulations;
- Consulting services related to governance, risk management and control are appropriate for the organization;
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IV. COMMITMENT TO QUALITY

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- Standards promulgated by the American Institute of Certified Public Accountants and their Code of Professional Conduct;
- LACMTA's Employee Code of Conduct and Administrative Code, and
- Management Audit Services' Audit Policy Manual and applicable procedures.

V. AUTHORITY AND ACCOUNTABILITY

Management Audit Services performs audit engagements ~~and services~~ for departments, programs, functions, systems, contracts, grant recipients, and other

Commented [DK7]: This is a suggestion to clarify that MAS is not performing "non-audit services" – work that is outside of standards. Could also say "MAS performs work for departments, programs. . .".



Management Audit Services Audit Charter

activities based on the approved annual audit plan, or specific requests that are received from the CEO, and/or the CEO's Executive Designee, the Board, including management; or as identified by the Chief Audit Executive.

Commented [DK8]: Another clarifying option is just to say "Management Audit Services performs engagements based on the approved annual audit plan, or specific requests. . ."

Management Audit Services with strict accountability for confidentiality and safeguarding of records and information is authorized to:

- Maintain full, free and unrestricted access to any and all information, functions, operations, systems, properties, personnel and other relevant materials necessary to accomplish its work. All employees are requested to assist fully in making available material or information requested by Management Audit Services or any external auditors contracted to perform on behalf of Management Audit Services. Access to contracted third parties will be handled in accordance with contractual terms. Management Audit Services staff signs Confidentiality Statements annually. Documents provided to Management Audit Services will be handled in the same prudent manner as by those employees normally accountable for them;
- Maintain full and free access and reporting responsibilities through LACMTA's Finance, Budget and Audit Committee;
- Allocate resources, set frequencies, select subjects, determine scopes of work, and apply the techniques required to accomplish audit objectives; and
- Obtain the necessary assistance of personnel in functions where audit engagements, services or activities are being performed, as well as other specialized services from external consultants.

Management Audit Services in the discharge of duties is accountable to LACMTA's CEO and Board to:

- Provide adequate audit coverage to the areas set forth under the mission and scope of work sections of this Audit Charter.
- Report significant issues related to the processes for managing risk and governance practices controlling the activities of the organization, including potential improvements to those processes, and provide information concerning such issues through resolution. This includes risk management and governance practices.
- Provide periodic information on the status and results of the annual audit plan and the sufficiency of department resources, including –proper reporting and notification to the CEO, and/or CEO's Executive Designee, and the Board when resource constraints prevent the coverage of a risk as identified through the annual agency-wide risk assessment and included in the annual audit plan, or related to a special request, and e-This includes ensuring the resources are sufficient and competent through actions such as staff augmentation and outsourcing. The Chief Audit Executive will ensure proper reporting and notification to the CEO, and/or CEO's Executive Designee, and the Board when

Commented [S9]: This bullet point seems to be trying to do multiple things. Suggest it be split into two separate points



Management Audit Services Audit Charter

~~resource constraints prevent the coverage of a risk as identified through the annual agency wide risk assessment and included in the annual audit plan; or related to a special request.~~

- Establish a follow-up process to track and monitor the effective implementation of management actions related to findings, recommendations, and/or issues.

VI. INDEPENDENCE

Management Audit Services is independent of ~~LACMTA's operations and the activities it reviews.~~ Specifically, Management Audit Services staff may not review areas in which staff was responsible for the design or operation of the area. Auditors are responsible for maintaining independence and integrity in all services provided.

All Management Audit Services activities shall remain free from interference relative to matters of audit selection, scope, procedures, frequency, timing, or report content to maintain independence and objectivity. The Chief Audit Executive shall report any impairment to independence; or ~~unjustified~~ restriction or limitation to audit selection, scope, procedures, frequency, timing; or report content promptly to the OCEO and the Board, ~~as appropriate.~~

As a means of ensuring independence, ~~the Chief Audit Executive~~ **Management Audit Services** will report administratively to the OCEO and maintain a functional reporting relationship to the Board. This structure permits the rendering of impartial and unbiased judgment essential to the proper conduct of audits.

Management Audit Services is not authorized to perform any operational duties for LACMTA, which shall include:

- Implementing internal controls;
- Developing policies or procedures on behalf of management;
- Installing systems;
- Preparing records that are the responsibility of management; and
- Engaging in any other activity that may impair internal auditor's judgment.

VII. RESPONSIBILITIES

A. Management Audit Services is responsible for:

- Developing and executing a flexible risk-based annual audit plan which considers LACMTA's objectives and strategies, including any risks or internal

Commented [DK10]: This suggestion is intended to clarify the "managers manage, but auditors audit" theme – that LACMTA operates, and MAS audits LACMTA's work.

Commented [DK11]: We suggest that any of the listed restrictions/limitations would be unjustified – suggest deleting the word "unjustified" so MAS would report all independence impairments to the OCEO and the Board.

Commented [DK12]: The impairments listed here would be extremely serious – suggest removing "as appropriate" since any concerns at these levels should be reported.

Commented [S13]: This wording change from current audit charter improves organizational independence. We suggest changing MAS to CAE as CAE is referred to in the IIA standards.

To illustrate how these relationships will work in practice, suggest developing separate sections for each in section VII Responsibilities rather than grouping them together.



Management Audit Services Audit Charter

- control concerns identified by management; and submitting that plan to the OCEO and the Board for review and approval;
- Preparing or updating the agency-wide risk assessment annually and incorporating the results into the annual audit plan;
 - Implementing the annual audit plan, as approved, including as appropriate, any special tasks or projects requested by the CEO, and/or CEO's Executive Designee, the Board, including and management;
 - Reporting significant audit findings to the CEO, and/or CEO's Executive Designee, the Board, including management;
 - Providing management with adequate time to respond to audit findings and including management's response in the final reports;
 - Presenting quarterly reports to the OCEO and the Board that summarize the results of audit activities, highlight Audit Plan progress, describe any adjustments made to the Audit Plan, and recommended changes to the Audit Plan based on new information or special requests;
 - Keeping the OCEO and LACMTA's Finance, Budget and Audit Committee informed of emerging risks and issues and recommending audits to provide relevant, timely information about these areas to support oversight and decision making;
 - Maintaining a professional audit staff with sufficient knowledge, competencies, skills, experience, and professional certifications to meet the requirements of this Audit Charter;
 - Conducting objective and constructive ~~performance~~ audits, attestations, and consulting services, other non-audit engagements, which include performance and attestation audits;
 - Consulting services, which are advisory in nature, can be provided as long as the services do not impair Management Audit Services' independence and fall within the scope outlined in the Audit Charter;
 - Exercising due professional care in all of our work products;
 - Acting in a professional manner at all times;
 - Coordinating external audits of LACMTA;
 - Considering external auditors and regulators' scopes of work, as appropriate, for the purpose of providing optimal audit coverage at a reasonable overall cost;
 - Referring suspected fraud, waste, or abuse promptly to the Office of the Inspector General; and
 - Establish a quality control and assurance improvement program.

B. Management is responsible for:

- Maintaining an effective system of internal controls, documenting policies and procedures, and ensuring information is accurate and reliable;
- Complying with policies and procedures;

Commented [S14]: Suggest revising to make consistent with language in mission statement



Management Audit Services Audit Charter

- Cooperating fully with auditors during the discharge of their duties including replying promptly to Management Audit Services requests and recommendations; making themselves available for meetings and discussions related to audit matter, and
- Providing a response to audit findings and recommendations and assuring timely implementation of agreed upon corrective action(s) to audit recommendations.

C. The OCEO and Board are responsible for:

- Establishing, maintaining, and assuring that Management Audit Services has sufficient authority to fulfill its duties by:
 - Approving the Audit Charter;
 - Approving a risk-based audit plan;
 - Approving the Management Audit Services budget and resource plan;
 - Receiving timely communications from the Chief Audit Executive summarizing results of audit activities; and
 - Making appropriate inquiries of management and the Chief Audit Executive to determine if there are any inappropriate scope or resource limitations.

The Audit Charter may be modified by a written document executed by all of the participating parties. This Audit Charter will be effective upon execution and will continue indefinitely until it is modified.

Commented [S15]:

In order to more fully demonstrate the differences between an administrative relationship with the OCEO and a functional relationship with the Board, suggest separating these into two sections:

- The OCEO is responsible for:
- The Board is responsible for:

The items currently listed here are some of those included in the Interpretation of 1110 – Organizational Independence in the Red Book which are specifically related to demonstrating a functional relationship to the Board. To assign them to both the OCEO and the Board confuses rather than clarifies the relationships with both.

Suggest developing an OCEO is responsible for section which defines what the administrative relationship looks like. If approval of items is part of that that's OK, as long as final approval is given to the Board

In Board is responsible for section, add as many items in the 1110 interpretation section as possible.

Commented [DK16R15]: Added some potential administrative functions to the memo for consideration in "The OCEO is responsible for" section if one is added – basically, OCEO would oversee the daily administrative work, while the Board would have the functions now listed above.

Commented [DK17]: See accompanying memo for suggested lists of both administrative and functional duties. Not critical to add the full lists to the Charter itself but see if these lists comport with your general intent/understanding of these roles.



Management Audit Services Audit Charter

IN WITNESS WHEREOF, the parties hereto have caused this Audit Charter to be executed by their proper officers thereunto duly authorized, and their official seals to be affixed as of ~~October 2024~~May 2022.

Los Angeles County Metropolitan Transportation Authority

Board of Directors

By:

By:

Stephanie N. Wiggins
Chief Executive Officer

Board Clerk

Management Audit Services

FY 2022 Third Quarter Report

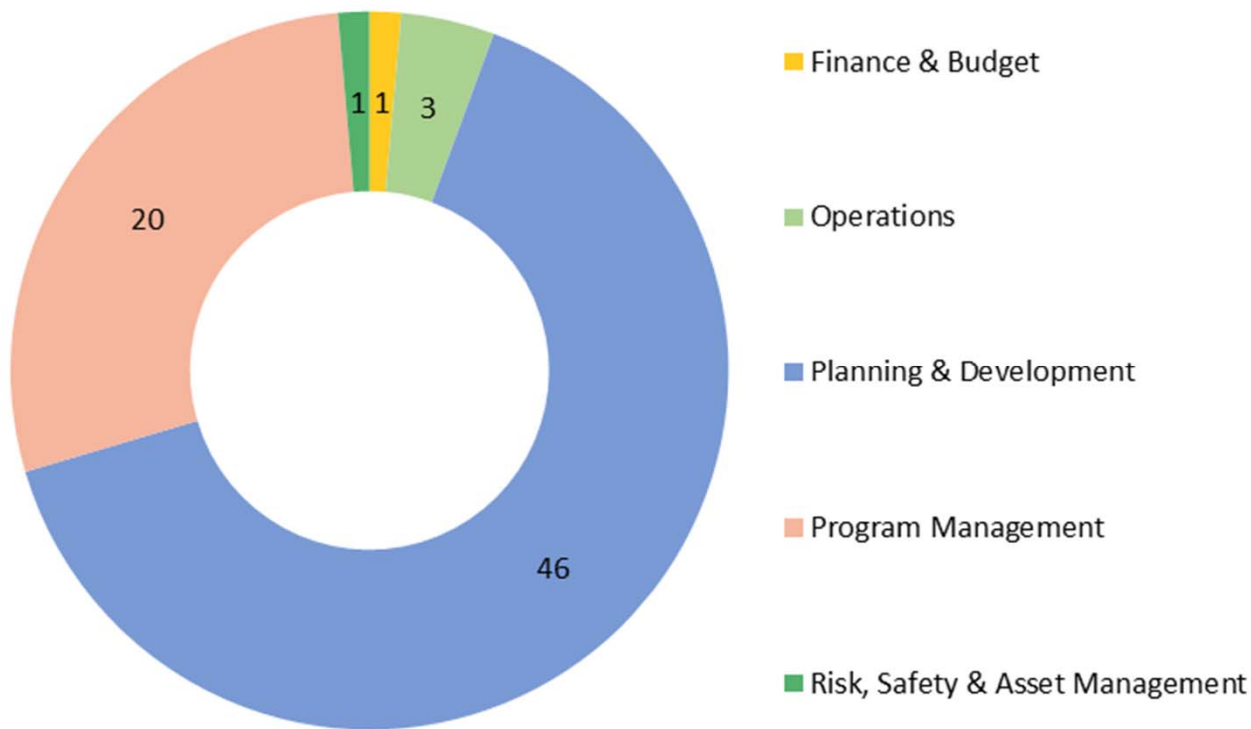
Finance, Budget & Audit Committee
May 18, 2022



MANAGEMENT
AUDIT SERVICES




In Progress: MAS Audit Activity

Agency Representation



- 3 Performance Audits
- 68 Contract, Financial and Compliance Audits

In Progress: Performance Audits

			Estimated Completion
	Audit Title	Description	FY22 Q4 Apr - Jun
1	Micro Mobility Vehicles Program	Assess the progress made in achieving program goals and objectives, including assessing the consideration given to the Metro rapid equity assessment tool.	
2	Transit Asset Inventory Records	Evaluate the adequacy of the records for this area, with a focus on accuracy, completeness and proper controls over asset records.	
3	Real Estate Management System	Determine if prior audit findings and recommendations have been considered as part of the upcoming implementation of the new Real Estate Management System.	

Completed: Metro-Owned Renewable Identification Numbers (RINS)

Objective

Verify that Metro's Environmental Protection Agency (EPA) reporting of RINs for renewable energy credits are complete and accurate.

Audit Results

Talson Solutions, LLC found that one finding that required corrective action related to the RINS activity reports.

Findings / Recommendation Themes

Finding 1: RINS Activity Reports

- File quarterly activity reports
- Retire the expired RINs in the EMTS system

Completed: Business Interruption Fund (BIF) Pilot Program

Objective

Determine Pacific Coast Regional Small Business Development Corporation's (PCR) compliance with the Los Angeles County Metropolitan Transportation Authority's (Metro) Business Interruption Fund (BIF) Administrative Guidelines and Fund Disbursement Procedures.

Audit Results

BCA Watson Rice found that PCR complied, in all material respects, with Metro's BIF Administrative Guidelines and Fund Disbursement Procedures as listed in the notes to the BIF Pilot Program.

Completed: Performance Audit Of Information Security Awareness

Objective

Identify potential improvement opportunities relating to user information security awareness with a focus on Information Security training oversight, efforts and practices, and system user departments' efforts and practices.

Audit Results

MAS found that Information Technology Services (ITS) continuously provides staff with policies, standards, training, and agencywide emails to support user information security awareness.

Findings / Recommendation Themes

Finding 1: Strengthen oversight and monitoring over information security training

- Specify reminder notification requirements (e.g., due date, frequency).
- Determine training needs to cover necessary policy requirements and incorporate any near-term policy updates related to information security.
- System users acknowledgement of having received IT policies/standards and/or completion of training(s).
- Define, document, and communicate roles and responsibilities related to oversight of mandatory/required trainings.
- Establish timeframe target for resolving technical issues and enabling automated notification feature.

Finding 2: System user awareness training program exclusions

- Establish a formal guideline that guides decisions on training method and who should receive training
- Establish minimum requirement and/or expectation for consultants and support the training needs as necessary.
- Document the roles and responsibilities of Talent Development, and sponsoring departments when required training is developed.

Completed: Contract, Financial & Compliance Audits

Reviewed / Questioned Amount



- Delivered financial audits that reviewed \$3.3 million of funding; and identified \$218 thousand (7%) for reprogramming

Management Audit Services Audit Charter

- Formal document that defines MAS' purpose, authority, independence, and responsibility
- Standards require that MAS periodically review and obtain Board of Directors approval
 - Last approved in October 2018
- Revised based on MAS' review and independent Internal Quality Self-Assessment (IQSA) recommendations
 - Board approval May 2022

Next Steps

- Present FY 23 annual audit plan to executive leadership and the Board of Directors
- Report on Consolidated Audit Reports (FY 21)
- Ensure ongoing implementation of performance and financial audits and reporting

Thank you



Board Report

File #: 2022-0193, **File Type:** Informational Report

Agenda Number: 14.

FINANCE, BUDGET, AND AUDIT COMMITTEE MAY 18, 2022

SUBJECT: AUDIT OF MISCELLANEOUS EXPENSES FOR THE PERIOD OF OCTOBER 1, 2021 TO DECEMBER 31, 2021

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Office of the Inspector General (OIG) Final Report on the Statutorily Mandated Audit of Miscellaneous Expenses for the Period of October 1, 2021 to December 31, 2021.

ISSUE

The Office of the Inspector General (OIG) performed an audit of Metro miscellaneous expense transactions processed from October 1, 2021 to December 31, 2021. This audit was performed pursuant to Public Utilities Code section 130051.28(b) which requires the OIG to report quarterly to the Board of Directors on the expenditures of the Los Angeles County Metropolitan Transportation Authority (Metro) for miscellaneous expenses such as travel, meals, refreshments, and membership fees.

BACKGROUND

All Metro expenditures are categorized into various expense accounts and recorded in Metro's Financial Information System (FIS). Metro employees have several options for seeking payment for miscellaneous expenses incurred, such as check requests, purchase cards, purchase orders, and travel & business expense reports. Each option has its own policies, procedures, or guidelines.

The Accounting Department's Accounts Payable Section is responsible for the accurate and timely processing of payment for miscellaneous expenses.

This audit covered a review of Metro miscellaneous expenses for the period of October 1, 2021 to December 31, 2021. For this period, miscellaneous expenses totaled \$811,229 with 288 transactions. We selected 46 expense transactions totaling \$304,230 for detail testing.

DISCUSSION

Findings

The miscellaneous expenses we reviewed for the period of October 1 to December 31, 2021 generally complied with Metro policies and procedures. However, we found that there was insufficient internal control on the use of Purchase Card (P-Card) for one department due to the departure of the original Cardholder and Approver who left Metro during the Voluntary Separation Incentive Program at the same time. Nevertheless, the subject business unit has been reorganized and implemented procedures and controls to effectively comply with the P-Card policy.

We also found non-compliance with policies on the Check Request due to oversight and Corporate and Professional Membership because the employees involved were not aware of the policy.

The inadequate and untimely review of Metro's Business Units reviewing, approving, and submitting their P-Card reconciliation packages continues to be an area we find regularly and in violation of Metro policy, resulting in the recording of miscellaneous expenses recorded improperly and/or in incorrect accounting periods. Accounting's continued practice of sending out monthly emails with instructions for P-Card officials to submit the reconciliation package in a timely manner improves and supports Metro's P-Card policy.

The Office of the Inspector General is working with Metro's Information Technology Services and other Metro Business Units to improve the P-Card approval process and their reporting, notification, and reminder systems.

We have asked the Metro IT department to assist P-Card officials and improve the approval process and provide a desktop Icon to the approval database.

RECOMMENDATIONS

We recommend the following:

Vendor/Contract Management

1. Cost Center 6951 should review March 2021 P-Card statement again and reconcile the charges with vendor's invoices and the originating requests from various units to determine if there were any overpayments made by Metro. (The vendor must still have the invoices since the Internal Revenue Service requires business organizations to keep their records for three years from the date they filed their original return.)
2. Take reasonable steps to work with clients/cost centers to select the most efficient and cost-effective methods for advertising.
3. The Approving Official and Business Unit Coordinator should ensure that appropriate documentation of P-Card activities is maintained to comply with Metro P-Card policies and procedures.
4. Prepare and keep written detailed steps and procedures on P-Card reconciliation/report submission and consider having a back-up person to perform the task to ensure knowledge transfer when an employee leaves the agency.
5. Instruct all Purchase Card program participants to submit and approve the monthly statements and reconciliation package in a timely manner.

Communications

-
6. Remind staff to comply with Accounting Procedures and Guidelines for Check Requests (ACC-01); secure approval of V/CM for check requests over \$3,000 when exceptions are applicable.

Civil Rights, Racial Equity & Inclusion

7. Instruct staff to comply with the Corporate and Professional Membership (HR 6) policy; prepare, submit, and obtain completed and approved forms prior to payment.

Information Technology Services

8. Consider creating a P-Card System desktop icon to assist P-Card officials and improve access to the P-Card approval database.

FINANCIAL IMPACT

There is no financial or budgetary impact by accepting the report, but compliance with the recommendations would contribute in minor respects to cost savings and controls.

EQUITY PLATFORM

It is OIG's opinion that there is no equity consideration or impact in this audit.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendations support strategic plan goal no. 5.2: Metro will exercise good public policy judgment and sound fiscal stewardship.

NEXT STEPS

Metro management will implement corrective action plans.

ATTACHMENTS

Attachment A: Final Report on Statutorily Mandated Audit of Miscellaneous Expenses for the Period October 1, 2021 to December 31, 2021
(Report No. 22-AUD-06)

Attachment B: PowerPoint Presentation

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Los Angeles County
Metropolitan Transportation Authority
Office of the Inspector General

Statutorily Mandated Audit
of Miscellaneous Expenses
October 1, 2021 to December 31, 2021

Report No. 22-AUD-06

April 21, 2022



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Metro

DATE: April 21, 2022

TO: Metro Board of Directors
Metro Chief Executive Officer

FROM: Yvonne Zheng, Senior Manager, Audit
Office of the Inspector General

SUBJECT: Final Report: Statutorily Mandated Audit of Metro Miscellaneous Expenses
October 1, 2021 to December 31, 2021 (Report No. 22-AUD-06)

INTRODUCTION

The Office of the Inspector General (OIG) performed an audit of Metro miscellaneous expense transactions processed from October 1, 2021 to December 31, 2021. This audit was performed pursuant to Public Utilities Code, Section 130051.28(b) which requires the OIG to report quarterly to the Board of Directors on the expenditures of the Los Angeles County Metropolitan Transportation Authority (Metro) for miscellaneous expenses such as travel, meals, refreshments, and membership fees.

We found that the transactions reviewed generally complied with Metro policies, were reasonable, and adequately supported by required documents. However, we noted the following issues on three of the sampled expenses reviewed:

- Insufficient internal control on the use of Metro's Purchase Card
- Fiscal Year 2021 expenses recorded in Fiscal Year 2022 due to late submission of Purchase Card reconciliation package
- Check payment over \$3,000 without the approval of Vendor/Contract Management
- Non-compliance with Corporate and Professional Membership Policy

OBJECTIVES, METHODOLOGY AND SCOPE OF AUDIT

The objectives of the audit were to determine whether:

- Expenses charged were proper, reasonable, and in accordance with Metro policies and procedures;
- Expenses had proper approval, receipts, and other supporting documentation; and
- Policies and procedures were adequate and followed to ensure that expenses were documented and accounted for properly.

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To achieve the audit objectives, we performed the following procedures:

- Obtained and reviewed applicable policies and procedures;
- Interviewed Metro personnel including staff in Accounting, Communications, Human Capital and Development, Operations, Planning, Program Management, and Vendor/Contract Management; and
- Reviewed invoices, receipts, justification memos, and other supporting documents.

This audit covered a review of Metro miscellaneous expenses for the period of October 1, 2021 to December 31, 2021. For this period, miscellaneous expenses totaled \$811,229¹ with 288 transactions. We selected 46 expense transactions totaling \$304,230 for detail testing. Twenty nine (29) of the expense transactions were randomly selected, two (2) were selected due to their large dollar amounts, and fifteen (15) were selected to add more samples for Business Meals Expense (Account 50903) and to sample other accounts. See Attachment A for details.

This audit was conducted in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusion based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusion based on our audit objectives.

BACKGROUND

All Metro expenditures are categorized into various expense accounts and recorded in Metro's Financial Information System (FIS). Metro employees have several options for seeking payment for miscellaneous expenses incurred, such as check requests, purchase cards, purchase orders, and travel & business expense reports. Each option has its own policies, procedures, or guidelines.

The Accounting Department's Accounts Payable section is responsible for the accurate and timely processing of payment for miscellaneous expenses.

RESULTS OF AUDIT

The audit found that the transactions reviewed generally complied with policies, were reasonable, and adequately supported by required documents. However, we noted issues on the following transactions:

¹ This total does not include transactions that were less than \$200, offsetting debits/credits, and transactions from the OIG and Transit Court Departments.

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1. Insufficient Internal Control on the Use of Metro's Purchase Card

Our audit of the Purchase Card (P-Card) for Cost Center 6951, Administrative Business Services of Vendor/Contract Management for March 2021 disclosed several issues, as follows:

- a) Insufficient documentation to support the P-Card charges
- b) The payments did not match the unpaid invoices listed in the vendor's Statement of Account
- c) Inadequate review of payment
- d) No documentation on pre-approval of P-Card charge
- e) No knowledge transfer to the new staff when the original Cardholder and Approver retired

a. **Insufficient documentation to support the P-Card charges**

Cost Center 6951, Administrative Business Services, uses their P-Card to pay for advertising public notices and Requests for Proposal, among other advertisements, which are published in various newspapers. We examined their P-Card statement dated March 22, 2021 which was submitted in November 2021. The P-Card statement showed 25 charges for \$12,843.77 and five credits for \$983.45 with a net payment of \$11,860.32 to the Daily Journal Corporation.

Our audit found that the documents submitted by the Cardholder were not sufficient to support the credit card charges. The Cardholder submitted Purchase Card receipts only without actual invoices showing the details of services provided. The Purchase Card receipts, which only showed the order number and amount, served as proof that payments were made through their Metro P-Card but they did not prove the accuracy and validity of the payments made. Without the actual invoices, we could not verify if the services rendered were actually for Metro, and if the items paid were actually unpaid and outstanding prior to payment. Billing errors can occur such as advertising of other companies being erroneously or inadvertently charged to Metro, or Metro's payments not reflected in the vendor's records. Without accurate invoices from the vendor to Metro, P-Card charges cannot be verified.

We inquired with the Procurement Administration Supervisor who explained that the former Cardholder and Approving Official both left as part of Metro's Voluntary Separation Incentive Program (VSIP) last year and the task of approving the statement was temporarily assigned to him. He stated that unfortunately, the former Cardholder "*did not leave good records and the new administrative person had a hard time locating any documentation related to this statement.*" The new staff, the second Cardholder, apparently did not find the invoices; thus, she only submitted the Purchase Card receipts. She also left Metro in January 2022.

Statutorily Mandated Audit of Miscellaneous Expenses

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b. The payments did not match the unpaid invoices listed in the vendor's Statement of Account

We asked the Cost Center to request the Statements of Account for February and March 2021 from the vendor. We reviewed the statements to check if the items were actually outstanding and unpaid prior to payment and if the P-Card payments in March were correctly reflected in the vendor's records. Our review disclosed the following:

- The payments made on 3/19/2021 did not match the unpaid invoices/orders shown in the vendor's Statement of Account as of 2/28/2021.
- The vendor's Statements of Account as of 2/28/2021 and 3/31/2021 showed the same outstanding balance of \$63,197.

Based on the information above, the vendor's Statements of Account cannot be relied upon and used to verify the items paid by Metro.

We asked the Approving Official of the March 2021 P-Card statement about this; unfortunately, he could not provide an explanation. He stated that since everyone involved in these transactions had either retired or left the company and it happened prior to his assignment as temporary approver for the group, he had *"no visibility to any documents."*

c. Inadequate review of payment

Our review of the Purchase Card receipts in March 2021 disclosed that two orders were paid twice on the same day – order number 3424353 for \$140.00 and 3424849 for \$1,801.74 for a total of \$1,941.74 in overpayments. This amount was credited back to Metro's account in the following month.

We also inquired about the nature of five credits shown in the March 2021 P-Card statement for a total amount of \$983.45. The Approving Official said he recalled that "some transactions were charged to the wrong cost centers." However, this reason would have only required making the correction internally and would not generate a credit from the vendor. We checked the P-Card payments in February 2021 and verified that the invoices were paid twice; hence, the overpayments were credited back to Metro in March 2021.

Based on the above information, it appears there was an inadequate review of transactions and payments. The Approving Official should perform a review before payment is made to ensure that there are no overpayments.

The Senior Manager of Administrative Business Services, who is the current Approving Official, informed us that the former Cardholder paid the past due items over the phone with the P-Card. She recalled that the Cardholder's main basis of payment was the accounting home page of the vendor which showed the list of their receivables from Metro. As mentioned earlier, this second Cardholder also left Metro.

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d. No documentation on pre-approval of P-Card charge

The one-time, two-page display ad for a Notice of Public Hearing was published in the LA Times on July 17, 2020 for \$50,490, which was paid in May 2021. This payment was only supported by a credit card receipt, but an actual invoice was not provided.

We requested the Administrative Business Services Department to provide us with the original request and pre-approval document for publishing ads in Los Angeles Times. So far, the department has not been able to provide the information we requested.

e. No knowledge transfer to the new staff when the original Cardholder and Approver retired

When the original Cardholder and Approver retired at the same time in March 2021, the staff who replaced them had difficulty securing the required documents and reconciling the P-Card transactions. The knowledge transfer and transition of duties and responsibilities were absent or insufficient to carry out the department's P-Card responsibilities.

All the aforementioned findings showed that there was insufficient internal control on the use of Metro's P-Card in Cost Center 6951 during the period audited.

We cannot overemphasize the importance of appointing a back-up person in performing any task and maintaining written standard operating procedures to avoid situations like this when an employee leaves the agency. The Office of the Inspector General has previously made recommendations to create or improve SOPs with top priority given to those positions where employees choose to leave the agency through participation in the VSIP and develop SOPs for all positions and critical tasks for departments lacking SOPs. (21-AUD-04 Final Report on Review of Metro Standard Operating Procedures, issued on February 10, 2021).

Based on our discussion with the new Approving Official who has just taken the position, she said "*the program has been revamped to ensure program management oversight occurs at the Senior Manager level.*" She added that her section implemented various steps to more closely monitor the process from advertisement submission through payment and reconciliation.

Pursuant to the P-Card Procedures and Information, "*the Cardholder is responsible for record keeping and reconciliation of charges made on his/her P-card. In the absence of the Cardholder, the Approving Official is responsible for reconciliation.*" Further, the Approving Official should ensure that all required documentation is attached to the Monthly Purchase Summary Report.

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2. Fiscal Year 2021 Expenses Recorded in Fiscal Year 2022 due to Late Submission of Purchase Card Reconciliation Package

As mentioned above, Administrative Business Services (Cost Center 6951) uses their P-Card to pay Daily Journal Corporation for advertising services. The Cardholder submitted the statement and the reconciliation package for March 2021 in November 2021 – eight months later. As a result, the payment of \$11,860.32, which should have been recorded as an expense in fiscal year 2021, was recorded in fiscal year 2022.

Pursuant to the P-Card policy, the Cardholder must forward the P-Card package (monthly P-Card log, reconciled monthly bank statement, and receipts) to the designated Approving Official for review and approval within five working days of receipt of the bank statement. The Approving Official, in turn, should review and approve statement packages within five working days from the date of receipt. The P-Card package should be received by Accounting not later than the 15th day of the following month. Not turning in monthly statements on time is a violation of Metro's P-Card policy.

As stated in number 1 above, the Approving Official explained that the former Cardholder and Approving Official left pursuant to Metro's VSIP in March 2021 and the replacement staff had difficulty in obtaining the required documents to complete the P-Card package but they did make an effort. The Approving Official stated *"We were aware of the impact this would have on the budget, but it was something out of our control. We truly tried to get the backup documentation as quickly as we could, but it took a very long time."*

3. Check Payment Over \$3,000 without the Approval of Vendor/Contract Management

In October 2021, Metro held a roundtable with Latino small businesses/leaders to increase awareness on how to do business with Metro. To facilitate a live high-quality broadcast, Public Relations engaged the services of Partyline Events which set up the stage and provided chairs and meals for attendees, among others. Due to time constraints, the Public Relations team was not able to go through the standard procurement procedures. The Communications Manager stated in her memo that *"Because the scope of work was requested in three weeks prior to the event date, the Public Relations team did not have enough time to move forward on a standard procurement procedure to obtain a Purchase Order."* Metro paid the vendor \$5,657.79 in November 2021 for this service.

Based on Accounting Procedures and Guidelines for Check Requests (ACC-01), purchases greater than \$3,000 are subject to the procurement processes; however, exceptions may be processed when the extraordinary circumstances are documented in a memorandum of justification approved by the department's Chief Officer. Section 1.1.3 of ACC-01 states: *"The memorandum is to be attached to the electronic check request that will be sent via the electronic check request workflow approval process to an Executive Officer, Vendor/Contract Management who will ensure that all exception justification memos are reviewed for compliance with Metro's Procurement Policies and Procedures."*

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While there was a justification memo approved by the Executive Officer of Communications on behalf of the Deputy Chief Communications Officer, the memo was not sent to the Executive Officer of Vendor/Contract Management (V/CM) for review and approval. The check requester explained that their non-compliance was due to oversight.

We advised the Public Relations staff about the policy and on February 18, 2022, he informed Accounting that they executed a contract with the vendor. Accounting prepared an adjustment to rematch the subject invoice to the Purchase Order.

Metro's policy is for the department procuring the \$3,000 service to not only write a justification memo; it must also be sent to V/CM for approval for checks and balances to occur.

4. Non-Compliance with Corporate and Professional Membership Policy

In October 2021, the Cardholder of the Office of Civil Rights, Racial Equity & Inclusion paid the professional membership of two employees with Association of Workplace Investigators for \$450. However, the professional membership form was not submitted to the Training and Development Department for approval and documentation, as required by the Corporate and Professional Membership (HR 6) policy.

Section 2.2 of HR 6 states: *“The requesting employee must complete and submit to Training and Development (T&D) the Corporate and Professional Membership Information form, membership application or renewal notice, and method of payment (electronic check request or Purchase Card).”*

The Cardholder stated that he was *“never informed that the form needed to be submitted before payment was made.”*

It is important to submit the required form to secure the approval of the member's supervisor and T&D. Each fiscal year, T&D maintains a list of employee memberships, and in reviewing the number of requests for individual memberships, T&D can assist in obtaining group membership discount rates within the professional organization if they are available. Metro can also avoid paying for duplicate corporate memberships across multiple departments.

OBSERVATION

Comparison of Miscellaneous Expenses for the Current Period with Prior Period/Year

In the course of our audit, we noted the following when comparing the miscellaneous expenses for this quarter with the prior period and prior year. (Note: All amounts were based on audit population.)

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a. Current Quarter (FY22 Q2) vs. Prior Quarter (FY22 Q1) Miscellaneous Expenses

Miscellaneous expenses this quarter increased by \$330,250 or 69% as compared to the prior quarter. This was mainly due to the increase in advertising expense and in account number 50999 (miscellaneous).

Advertising increased from \$33,016 last quarter to \$226,125 in the current quarter due to payments for Metro’s NextGen media plan and Request for Proposals and Public Notices. Also, account number 50999 (miscellaneous), which is a component of miscellaneous expenses, more than doubled from \$143,374 last quarter to \$315,690 this quarter. This was due to a \$50,000 sponsorship for the Taste of Soul event paid to Los Angeles Sentinel, and a partial payment of \$50,000 out of the total \$150,000 agreed amount for partnership with Los Angeles Cleantech Incubator. See Table 1 below:

Table 1: Current Quarter vs. Last Quarter

Account	Oct-Dec 2021	Jul-Sep 2021	Increase (Decrease)
Advertising	\$ 226,125	\$ 33,016	\$ 193,109
Business Meals	33,914	8,619	25,295
Business Travel	28,098	7,521	20,577
Corporate Membership	145,346	222,000	(76,654)
Professional Membership	13,626	6,958	6,668
Seminar and Conference Fee	34,433	21,883	12,550
Miscellaneous (50999) *	315,690	143,374	172,316
Others (Mileage and Parking, etc.)	13,997	37,608	(23,611)
Total	\$ 811,229	\$ 480,979	\$ 330,250
Increase Over Prior Quarter			69%

*Miscellaneous (account number 50999) is used for miscellaneous expenses incurred that cannot be classified under accounts 50901 to 50940, including payments made to cover the expenditure of fines and penalties incurred by Metro, books and periodicals used in the normal operation of Metro’s business, recruitment expenses, community outreach, postage, and others. (Source: Metro’s Descriptive Chart of Accounts)

b. Current Quarter (FY22 Q2) vs. Same Quarter of Prior Year (FY21 Q2) Miscellaneous Expenses

The total amount of miscellaneous expenses for this quarter and the second quarter of Fiscal Year 2021 posted a minimal increase of \$13,526 or 2%. Please see Table 2 on next page.

**Statutorily Mandated Audit of Miscellaneous Expenses
October 1, 2021 to December 31, 2021**

Office of the Inspector General

Report No. 22-AUD-06

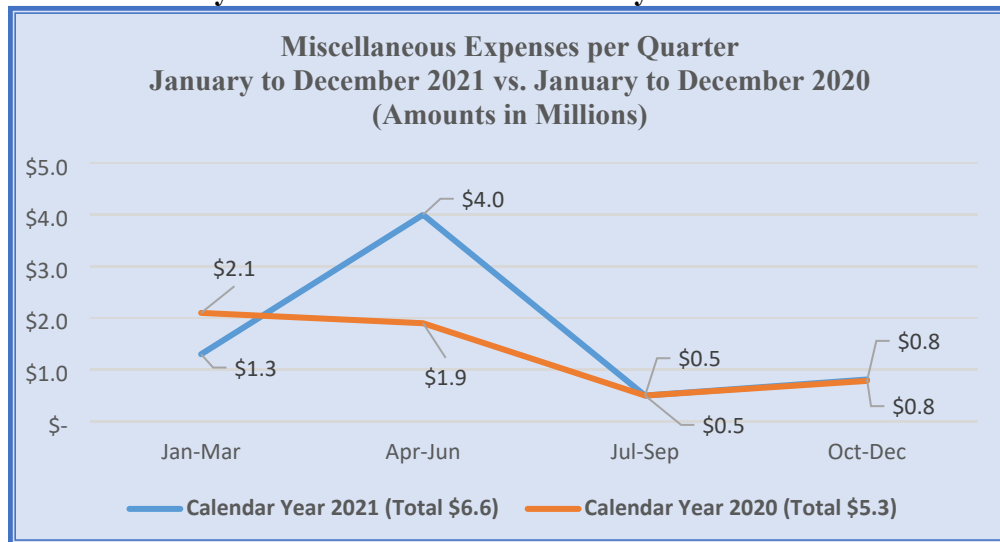
Table 2: Current Quarter vs. Same Quarter of Prior Year

Account	Oct-Dec 2021	Oct-Dec 2020	Increase (Decrease)
Advertising	\$ 226,125	\$ 232,556	\$ (6,431)
Business Meals	33,914	28,743	5,171
Business Travel	28,098	1,406	26,692
Corporate Membership	145,346	204,424	(59,078)
Professional Membership	13,626	10,979	2,647
Seminar and Conference Fee	34,433	(12,636)	47,069
Miscellaneous (50999) *	315,690	304,156	11,534
Others (Mileage & Parking, etc.)	13,997	28,075	(14,078)
Total	\$ 811,229	\$ 797,703	\$ 13,526
Increase Over Same Quarter of Prior Year			2%

c. January to December 2021 vs. January to December 2020

Miscellaneous expenses of \$6.6 million for the last four quarters was higher by \$1.3 million or 25% than the same period of the prior year. This was mainly due to the increase in advertising, especially during the quarter ended June 30, 2021, in which 80% or \$3.2 million out of \$4 million was spent for advertising. The average amount per quarter was \$1.6 million and \$1.3 million for both periods, respectively. See Figure 1 below:

**Figure 1: Miscellaneous Expenses per Quarter
January to December 2021 vs. January to December 2020**



Statutorily Mandated Audit of Miscellaneous Expenses

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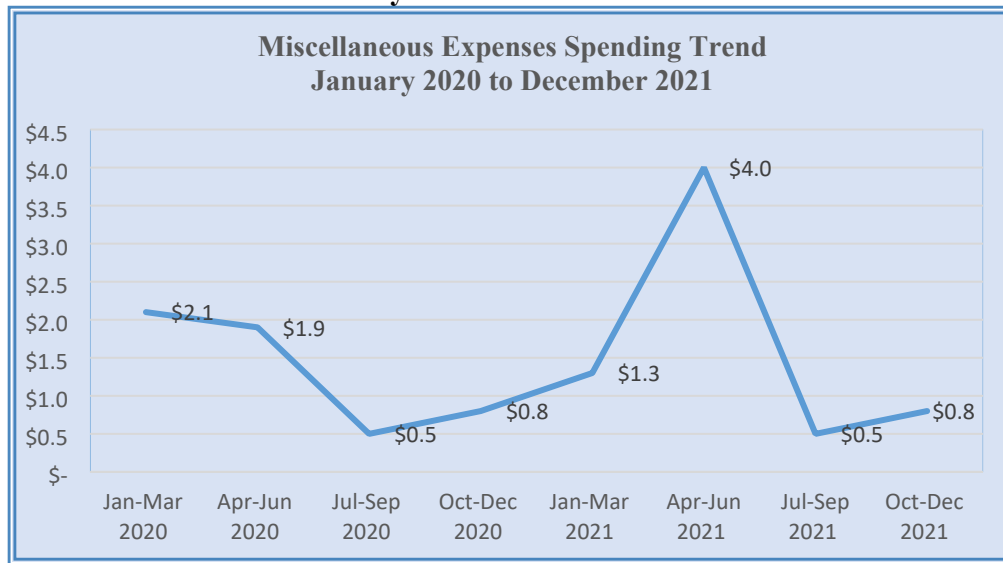
Report No. 22-AUD-06

The sharp decrease in miscellaneous expenses from April to September 2020 was due to the cost reduction programs implemented due to the pandemic.

Miscellaneous expenses for the quarter of July to September 2020 and 2021 both posted the same amount of approximately \$500,000; similarly, miscellaneous expenses incurred for the quarter of October to December 2020 matched the amount in the current quarter.

Figure 2 below shows the spending trend for miscellaneous expenses for the last two years:

**Figure 2: Miscellaneous Expenses Spending Trend
January 2020 to December 2021**



As discussed in the section Observation (c) above, out of \$4 million expenses for the quarter ended June 30, 2021, \$3.2 million or 80% was spent for advertising on media campaigns on Micro Transit, “Return to Service” bus operator recruitment, ridership, and others.

CONCLUSION

The miscellaneous expenses we reviewed for the period of October 1 to December 31, 2021 generally complied with Metro policies and procedures. However, we found that there was insufficient internal control on the use of Purchase Card (P-Card) for one department due to the departure of the original Cardholder and Approver who left Metro during the Voluntary Separation Incentive Program at the same time. Nevertheless, the subject business unit has been reorganized and implemented procedures and controls to effectively comply with the P-Card policy.

We also found non-compliance with policies on the Check Request due to oversight and Corporate and Professional Membership because the employees involved were not aware of the policy.

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The inadequate and untimely review of Metro's Business Units reviewing, approving, and submitting their P-Card reconciliation packages continues to be an area we have found regularly and in violation of Metro policy, resulting in the recording of miscellaneous expenses recorded improperly and/or in incorrect accounting periods. Accounting's continued practice of sending out monthly emails with instructions for P-Card officials to submit the reconciliation package in a timely manner improves and supports Metro's P-Card policy.

The Office of the Inspector General is working with Metro's Information Technology Services and other Metro Business Units to improve the P-Card approval process and their reporting, notification, and reminder systems.

We have asked the Metro IT department to assist P-Card officials and improve the approval process and provide a desktop icon to the approval database.

RECOMMENDATIONS

We recommend the following:

Vendor/Contract Management

1. Cost Center 6951 should review March 2021 P-Card statement again and reconcile the charges with vendor's invoices and the originating requests from various units to determine if there were any overpayments made by Metro. (The vendor must still have the invoices since the Internal Revenue Service requires business organizations to keep their records for three years from the date they filed their original return.)
2. Take reasonable steps to work with clients/cost centers to select the most efficient and cost-effective methods for advertising.
3. The Approving Official and Business Unit Coordinator should ensure that appropriate documentation of P-Card activities is maintained to comply with Metro P-Card policies and procedures.
4. Prepare and keep written detailed steps and procedures on P-Card reconciliation/report submission and consider having a back-up person to perform the task to ensure knowledge transfer when an employee leaves the agency.
5. Instruct all Purchase Card program participants to submit and approve the monthly statements and reconciliation package in a timely manner.

Statutorily Mandated Audit of Miscellaneous Expenses

October 1, 2021 to December 31, 2021

Office of the Inspector General

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Communications

6. Remind staff to comply with Accounting Procedures and Guidelines for Check Requests (ACC-01); secure approval of V/CM for check requests over \$3,000 when exceptions are applicable.

Civil Rights, Racial Equity & Inclusion

7. Instruct staff to comply with the Corporate and Professional Membership (HR 6) policy; prepare, submit, and obtain completed and approved forms prior to payment.

Information Technology Services

8. Consider creating a P-Card System desktop icon to assist P-Card officials and improve access to the P-Card approval database.

MANAGEMENT COMMENTS TO RECOMMENDATIONS

On March 29, 2022, we provided Metro Management a draft report. By April 21, 2022, Metro Management submitted their responses summarizing their corrective actions, as shown in Attachment B.

OIG EVALUATION OF MANAGEMENT RESPONSE

Metro Management's responses and corrective actions taken are responsive to the findings and recommendations in the report. Therefore, we consider all issues related to the recommendations resolved and closed based on the corrective actions taken.

Summary of Sampled Expenses Audited October 1, 2021 to December 31, 2021

<i>Account</i>	<i>Account Description</i>	<i>Audit Population</i>	<i>Sample Amount</i>
50213	Training Program	\$ 674	\$ 250
50903	Business Meals	33,914	28,911
50905	Corporate Membership	145,346	75,326
50908	Employee Relocation	10,000	10,000
50910	Mileage and Parking	3,323	795
50912	Professional Membership	13,626	4,129
50914	Schedule Checkers Travel <a>	0	0
50915	Seminar and Conference Fee	34,433	11,833
50917	Business Travel	28,098	6,230
50918	Advertising	226,125	80,115
50930	Employee Activities & Recreation 	0	0
50999	Other Miscellaneous Expenses	<u>315,690</u>	<u>86,641</u>
	Total	<u>\$811,229</u>	<c> <u>\$304,230</u>

<a> Expenses incurred were under \$200, which were excluded from the audit population subject to sampling.

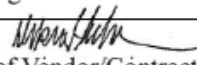
 No expenses incurred for this quarter

<c> This total does not include transactions that were \$200 or less, offsetting debits/credits, and transactions from the OIG and Transit Court Departments

Management Comments to Draft Report


Metro

Interoffice Memo

Date	April 13, 2022
To	Yvonne Zheng Senior Manager Audit
From	Debra Avila  Deputy Chief Vendor/Contract Management Officer
Subject	Management Response Statutorily Mandated Audit of Miscellaneous Expenses October 1, 2021 to December 31, 2021 Report No. 22-AUD-06

INTRODUCTION

The Office of the Inspector General (OIG) performed an audit of Metro miscellaneous expense transactions processed from October 1, 2021 to December 31, 2021. This audit was performed pursuant to Public Utilities Code, Section 130051.28(b) which requires the OIG to report quarterly to the Board of Directors on the expenditures of the Los Angeles County Metropolitan Transportation Authority (Metro) for miscellaneous expenses such as travel, meals, refreshments, and membership fees.

OIG found that the transactions reviewed generally complied with Metro policies, were reasonable, and adequately supported by required documents. However, we noted the following issues on three of the sampled expenses reviewed:

- Insufficient internal control on the use of Metro's Purchase Card
- FY21 expenses recorded in FY22 due to late submission of Purchase Card reconciliation package
- Check payment over \$3,000 without the approval of Vendor/Contract Management (V/CM)
- Non-compliance with Corporate and Professional Membership Policy.

AUDIT CONCLUSION

The miscellaneous expenses reviewed for the period of October 1 to December 31, 2021 generally complied with Metro policies and procedures. However, it was found that there were insufficient internal control on the use of Purchase Card (P-Card) for one department due to the departure of the original Cardholder and Approver who left Metro during the Voluntary Separation Incentive Program at the same time. Nevertheless, the subject business unit has been reorganized and implemented procedures and controls to effectively comply with the P-Card policy. In addition, it was found that there was non-compliance with policies on the Check Request due to oversight and Corporate and Professional Membership because the employees involved were not aware of the policy.

Management Comments to Draft Report

V/CM Management Response - Report No. 22-AUD-06
4/13/22
P. 2

The inadequate and untimely review of Metro's Business Units reviewing, approving, and submitting their P-Card reconciliation packages continues to be an area we find regularly and in violation of Metro policy, resulting in the recording of miscellaneous expenses recorded improperly and or in incorrect accounting periods. Accounting's continued practice of sending out monthly emails with instructions for P-Card officials to submit the reconciliation package in a timely manner improves and supports Metro's P-Card policy.

The Office of the Inspector General is working with Metro's Information Technology Services (ITS) and other Metro Business Units to improve the P-Card approval process and their reporting, notification, and reminder systems. ITS has been asked to assist P-Card officials and improve the approval process and provide a desktop Icon to the approval database

RECOMMENDATIONS AND RESPONSES

1. *Cost Center 6951 should review March 2021 P-Card statement again and reconcile the charges with vendor's invoices and the originating requests from various units to determine if there were any overpayments made by Metro. (The vendor must still have the invoices since the Internal Revenue Service requires business organizations to keep their records for three years from the date they filed their original return.*

V/CM RESPONSE:

V/CM agrees and is continuing to work with the service providers to receive copies of the vendor's invoices. All itemized information provided from the Vendor has been forwarded in an email dated 3/15/2022 for the spreadsheet requested from the OIG Sr. Auditor – this information confirmed there were no overpayments, along with the specific dates the past due items were paid. The dollar amounts on the statements remained the same due to the account unfortunately being past due. As depicted in the spreadsheet provided, these past due amounts were later remedied with the incoming staff as this finding was the result of previous responsible employee's failure to follow the proper procedures.

2. *V/CM will take reasonable steps to work with clients to select the most efficient and cost-effective methods for advertising.*

V/CM RESPONSE:

V/CM agrees. Although advertising is not a competitive process, V/CM will take reasonable steps to meet with clients to discuss options for advertising to meet the requirements as outlined in Chapter VI, Subsections 3.c.(2)(a) and 3.d.(2)(a) of FTA Circular 4220.1F requiring that IFB's and RFP's to be "publicly" advertised. Where applicable, justification or management approval will be obtained for the file.

Management Comments to Draft Report

V/CM Management Response - Report No. 22-AUD-06
4/13/22
P. 3

- 3. The Approving Official and Business Unit Coordinator should ensure that appropriate documentation of P-Card activities is maintained to comply with Metro P-Card policies and procedures.*

V/CM RESPONSE:

V/CM agrees and in September 2021 advised that it has implemented an online log which is being maintained and monitored by all levels of staff that are engaged in the P-Card approval workflow. The log provides visibility and tracking of P-Card transactions/approvals, and establishes a failsafe mechanism for workflow. This visibility assists in facilitating a timely and accurate P-Card reconciliation process.

- 4. Prepare and keep written detailed steps and procedures on P-Card reconciliation/report submission and consider having a back-up person to perform the task to ensure knowledge transfer when an employee leaves the agency.*

V/CM RESPONSE:

V/CM agrees; the department created a draft procedure and is now developing a formal version that will detail steps to facilitate tracking, managing, and monitoring P-Card transactions from ad requests to order placement and payment. The estimated time for completion of the new desk procedure is May 2022. The procedure enables effective P-Card reconciliation and provides greater visibility for all necessary layers of P-Card approval workflow from the card holder to leadership. Additionally, a backup P-Card holder will soon be in place once the P-Card training has been completed, thus establishing an additional layer of redundancy. The estimated completion of the P-Card training for the backup is May 2022. Additionally, the P-Card holder and the approver also use the existing P-Card Training Manual created by the Agency P-Card Administrator and the Accounting department to assist in the process.

- 5. Instruct all Purchase Card program participants to submit and approve the monthly statements and reconciliation package in a timely manner.*

V/CM RESPONSE:

Although this particular function is not part of the responsibility and oversight of the PCard Administrator as it falls within the oversight of the Finance department, V/CM agrees with the recommendation and includes this information in training materials delivered by the PCard Administrator. Additionally, the V/CM PCard intranet site and Quarterly Newsletters include reminders to all program participants of the importance to submit timely reconciliations.

Management Comments to Draft Report



Metro

Interoffice Memo

Date	April 11, 2022
To	Yvonne Zheng, Senior Manager, Audit Office of Inspector General
From	Yvette Rapose, Deputy Chief, Customer Experience
Subject	Audit of Miscellaneous Expenses October to December 2021 (22-AUD-06)

OVERVIEW

We have reviewed the results of the subject audit report and concur with the recommendation in the report. As way of background, Public Relations was extensively using check requests for two vendors, during this time, for amounts over \$3,000 due to delays of getting these vendors on board with new contracts and purchase order numbers. While we had been working closely with V/CM on the process and had agreement to attach signed memorandums of justification for each check request over \$3,000, the omission of having a signed MOJ by V/CM, in this particular case, was an oversight on the part of the manager overseeing the project.

PROPOSED CORRECTIVE ACTIONS

The audit recommends that:

Communications:

Public Relations: Remind staff to comply with Accounting Procedures and Guidelines for Check Requests (ACC-01); secure approval of V/CM for check requests over \$3,000 when exceptions are applicable.

Management Response: Agree. Reviewed the process with staff and they understand that review and signed approval must be obtained from V/CM in accordance with Accounting Procedures and Guidelines for Check Requests.

Management Comments to Draft Report



Metro

Interoffice Memo

Date	March 29, 2022
To	Yvonne Zheng, Senior Manager, Audit Office of the Inspector General
From	Jonaura Wisdom, Acting Deputy Chief Office of Civil Rights, Racial Equity & Inclusion
Subject	Draft Report: Statutorily Mandated Audit of Metro Miscellaneous Expenses October 1, 2021 to December 31, 2021 (Report No. 22-AUD-06)

Result of Audit

Non-Compliance with Corporate & Professional Membership Policy

In October 2021, the Cardholder of the Office of Civil Rights, Racial Equity & Inclusion (OCREI) paid the professional membership of two employees with Association of Workplace Investigators for \$450. However, the professional membership form was not submitted to the Training and Development Department for approval and documentation, as required by the Corporate and Professional Membership (HR 6) policy.

Section 2.2 of HR 6 states: *“The requesting employee must complete and submit to Training and Development (T&D) the Corporate and Professional Membership Information form, membership application or renewal notice, and method of payment (electronic check request or Purchase Card).”*

The Cardholder stated that he was *“never informed that the form needed to be submitted before payment was made.”*

It is important to submit the required form to secure the approval of the member’s supervisor and T&D. Each fiscal year, T&D maintains a list of employee memberships, and in reviewing the number of requests for individual memberships, T&D can assist in obtaining group membership discount rates within the professional organization if they are available. Metro can also avoid paying for duplicate corporate memberships across multiple departments.

Recommendation

Civil Rights, Racial Equity & Inclusion

Instruct staff to comply with the Corporate and Professional Membership (HR 6) policy; prepare, submit, and obtain completed and approved forms prior to payment.

Management Comments to Recommendation

On February 17, 2022, the Office of the Inspector General informed OCREI that a professional membership form was not submitted to Training and Development (T&D) for approval prior

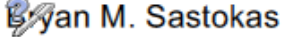
Management Comments to Draft Report

to paying for the AWI memberships. The employee, who processed these payments, has since reviewed Section 2.2 of HR 6 Policy that states: *“The requesting employee must complete and submit to Training and Development (T&D) the Corporate and Professional Membership Information form, membership application or renewal notice, and method of payment (electronic check request or Purchase Card).”* The employee is now aware of the process moving forward and has submitted the professional membership forms for AWI Membership to T&D for approval.

Management Comments to Draft Report


Metro

Interoffice Memo

Date	April 20, 2022
To	Yvonne Zheng, Senior Manager, Audit Office of the Inspector General
From	Bryan M. Sastokas, Deputy Chief Information Technology Officer  <small>Digitally signed by Bryan M. Sastokas Date: 2022.04.20 16:34:27 -07'00'</small>
Subject	Corrected Response to Draft Report: Statutorily Mandated Audit of Metro Miscellaneous Expenses October 1, 2021 to December 31, 2021 (Report No. 22-AUD-06)

This memo serves as a correction to ITS management's response to draft report *Statutorily Mandated Audit of Metro Miscellaneous Expenses October 1, 2021 to December 31, 2021* (Report No. 22-AUD-06).

Recommendation #8:

Information Technology Services consider creating a P-Card System desktop icon to assist P-Card officials and improve access to the P-Card approval database.

Management Response: ITS concurs with the recommendation.

An icon will be developed for access to the P-card portal. Accounting will send out an email to all P-Card users by the end of the week with how to access the portal and how to create the icon.

Expected Completion Date: April 25, 2022

CC: Patrick Astredo
Jesse Soto
Medik Ghazikhanian

Final Report Distribution

Board of Directors

Kathryn Barger
Mike Bonin
James Butts
Jacquelyn Dupont-Walker
Fernando Dutra
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Janice Hahn
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Hilda Solis
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Metro

Chief Executive Officer
Chief of Staff
Board Clerk
Inspector General
Chief Financial Officer
Chief Innovation Officer (Interim) and Deputy Chief of IT/Lead Technology Officer
Deputy Chief Civil Rights Officer (Interim)
Deputy Chief Communications Officer (Interim)
Deputy Chief Vendor/Contract Management Officer
Executive Officer, Administration, Management Audit Services
Manager, Information Governance, Records & Information Management

Audit of Miscellaneous Expenses October to December 2021

OIG Report No. 22-AUD-06
Karen Gorman, Inspector General

May 18, 2022



Objectives

The objectives of the audit were to determine whether:

- Expenses charged were proper, reasonable, and in accordance with Metro policies and procedures
- Expenses had proper approval, receipts, and other supporting documentation
- Policies and procedures are adequate to ensure that expenses are documented and accounted for properly



Results

- Staff generally complied with Metro policies but we found the following issues:
 - Insufficient internal control on the use of Purchase Card for one department due to the departure of the original Cardholder and Approver who left Metro during the Voluntary Separation Incentive Program at the same time;
 - Non-compliance on check request and Corporate & Professional Membership due to oversight and employees were not aware of the policy.

- OIG is working with Metro's Information Technology Services and other Metro Business Units to improve the P-Card approval process and their reporting, notification, and reminder systems.

OIG provided eight recommendations.





Board Report

File #: 2022-0243, File Type: Public Hearing

Agenda Number: 15.

REVISED
BUDGET PUBLIC HEARING
FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 18, 2022

SUBJECT: FISCAL YEAR 2023 (FY23) BUDGET

ACTION: ADOPT THE FY23 BUDGET

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed FY23 Budget as presented in the budget document (provided in a separate transmittal and posted on [metro.net <https://www.metro.net/about/financebudget/>](https://www.metro.net/about/financebudget/));
 - 1. AUTHORIZING \$8.8 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
 - 2. AUTHORIZING a total of 10,596 FTEs with 8,778 Represented FTEs and 1,818 Non-Represented FTEs; and
 - 3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 3.5% (except for SMART); and
 - 4. 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
 - 5. AMENDING the proposed budget to include any Board approved actions currently under consideration, from now to the end of fiscal year (June 30, 2022); and
 - 6. AMENDING the proposed budget by \$3.2 million, taking it from \$6.8 million to \$10.0 million for Crenshaw Northern for a technical correction; and
- B. APPROVING the Reimbursement Resolution declaring Metro’s intention to issue debt in FY23 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval; and

C. APPROVING the addition of one new Non-Represented pay grade to alleviate the pay progression and maintain a consistent pay range from mid-point to mid-point as shown in Attachment E; and

D. APPROVING pay grade upgrade for the Board Clerk job classification.

SOLIS AMENDMENT: With that, I would like propose an amendment to this item that directs Metro staff to explore, if feasible, utilizing that excess \$35 million for non-freeway purposes in the San Gabriel Valley.

I would like staff to report back in August on if and how that funding can be used to support non-freeway projects like bus lanes or even support some partner agencies like ACE.

ISSUE

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

Since February 2022, staff has provided a series of status updates on the FY23 Budget development process to the Board. Before kickoff to the budget development process, an extensive public outreach process was launched in October 2021 with the first of three telephone town halls to communicate the budget proposal and to collect public comments for consideration in the budget development. On May 3, 2022, the FY23 Proposed Budget in its entirety was made available to the public at www.metro.net <<http://www.metro.net>>, in printed copies through the Records Management Center (RMC) at RMC@metro.net <<mailto:RMC@metro.net>>, and on the plaza level of the Gateway building. The public hearing is scheduled on May 18, 2022. On April 21, 2022, advanced public notifications of the Budget Public Hearing were issued through advertisements posted in more than 10 news publications and in various languages.

DISCUSSION

Budget Summary

The proposed \$8.8 billion budget for FY23 is balanced and centers on restoring and enhancing transit service back to pre-pandemic levels with a clear focus on the customer experience and resuming Metro's core business of planning, operations, and construction activities through an equity

lens. This year's budget started with early, improved and expanded public engagement and incorporated comments received through this process. Metro's budget, representing an 8.8% increase over FY22, is making more investments in core businesses.

Thanks to the American Rescue Plan Act (ARPA) one-time federal funding for the Metro Transit Program, the FY23 Proposed Budget can not only restore transit services to pre-pandemic levels but also enhance the customer experience through a cleanliness surge, reimagining public safety, and continue to make Bus/Rail improvements. However, FY23 represents the final year of Federal relief funding for COVID-19. By the end of FY23, Metro will consume all ARPA funding, and with no additional relief funding available, Metro will face immediate financial challenges in the short run, starting in FY24.

Also, in the FY23 Proposed Budget plan, Metro will continue to advance transportation by keeping transit assets in a state of good repair and progressing Measure R and M projects as several are moving into the construction phase while projects in the planning phase are moving towards shovel readiness for new transportation infrastructure projects. Funding will continue according to the forecasted economic recovery for local cities and operators under regional transportation activities.

FY23 Budget Summary and Document can be accessed at:
<https://www.metro.net/about/financebudget/>

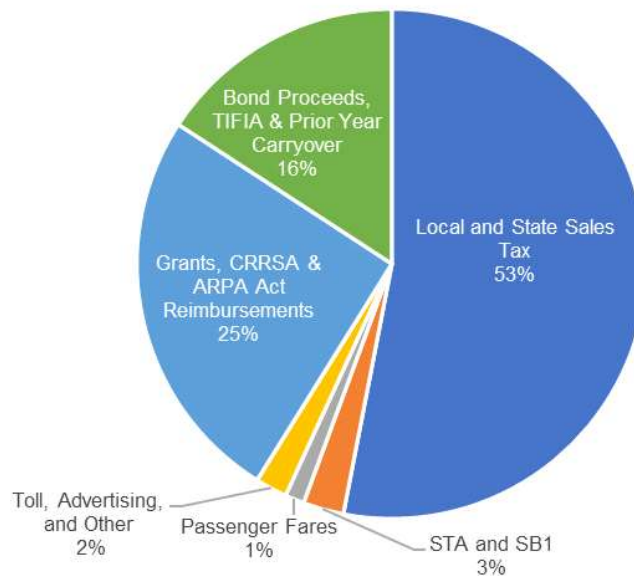
Resources Summary

The FY23 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 socio-economic conditions such as the continuing impacts of the pandemic, economic growth projections in FY23, leading regional forecasting sources, and recent transit system usage. The total FY23 Proposed Budget planned resources are \$8.8 billion which is 8.8% more than the FY22 Budget. The increase in sales tax revenues is based on the positive FY22 year to date actual receipt. Strong economic growth continues to rebound from the depths of the pandemic, the impacts of Federal stimulus funding on personal consumption and inflation have been the primary factors.

	Resources (\$ in millions)	FY22 Budget	FY23 Proposed	\$ Change	% Change
1	Local and State Sales Tax	\$ 3,892.5	\$ 4,643.1	\$ 750.6	19.3%
2	STA and SB1	127.8	225.6	97.8	76.5%
3	Sales Tax and STA/SB1 Revenues Subtotal	\$ 4,020.3	\$ 4,868.7	\$ 848.4	21.1%
4	Passenger Fares	73.2	106.5	33.3	45.5%
5	Toll, Advertising, and Other	179.9	177.0	(2.9)	-1.6%
6	Operating & Other Revenues Subtotal	\$ 253.1	\$ 283.5	\$ 30.4	12.0%
7	Grant, CRRSA & ARPA Act Reimbursements	1,857.5	2,216.8	359.3	19.3%
8	Bond Proceeds, TIFIA & Prior Year Carryover ⁽¹⁾	1,909.3	1,382.3	(527.0)	-27.6%
9	Capital & Bond Resources Subtotal	\$ 3,766.8	\$ 3,599.2	\$ (167.7)	-4.5%
10	Resources Total	\$ 8,040.2	\$ 8,751.4	\$ 711.2	8.8%

⁽¹⁾ Represents use of Bond Proceeds and sales tax revenues received and unspent in prior years.
 Note: Totals may not add up due to rounding.

Resources % of FY23 Budget



Expenditure Summary

The total proposed budget of \$8.8 billion, is aligned with Board priorities of service restoration and enhancement, as well as improving the customer experience and public safety through an equity lens. Each program, function, and department budget were developed accordingly to reflect the new

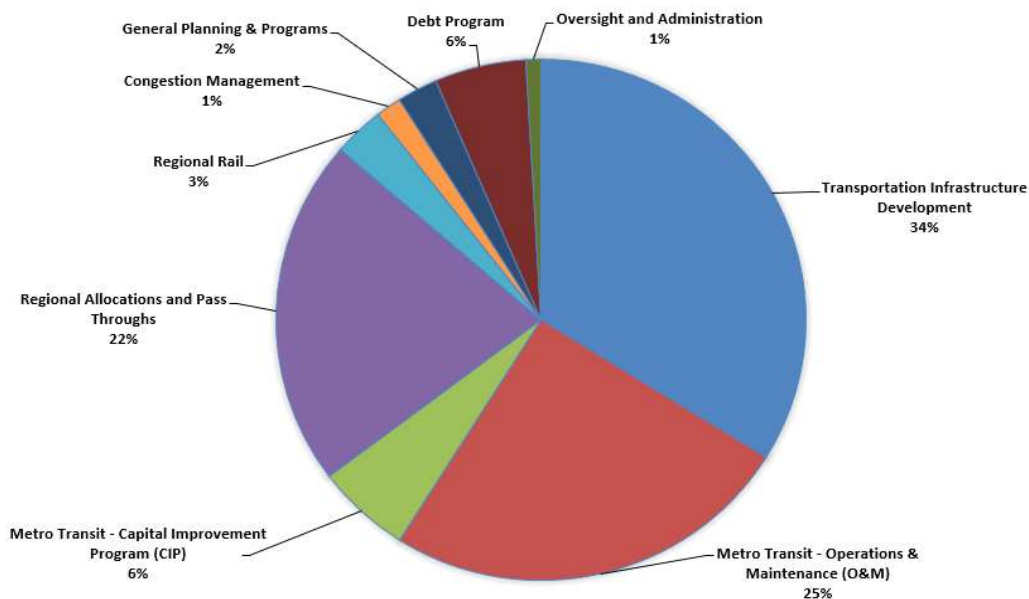
economic realities and progress on projects. The table below illustrates the expenditures by program type in FY23 Proposed Budget.

Expenditures by Program Type (\$ in millions)		FY22 Budget	FY23 Proposed	\$ Change	% Change
1	Transportation Infrastructure Development	\$ 3,012.1	\$ 2,961.5	\$ (50.6)	-1.7%
2	Metro Transit	2,558.3	2,704.9	146.6	5.7%
3	Metro Transit - Operations & Maintenance (O&M)	2,067.1	2,198.8	131.7	6.4%
4	Metro Transit - Capital Improvement Program (CIP)	491.2	506.1	14.9	3.0%
5	Regional Allocations and Pass Throughs	1,380.9	1,888.8	507.9	36.8%
6	Regional Rail ⁽¹⁾	233.0	273.3	40.3	17.3%
7	General Planning & Programs	166.1	216.6	50.5	30.4%
8	Congestion Management	104.4	137.1	32.7	31.3%
9	Debt Program	515.6	489.2	(26.4)	-5.1%
10	Oversight and Administration	69.8	80.1	10.3	14.7%
11	Total Proposed Budget	\$ 8,040.2	\$ 8,751.4	\$ 711.2	8.8%

Note: Totals may not add up because of rounding.

⁽¹⁾ Metrolink's FY23 Proposed Budget is preliminary, pending the transmittal of Metrolink's official budget request.

EXPENDITURE % OF FY23 PROPOSED BUDGET



Full-Time Equivalent (FTE) Summary

The FY23 Proposed FTE Budget includes a total of 10,596 FTEs, an increase of 246 FTEs from FY22. The 246 new additions consist of 98 Non-Represented FTEs and 148 Represented FTEs.

Non-Represented FTEs for FY23 total 1,818 including the addition of 98 new positions to service our core focuses: Customer Experience, Performance Management, Mega Project Management Model, and Valuing our People.

Agencywide FTEs	Customer Experience	Performance Management	Mega Project Mgmt Model	Valuing Our People	New Positions
1 Chief Executive Office & Chief of Staff		2		3	5
2 Chief People Office	2			2	4
3 Chief Safety Office	4				4
4 Customer Experience	10			2	12
5 Office of Innovation				1	1
6 Operations	5	2		1	8
7 Planning and Development		12			12
8 Program Management			35		35
9 Strategic Financial Management	2	7		5	14
10 Board of Directors: County Counsel, Ethics, Inspector General, & Office of Board Administration				3	3
11 Non-Represented	23	23	35	17	98

* Customer Experience encompass: CX Plan, Homeless Outreach, Reimagine Public Safety and Nextgen

** Performance Management include: Process Improvement, Risk Mitigation, Data Management

Represented FTEs for FY23 total 8,778 including 148 new positions for cleaning programs, pre-revenue service operations, increasing efficiency and reliability of the transit system, and reimagining public safety by adding unarmed security personnel.

Agencywide FTEs	Cleaning Bus/Rail	K Line (Crenshaw/LAX)	Regional Connector	Metro Micro	Nextgen	Reimagining Public Safety	New Positions
1 Finance and Budget--TAP		1					1
2 Operations	26	4	52	31	4		117
3 Procurement and Supply Chain Management		2					2
4 System Security and Law Enforcement		3				25	28
5 Represented	26	10	52	31	4	25	148

*Total of 56 Represented FTEs for Cleaning initiatives: 26 FTEs for Bus and Rail system and 30 FTEs to upkeep K Line (Crenshaw/LAX) and Regional Connector

Labor Summary

The FY23 Proposed Budget includes contract wage increases of an average of 3.5% according to the pre-negotiated Collective Bargaining Agreements with the represented union groups AFSCME,

ATU, TCU, and Teamsters. Collective bargaining for a new contract to begin in FY23 for SMART-represented employees is in progress. An average 3.5% performance increase is included for non-represented employees which will be distributed on a merit-based system.

Health and welfare benefits for represented employees are based on Collective Bargaining Agreements. Non-represented medical and dental benefits reflect the carrier contract rates previously approved by the Board.

Life of Project (LOP) Budgets

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

Attachment A includes a detailed listing of new capital projects for FY23 with LOP in excess of \$5.0 million. These new capital projects in the FY23 Proposed Budget include New Flyer/EI Dorado Bus Midlife, Closed-Circuit Television (CCTV) System Upgrade, NextGen Cloud-Based Transit Signal Priority (TSP), Metro C (Green) Line Substation Replacement, Advanced Transportation Management System II, as well as other new State of Good Repair projects.

Reimbursement Resolution

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

Debt Program

Debt financing is one of the budget tools Metro uses to help deliver projects. Debt issuance is authorized by applicable state and federal legislation and the local sales tax ordinances. The Board-adopted Debt Policy establishes parameters for the issuance and management of debt that follow best practices and set affordability limits.

Debt is not an additional source of revenue. It must be paid back with interest using existing funding sources, in most cases local sales tax revenues. However, it is a way to spread out over multiple years the impact of large spikes in capital costs. For this reason, most of Metro's large projects have utilized, or are expected to utilize debt during the construction phase to facilitate delivery.

As of July 2022, Metro has \$5.5 billion of outstanding debt for previously completed and current ongoing capital investments. The annual debt service cost in FY23 is estimated at \$485.9 million, a decrease of 5% over last year, primarily due to the savings from Prop C refunding. In FY23, it is anticipated that Crenshaw/LAX, Airport Metro Connector, Westside D Line (Purple) Section 1,2, 3 & Division 20 Turnback and portal, Rail Infrastructure & Rail Cars procurement, East San Fernando Rapidway, Regional Surface Trans & Local Traffic System, and Rail to Rail, among other projects, will

utilize debt proceeds.

Early, Improved & Expanded Public Engagement

As an industry leader in equity, the CEO helped lay the groundwork for more equitable outcomes as Metro developed the FY23 Budget. The public engagement on the FY23 budget began early with Telephone Town Hall meetings in September 2021, October 2021, and March 2022. Over 11,000 callers, including Spanish callers, participated, and Metro's senior leadership was there to listen and respond to community concerns. In addition, Metro held stakeholder outreach meetings with 24 committees or councils participating.

This year, OMB collaborated with the Office of Equity and Race (OER), Communications, and Customer Experience to develop a budget survey. Metro targeted the equity focused and other communities throughout LA County via social media (Facebook, Twitter, NextDoor) and email lists. The budget survey received over 8,000 responses and over 4,100 written comments. OMB staff summarized the written comments, and per the CEO's direction they were used to initiate conversations between departments while developing their budgets. Budget survey results and other budgetary information are available on the new Metro budget portal at metrobudget.net.

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

A summary of the public comments and stakeholder outreach efforts are shown in Attachment C.

Public interest increased in the FY23 Budget process since the kickoff. Various committee meetings, sub-committee meetings and stakeholder meetings brought about public inquiries and Board follow-up items. The 4 main items that surfaced were NextGen and Bus Capital Improvement project list, NextGen Bus Plan update, Reimagining Public Safety resource deployment details, and Bus Stop Shading "Shade for All" Campaign found in Attachment D.

New Non-Represented Pay Grade

The Non-Represented salary structure was last adjusted in July 2021. To support the addition of the Deputy Chief Officer job classifications, the Chief People Office will be adjusting the current salary structure by adding a pay grade between the current HCC and HDD. The current Pay Grade HCC will be renamed to HCC1 and will retain its current minimum, mid-point, and maximum values. The new pay grade will be called HCC2 and will be created by averaging the minimum, mid-point, and maximum values of Pay Grades HCC and HDD. There will be no salary adjustment to any current employees due to the addition of this pay grade. The proposed salary structure improves the pay progression and maintains a consistent spread from mid-point to mid-point between pay grades. After implementation, the pay progression between HCC1 and HCC2 will be 11% and the pay progression

between HCC2 and HDD will be 10%, which is consistent with the majority of the salary grades. The spread for each grade will be maintained at approximately 50%, which is consistent with all other pay grades in the structure. Please refer to Attachment E for more details.

Board Clerk Pay Grade Upgrade

As a result of the CEO's realignment, it is recommended that the Board Clerk position be upgraded from Pay Grade H1P to Pay Grade HAA for the following reasons:

- The addition of the Research Department to the Office of Board Administration, which includes the Dorothy Peyton Gray Research Library & Archive, the Records Management Center, and Systems/Electronic Records
- Board Administration staffing has more than doubled from 9 to 22 employees
- Board Administration budget has significantly increased from \$500K to \$2.3M

EQUITY ASSESSMENT

Starting in the FY21 Mid-Year budget process, Metro has applied the Metro Budget Equity Assessment Tool (MBEAT) to its budget requests for operations costs and capital projects. With the launch of the Equitable Zero-Based Budgeting (EZBB) process for the FY23 budget, the MBEAT scope was significantly expanded to assess every budget request and capital project across the agency. The FY23 EZBB MBEAT was applied to nearly 1,300 budget requests and over 750 capital project budgets.

The FY23 EZBB MBEAT process also increased equity fluency amongst staff by challenging program and project managers to consider and articulate how seemingly neutral budget requests, such as bus midlife repair program funds, might impact marginalized groups and communities. The MBEAT continues to evolve through the iterative process of implementing equity at Metro, including how Metro defines and measures equity as well as how staff further understand and implement equity in their work.

To further prioritize equity through the FY23 budget process, OER provided four Equity Principles (1. Focus & Deliver, 2. Listen & Learn, 3. Define & Measure, 4. Train and Grow) to guide staff on how to advance equity under Metro's Equity Platform Framework. Staff were instructed to consider and prioritize projects, programs, and services that support the Equity Principles. Budget highlights that support these four principles were included in the FY23 Proposed Budget (pg. 12-15) earlier this month.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY23 Proposed Budget (provided in a separate submittal) at \$8.8 billion is balanced and appropriates the resources necessary to fund them. The proposed budget demonstrates Metro's ongoing commitment to meeting its capital and operating obligations, which is essential in receiving subsidies from federal and state governments and to administer regional transportation funding to local cities and municipal operators.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Metro Strategic Plan Goal:

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon Board authorization and adoption of the FY23 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 provide regular performance updates to the Board.

ATTACHMENTS

FY23 Budget Summary and Document can be accessed at:

<https://www.metro.net/about/financebudget/>

Attachment A - FY23 New Capital Projects

Attachment B - Reimbursement Resolution of Metro for FY23

Attachment C - FY23 Public Outreach (Public Comments)

Attachment D - Public Inquiry and Board Requests

Attachment E - FY23 New Non-Represented Pay Grade

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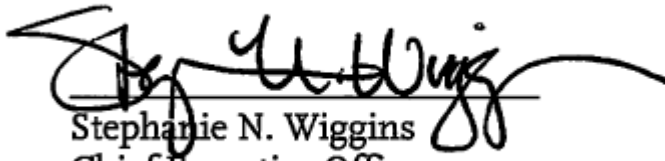
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FY23 New Capital Projects

Capital Improvement Program (CIP)

1	PROJECT: New Flyer/El Dorado Bus Midlife
	PROJECT OWNER: Operations - Bus Maintenance
	LOP: \$205,000,000 Budget Request: \$37,842,100
	SCOPE: The Bus Midlife Program provides preventive midlife maintenance service to Metro buses. The maintenance services provided include: engine package change-out, suspension and steering system rebuild, wheelchair securement and lift system retrofit, body repair, painting, interior refurbishment, and graffiti abatement.
	JUSTIFICATION: The Bus Midlife Program improves the safety, performance, and reliability of Metro buses. The buses in the Midlife program should be midlified by the 7th or 8th year of service. The improved overall condition of the program's vehicles also helps to reduce ongoing maintenance costs and the amount of maintenance work performed at the Metro Bus Operating divisions. The program promotes the efficient use of Metro and Central Maintenance resources by having each bus series go through a planned production process in which labor, material and facilities are scheduled, versus reacting to unplanned problems as they arise. The planned maintenance program also enables Central Maintenance to manage demand for heavy bus repairs.
	ELIGIBLE FUNDING SOURCE: \$17.3M Sec 5339 Bus and Bus Facilities Formula Grants. \$20.8M TDA 4
2	PROJECT: Advanced Transportation Management System II (ATMS)
	PROJECT OWNER: Operations - Bus Maintenance
	LOP: \$117,000,000 Budget Request: \$2,605,500
	SCOPE: Improvement and modernization to the Advanced Transportation Management System (ATMS) program. The ATMS II program will deploy Metro's second generation ATMS using computer-aided dispatch (CAD) and automatic vehicle location (AVL) technologies to manage its fixed-route bus, light rail vehicle (LRV), and heavy rail vehicle (HRV) operations. ATMS II shall be fully integrated with Metro's IT and network environment.
	JUSTIFICATION: Metro's ATMS Bus Fleet Management system is over 20 years old and in need of replacement. The current hardware is obsolete and cannot be upgraded to meet current technology and fleet demands.
	ELIGIBLE FUNDING SOURCE: TDA Article 4

3	PROJECT: Metro C (Green) Line Substation Replacement
	PROJECT OWNER: Operations - Rail Maintenance
	LOP: \$98,500,000 Budget Request: \$350,000
	SCOPE: Replacement of C (Green) Line Traction Power Substations that have exceeded their useful life.
	JUSTIFICATION: The traction power substations are starting to age which is starting to create a challenge for Maintenance of Way (MOW) to keep them operational and maintain them in a state of good repair. New technology is reaching the market place making maintenance of the new traction power substations easier and more efficient.
ELIGIBLE FUNDING SOURCE: Prop A 35% Bond Proceed	
4	PROJECT: Metro B (Red) Line Vital Processor Upgrade
	PROJECT OWNER: Operations - Rail Maintenance
	LOP: \$50,100,000 Budget Request: \$300,000
	SCOPE: Metro B (Red) Line Train Control Vital Processor Replacement and Track Module Upgrade.
	JUSTIFICATION: The Train Control Vital Processor and Track Modules are aging and starting to create a challenge for maintenance of way (MOW) to keep operational and in a state of good repair. The manufacturer notified Metro that some of the circuit boards will no longer be manufactured by the end of 2022 and others will be obsolete in the near future.
ELIGIBLE FUNDING SOURCE: Prop A 35% Bond Proceed	
5	PROJECT: P3010 Fleet Component Overhaul
	PROJECT OWNER: Operations - Rail Vehicle Maintenance
	LOP: \$36,000,000 Budget Request: \$520,000
	SCOPE: Component Overhaul of the P3010 light rail vehicles as recommended by the manufacturer (Kinkyshario) to ensure safe and reliable operation of the rail vehicles. The manufacturer's component overhaul recommendations have been reviewed by the Rail Fleet Service Component Overhaul Project Team, Rail Fleet Services, Rail Vehicle Engineering and Consultants to determine the viability of this project.
	JUSTIFICATION: Component Overhaul of noted vehicle systems is recommended by the vehicle manufacturer (Kinkyshario) at the 600,000 mile interval. This project is in accordance with Metro's state of good repair principles and regulatory mandates to keep the fleet in a safe operating condition with good reliability.
ELIGIBLE FUNDING SOURCE: PA 35% Cash	

6	PROJET: Environmental Compliance Capital Project (FY23 - FY27)
	PROJECT OWNER: Program Management
	LOP: \$35,000,000 Budget Request: \$5,698,400
	SCOPE: Effectuate upgrades to under/above ground storage tanks and other systems as identified by the State Water Board per the Consent Decree. Upgrade Metro operations systems as necessary to comply with various environmental regulatory bodies such as Air Quality Management District, State and Regional Water Resource Board and California Air Resources Board. Upgrade all Veeder Root systems with INCON monitoring systems.
	JUSTIFICATION: This is the next five-year segment of the capital investment to effectuate the environmental compliance as Metro operates its transit services. This project keeps Metro's storage tanks and appurtenances, HVAC systems, storm and waste water drainage systems, and other regulatory related equipment and/or systems in a state of good repair.
	ELIGIBLE FUNDING SOURCE: TDA Article 4, Green Fund 20%

7	PROJECT: Closed-Circuit Television (CCTV) System Upgrade
	PROJECT OWNER: Operations - Rail Maintenance
	LOP: \$15,630,000 Budget Request: \$500,000
	SCOPE: Replacement of current CCTV (Closed-Circuit Television) System with a new Video Management System and replacement of local station video recorders and video cameras.
	JUSTIFICATION: This project will replace obsolete analog cameras, video recorders and network devices installed on rail lines, and the G (Orange) Line. There is a high failure rate on the obsolete analog cameras, video recorders, and related network devices. There are no replacement parts available for those obsolete parts. This project will replace CCTV system components (cameras, video recorders), selected network devices, and cables/wiring to build a more efficient and effective system. This system will meet current Federal and State safety and security requirements for public transit, and will provide improved real time visibility of the stations and wayside facilities for the Rail Operations staff and Rail Operations Control (ROC).
	ELIGIBLE FUNDING SOURCE: Prop A 35% Bond Proceed

8	PROJECT: NextGen Cloud-Based Transit Signal Priority (TSP)
PROJECT OWNER: Operations	
LOP: \$15,000,000	Budget Request: \$1,901,900
<p>SCOPE: Replacement of the existing Transit Signal Priority (TSP) system which uses loop-based technology with transponders on the Metro Rapid arterial network. Metro in partnership with LADOT will replace the loop-based technology with implementation of a wireless cloud-based TSP system within the City of Los Angeles to support the NextGen Transit First Bus Plan. This project includes the development and implementation of an upgraded Wireless Cloud-Based Transit Signal Priority system, and the addition of 200 traffic signals to the wireless system on the NextGen Tier one Corridors in the City of Los Angeles. Upgraded software on over 2,000 Transit Metro buses, allowing them to communicate with the wireless cloud-based TSP systems along the NextGen Tier 1 Corridors within the City of Los Angeles.</p>	
<p>JUSTIFICATION: LADOT's existing transit signal priority (TSP) system uses loop-based technology with transponders on the previous Metro Rapid arterial network. Metro in partnership with LADOT will replace the loop-based technology with the implementation of a wireless cloud-based TSP system within the City of Los Angeles. This project will develop a new cloud-based software, install a software upgrade on over 2,000 Metro buses to allow real-time bus locations to the cloud service and install ethernet communication equipment at 200 traffic signals and communication hubs. This project will enable the TSP function with a resilient traffic control communication system, improving the speed and schedule adherence of Tier One bus service.</p>	
ELIGIBLE FUNDING SOURCE: TDA Article 4	

9	PROJECT: FY23 Non-Revenue Vehicle and Equipment Replacement
PROJECT OWNER: Operations - Central Maintenance	
LOP: \$13,700,000	Budget Request: \$500,000
<p>SCOPE: This includes: trucks, vans, sedans, carts, forklifts, generators, hi-rail support vehicles, rail bound support vehicles, floor scrubbers, compressors, tractors, trailers, tow motors and other vehicles and equipment. This effort is agency-wide and includes all department vehicles and equipment. The vehicles and equipment being replaced have reached their useful life.</p>	
<p>JUSTIFICATION: The vehicles identified for replacement have exceeded their useful life in age and mileage. They are in poor operating condition and are now scheduled for retirement. Further, the cost of repairs, downtime, safety, and the impact to support department's ability to respond to repair/service activities reduces operational effectiveness.</p>	
ELIGIBLE FUNDING SOURCE: TDA Article 4	

10	PROJECT: Core Server and Ticket Vending Machine Upgrade
	PROJECT OWNER: Strategic Financial Management
	LOP: \$13,300,000 Budget Request: \$2,000,000
	SCOPE: Update the current version of software and equipment of the Univeral Fare System (UFS), remediate the TAP systems software versions reaching end of life as well as addressing PCI Compliance requirements.
	JUSTIFICATION: The current equipment and software for the UFS are at end of life and are no longer supported by vendors. The project is to update the current version of software and equipment, refresh and introduce major new components such as a new version of the certified payment gateway, a new Merchant Acquirer. Other components to upgrade include various software, the single board computer on TVMS, PIN pads on Ticket Vending Machines (TVMs), the DIP reader, Windows OS for TMVs and security and monitoring systems. Failing to update the equipment and software may render the system unable to perform transactions at an acceptable rate, impact Metro's ability to process payment via credit and debit cards, and to remain PCI compliant.
	ELIGIBLE FUNDING SOURCE: TDA Article 4 and PC 40%
11	PROJECT: Light Rail Protective Relay
	PROJECT OWNER: Operations - Rail Maintenance
	LOP: \$12,600,000 Budget Request: \$294,100
	SCOPE: Upgrade and replacement of light rail substation protective relays.
	JUSTIFICATION: The existing protective relays are 10 to 20 years old. Spare parts for some of the oldest relays are no longer available. These protective relays are safety sensitive devices required for safe and reliable service.
	ELIGIBLE FUNDING SOURCE: Prop A 35 Bond proceed
12	PROJECT: Union Station Gateway (USG) Building Complex Drainage Pipe Replacement
	PROJECT OWNER: Facilities Maintenance
	LOP: \$11,260,000 Budget Request: \$340,000
	SCOPE: Replacement of all Union Station Gateway (USG) building complex's drainage piping (Plaza Level 4 - 28th floor) including sewer, storm and overflow piping positioned horizontally or vertically.
	JUSTIFICATION: The sewer, storm & overflow drainage piping throughout the USG complex are original to the facility and in the last few years have needed emergency repairs due to cracks and breakage which have resulted in substantial costs and loss of operating time. This piping replacement will help ensure many additional years of uninterrupted operation. This will also avoid periodic down time and it will mitigate breakdowns and emergency repair costs.
	ELIGIBLE FUNDING SOURCE: PC 40% Cash

13	PROJECT: Metro A Line (Blue) Train Control Non-Vital Relay Replacement
	PROJECT OWNER: Operations - Rail Maintenance
	LOP: \$11,100,000 Budget Request: \$200,000
	SCOPE: This project will obtain an outside consultant to evaluate the existing non-vital relay systems used throughout the transit agency. The consultant will generate a biddable scope of work to implement required or recommended changes to the existing non-vital system. Once the biddable package is complete, this project will go out for bid and a contract will be awarded. After the contract is awarded, the project manager will execute and implement the contract.
	JUSTIFICATION: The non-vital relays associated with the train control system are starting to age and are beginning to reach obsolescence. Some components are no longer supported by the original equipment manufacturer. This project will keep the non-vital relay system current with the latest technologies related to non-vital relay systems. Failure of existing parts will cause delays and may impact service reliability, passenger safety, and comfort.
ELIGIBLE FUNDING SOURCE: Prop A 35% Bond Proceed	

14	PROJECT: A650 Low Voltage Power Supply and Friction Brake Overhaul
	PROJECT OWNER: Operations - Rail Vehicle Maintenance
	LOP: \$11,000,000 Budget Request: \$1,500,000
	SCOPE: Component overhaul program for the heavy rail A650 fleet addressing next cycle overhauls of the following systems: coupler, friction brake, gearbox, and includes procurement of new static converter equipment.
	JUSTIFICATION: The friction brake/air compressor and coupler overhauls are replaced on a time based (5 year) interval as mandated by the car builder and California Public Utilities Commission (CPUC) regulations. The gearbox overhaul is mileage based targeting replacement at 600,000 miles. The static converters cannot be repaired due to parts obsolescence.
ELIGIBLE FUNDING SOURCE: Prop A 35% Bond Proceed	

15	PROJECT: Countywide Transit Signal Priority (TSP) Upgrade and Expansion
	PROJECT OWNER: Operations
	LOP: \$10,620,000 Budget Request: \$4,114,896
	SCOPE: Countywide Wireless Transit Signal Priority Improvement and Expansion Project to install, replace and improve the existing wireless transit signal priority infrastructure at 367 intersections in the Los Angeles County area outside of the City of Los Angeles.
	JUSTIFICATION: This is a NextGen project to improve the speed and reliability of Metro services. Metro and other municipalities have installed a wireless transit signal priority system on select corridors outside of the City of Los Angeles. The NextGen Transit First Service Plan introduces an expanded number of high-frequency bus corridors that will require transit signal priority at additional intersections to achieve increased service speeds. Increasing the number of intersections with transit signal priority on high-frequency corridors will reduce travel time for buses as they significantly reduce dwell times for buses at signalized intersections. This project will allow Metro and municipal bus operators to operate faster and more efficient service.
	ELIGIBLE FUNDING SOURCE: TDA Article 4
16	PROJECT: Rail Communication System UPS and Battery Replacement
	PROJECT OWNER: Operations - Rail Maintenance
	LOP: \$10,300,000 Budget Request: \$1,100,000
	SCOPE: Replace obsolete Uninterrupted Power Supply (UPS) units and batteries on Metro rail communications system facilities (rooms, cabinets, buildings) system-wide.
	JUSTIFICATION: The replacement of UPS units and batteries for the Metro rail system is necessary to maintain the system in a state of good repair. The battery chargers for the Metro rail system are at the end of their useful life. Replacement of batteries/battery charger units and UPS units ensure trains will remain fully operational without interruption to rail service.
	ELIGIBLE FUNDING SOURCE: Prop A 35% Bond Proceed
17	PROJECT: Emergency Power Replacement
	PROJECT OWNER: Operations - Rail Maintenance
	LOP: \$10,100,000 Budget Request: \$450,000
	SCOPE: Improve and replace emergency power and lighting at light rail stations.
	JUSTIFICATION: The existing emergency systems consists of emergency lights & Uninterrupted Power Supplies (UPS). These emergency lights are 10 to 20 years old, not reliable, and require intensive maintenance for proper functioning.
	ELIGIBLE FUNDING SOURCE: Prop A 35% Bond Proceed

18	PROJECT: Division 1 Street Closure
	PROJECT OWNER: Program Management
	LOP: \$9,500,000 Budget Request: \$1,169,500
	SCOPE: Remove the existing street and sidewalk currently bi-secting Division 1 Bus Facility. Relocate utilities and replace the street to match existing Division 1 hardscape.
	JUSTIFICATION: The proposed action addresses both an operational necessity and a legal obligation pursuant to the Public Streets, Highways and Service Easements Vacation Law. The City of Los Angeles has completed its review of Metro's application for the Industrial Street Vacation between Alameda Street and Central Avenue (within the Division 1 Bus Facility). In July 2021, the City of LA proposed that for Metro paying the bike/ATP improvements from Alameda to Kohler Street, the City of Los Angeles would waive BOE Report Conditions 5, 6, 12, and 13 as Metro acquires Industrial Street as private driveway. Those conditions were part of the permit the City granted Metro to close Industrial Street. The permit is good for two years and one year has passed since Metro received the permit. This project increases efficiency by combining Division 1 Bus Facility parcels that are physically separated by Industrial Street. This increases efficiency at the division and provides safe movement for staff, buses and equipment between two separate parcels on either side of the city street.
ELIGIBLE FUNDING SOURCE: TDA Article 4, PC 25%	

19	PROJECT: Metro L (Pasadena Gold) Line Weight Poles and Air Brakes
	PROJECT OWNER: Operations - Rail Maintenance
	LOP: \$9,200,000 Budget Request: \$960,000
	SCOPE: Replacement of Overhead Catenary Systems (OCS) parts/materials - weight stacks with spring tension unit and air brakes with section insulators.
	JUSTIFICATION: The existing L (Pasadena Gold) Line Overhead Catenary Systems (OCS) poles are short and cannot maintain proper tension on OCS contact wires during hot weather, causing trains to slow down, mitigating pantograph entanglement. These weight stacks need to change to spring tension units, enabling them to handle hot weather. Additionally, air brake system contact cables are sagging during high temperatures and require new section insulators to improve safety and reliability.
ELIGIBLE FUNDING SOURCE: Prop A 35% Bond Proceed	

20	PROJECT: Metro B (Red) Line SEG-3 Supervisory Control and Data Acquisition (SCADA) System Equipment Replacement
	PROJECT OWNER: Operations - Rail Maintenance
	LOP: \$8,300,000 Budget Request: \$100,000
	SCOPE: Replacement of Metro Rail SCADA systems including Fire/Emergency Management (FEM) Programmable Logic Controllers (PLC) and Local Emergency Management Panels (EMP).

JUSTIFICATION: The majority of the Metro B (Red) Line Segment 3 equipment is obsolete and spare parts are no longer available. Equipment is Fire/Life/Safety critical and must be replaced.

ELIGIBLE FUNDING SOURCE: Prop A 35% Bond Proceed

21 PROJECT: LA Union Station Electrical System Upgrade

PROJECT OWNER: Planning

LOP: \$6,325,000

Budget Request: \$725,000

SCOPE: Construct a new Vault 5 to step down existing 5Kv power to lower voltage to increase accessibility to adequate power for future development such as Forecourt/Esplanade, Link US and tenants/events, upgrade existing 25 year old Electrical Vaults 1-4 switchgear, fuse disconnects, and downstream equipment. These improvements will increase equipment life expectancy and mitigate the risk of station-wide power system failure.

JUSTIFICATION: High risk mitigation and to prevent potentially catastrophic power failures.

ELIGIBLE FUNDING SOURCE: PC 40% Cash

22 PROJECT: Maintenance of Way (MOW) Vehicles and Equipment - Replacement & Expansion

PROJECT OWNER: Operations - Rail Maintenance

LOP: \$6,100,000

Budget Request: \$100,000

SCOPE: This project is for the expansion and replacement of MOW non-revenue vehicles and equipment. This project includes vehicles and equipment for the Track Maintenance, Signals, Rail Communications and Signals Departments.

JUSTIFICATION: These Maintenance of Way vehicles and equipment have exceeded their useful life in age and mileage, or are in poor operating condition and are now scheduled for retirement. Replacement and expansion vehicles/equipment are critically needed to efficiently address any MOW activities on the various Metro rail lines.

ELIGIBLE FUNDING SOURCE: Prop A 35% Bond Proceed

23 PROJECT: Metro G (Orange) Line Communication Transmission System (CTS) Nodes Replacement

PROJECT OWNER: Operations - Rail Maintenance

LOP: \$5,650,000

Budget Request: \$1,100,000

SCOPE: Replacement of the Metro G (Orange) Line Communication Transmission System (CTS) Nodes including UPS upgrades, cabling, wiring installation, HVAC cooling, and integration with the Rail CTS Network.

JUSTIFICATION: Existing CTS nodes are no longer supported by the vendor and there are no spare parts or technical support available. Replacing with standard Fujitsu CTS nodes similar to one used in rail communications system. Unification will reduce spare parts cost, maintenance cost, and training costs.

ELIGIBLE FUNDING SOURCE: Prop A 35% Bond Proceed

24	PROJECT: Metro L (Gold) Line ElectroCode 5/Vital Harmon Logic Processor Upgrade
	PROJECT OWNER: Operations - Rail Maintenance
	LOP: \$5,580,000 Budget Request: \$150,000
	SCOPE: Replacement of vital processors and track circuit equipment that control the gate grade crossing and interlocking of the switch machine on Metro L (Gold) Line with like equipment.
	JUSTIFICATION: The ElectroCode 5/ Vital Harmon Logic Control (EC5/VHLC) equipment is at the end of its useful life. The replacement of equipment is required for continued rail operations processes. VHLC controls grade crossing gates and interlocking switch machines.
	ELIGIBLE FUNDING SOURCE: Prop A 35% Bond Proceed

Transportation Infrastructure Development (TID)

1	PROJECT: Beverly Hills North Portal
	PROJECT OWNER: Program Management - Purple Line Extension Section 2
	LOP: \$29,250,000 Budget Request: \$0
	SCOPE: This project will provide the funding necessary to assist the City of Beverly Hills in designing and constructing a new half-portal at the future Wilshire Rodeo Station of the Purple (D Line) Extension Section 2 Project. Upon completion, this new half-portal will consist of stairs, one “up” escalator, and two elevators located on the west side of North Beverly Drive in the City of Beverly Hills, within the existing street and sidewalk right-of-way, north of Wilshire Boulevard. The footprint will be approximately 9,200 square feet and extend from Wilshire Boulevard approximately 165 feet north up North Beverly Drive. The adjacent sidewalk on the west side of Beverly Drive will be widened.
	JUSTIFICATION: This project satisfies the terms and conditions set forth in a Settlement Agreement executed by and between LA Metro and City of Beverly Hillson November 10, 2020. The Agreement requires Metro to assist the City in designing and constructing a new half portal to the future Wilshire/Rodeo Station (One of the Stations on Metro’s Purple “D” Line Extension) on the north side of Wilshire Boulevard, also known as the “City’s Project”, and contributing up to 50% of the Agreement’s total not to exceed \$78,500,000 inclusive of all in-kind services and funding contributions. (FY23 cashflow, if required, will be addressed through WPLE Section 2; LOP required for multiyear encumbrance transactions.)
	ELIGIBLE FUNDING SOURCE: MR 35% Transit

2	PROJECT: Regional Connector Catch-All
	PROJECT OWNER: Program Management
	LOP: \$10,000,000 Budget Request: \$10,000,000
	SCOPE: Claims management and smaller scale task orders and efforts to wrap up the main project.
	JUSTIFICATION: As the main Regional Connector project reaches substantial completion, smaller task orders become apparent to neatly wrap up the project. Rather than engaging the original contractor to provide the task order work, Metro can benefit from having a different contractor engaged in smaller work orders.
	ELIGIBLE FUNDING SOURCE: MR 35% Transit

DRAFT

ATTACHMENT B

**REIMBURSEMENT RESOLUTION
OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FOR FISCAL YEAR 2023**

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

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

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

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

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

WHEREAS, Metro expects that the amount of Debt that will be issued to pay for the costs of the Projects will not exceed \$200.0 million for Proposition A, \$100.0 million for

Proposition C, \$100.0 million for Measure R, \$350.0 million for Measure M and \$100 million for grant revenues.

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

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

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

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

NOW THEREFORE, BE IT RESOLVED, that (i) all of the foregoing recitals are true and correct and (ii) in accordance with Section 1.150-2 of the Treasury Regulations, Metro declares its intention to issue Debt in an amount not to exceed \$200.0 million for Proposition A, \$100.0 million for Proposition C, \$100.0 million for Measure R, \$350.0 million for Measure M and \$100 million for grant revenues; the proceeds of which will be used to pay for the costs of the Projects, including the reimbursement to Metro for certain capital expenditures relating to the Projects made prior to the issuance of the Debt.

FY23 Proposed Budget - Summary of Public Comments

Public Engagement Tactics

The FY23 Proposed Budget Public Engagement effort began in Fall 2021, prior to the start of the budget development process to ensure community, stakeholder, and rider feedback was incorporated to the greatest extent possible. Under the direction of the CEO, expanded and strategic public engagement for the FY23 Proposed Budget was comprised of several different tactics for obtaining a broad range of stakeholder input. Below is a listing of the engagement tactics employed: Telephone Town Hall (TTH) meetings, a budget survey that allowed written open-ended comments to be submitted, an email address for comment submittal, an increased schedule of stakeholder and public engagement meetings, and an online Budget portal where interested parties can visit to obtain information on the budget development schedule, public meeting times and locations, survey results, past budget documents and current reports as presented to the Board.

September 2021 – May 2022	
Public Engagement	FY23 Participation
Telephone Town Hall #1 - <i>September 2021</i>	4,025
Telephone Town Hall #2 - <i>October 2021</i>	3,763
Telephone Town Hall #3 - <i>March 2022</i>	3,412
Budget Survey Responses	>8,000
Budget Survey Comments	>4,300
Budget Portal Visits – metrobudget.net	>7,000 (as of May 15, 2022)
Email Blasts	>300,000
Stakeholder & Public Engagement Meetings	24

Incorporating Feedback

Overall, the key areas of concern in the feedback received included: transit system cleanliness, system safety, rail expansion, and bus service levels including issues related to service reliability and frequency. Based on the public comments received, the proposed budget includes resources for initiatives that seek to address these issues.

For example, to improve system cleanliness, the budget includes funding to implement a cleaning surge on the bus and rail system comprised of accelerating replacement of fabric seats with vinyl throughout the system, power washing hot-spot areas, and instituting enhanced bus interior and end-of-line rail car cleaning. Safety is also a major priority in the proposed budget and proposes funding for Metro's Reimagining Public Safety initiative which will double the Transit Ambassador Program, expand the current unhoused outreach efforts including mental health assistance, and add 15 unarmed security officers to the system.

The proposed budget also includes the anticipated opening of the Crenshaw/LAX and Regional Connector rail projects, funding for the development and construction of

several rail lines that expand the Metro Rail system including Westside Subway Extension (Sections 1, 2 & 3), Airport Metro Connector, Foothill Extension in East San Gabriel Valley, East San Fernando Valley Line, West Santa Ana Branch and the Sepulveda Transit Corridor. To increase bus service levels, the budget includes funding that restores bus service hours to pre-pandemic levels. In addition, the budget proposes resources to continue implementation of NextGen capital improvements that enhance service reliability and frequency by constructing bus priority lanes, installing fare collection equipment to support all-door boarding and give traffic signal preference to Metro buses traveling in priority lanes.

We Heard: From Survey Results to Budget Actions

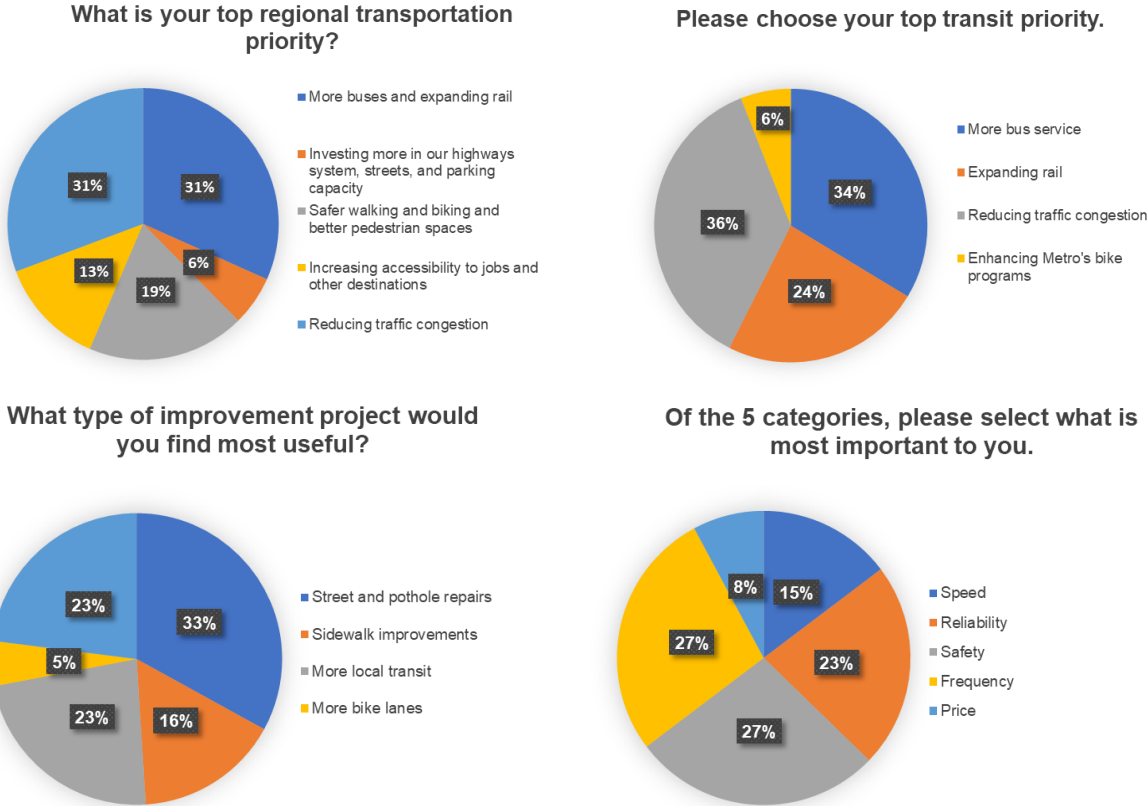


16

Telephone Town Hall (TTH)

This year, three TTH meetings were conducted (September 2021, October 2021, and March 2022) with the first two held early to listen directly from the public and to provide guidance on developing Metro’s FY23 budget. Recordings of these TTH meetings are available on the Budget Portal. The third TTH was held in March, as a circle back to inform the public on what Metro heard and how their comments have been addressed in this upcoming budget. With opening remarks by the Metro Board Chair, and hosting by the Chair of the Finance, Budget & Audit Committee, our CEO and her entire senior leadership participated in each TTH. As the budget development progressed, each leader was requested to reflect how, and in what ways, they considered public comments in their departmental budgets. The TTH was available in Spanish and included a total of over 11,000 participants, including over 700 Spanish listeners.

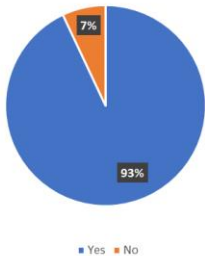
The following polling results are the combined responses from the September and October TTHs:



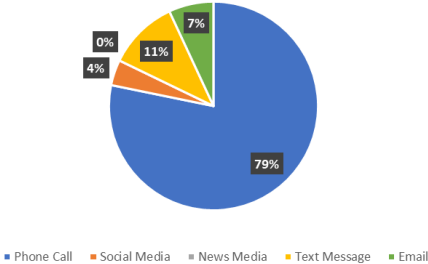
The priorities reflected in the TTH comments are similar to those received through the budget survey. However, while the same priorities were echoed in both forums, there were a broad range of opinions on how to achieve these priorities. One of the lessons learned from the TTH is that while phone calls and texts were the best way to reach our riders for these events, Metro will seek to increase scope and frequency of messaging to continue to expand public participation. Metro also learned that most of our attendees at the TTH have found our methods to be successful in our mission of informing and educating the public. Metro will continue to improve and expand outreach efforts.

The following polling results are the responses from the March 29, 2022 TTH:

Have the tools that Metro has provided helped you understand the budget process better?



How did you hear about tonight's meeting?



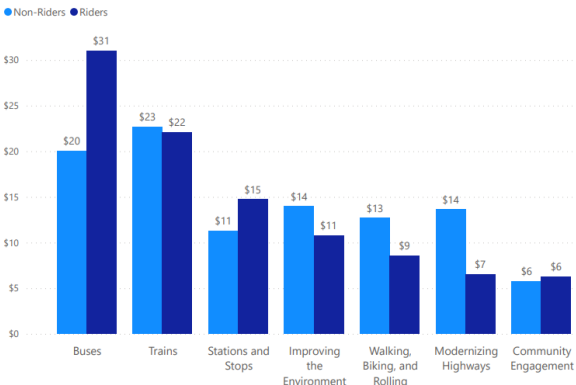
FY23 Budget Survey

In a collaborative effort between OMB, the Office of Equity and Race, Communications, and Customer Experience, a new survey was developed and launched in early January 2022 with the goal of engaging customer and key stakeholders early in the budget development process. The effort was made to enhance budget outreach so that Metro’s budget reflects the priorities and values of riders and key stakeholders. Additionally, Metro targeted our equity focused communities throughout LA County via social media (Facebook, Twitter, NextDoor) and email lists. The new budget survey received over 8,000 responses and more than 4,100 written comments.

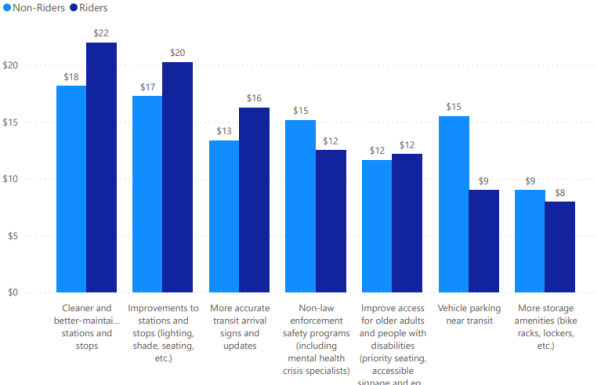
Below are the results of the survey:

These results can be found at metrobudget.net

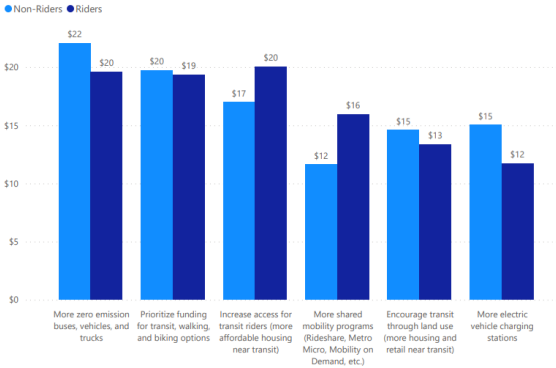
How would you allocate \$100 across the following primary categories?



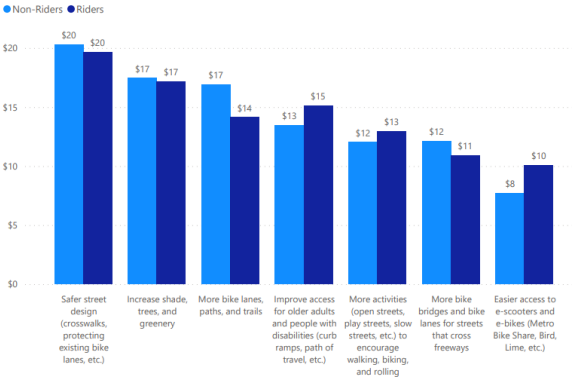
Stations & Stops: How would you allocate \$100 across the following sub-categories?



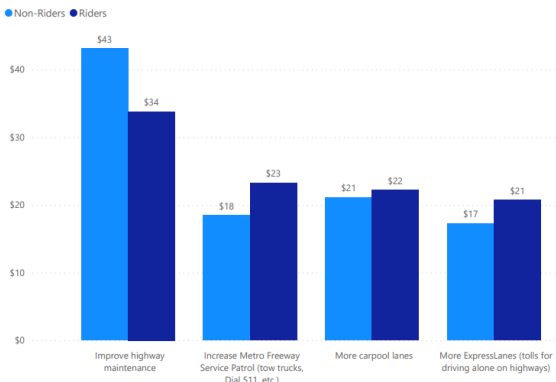
Environment: How would you allocate \$100 across the following sub-categories?



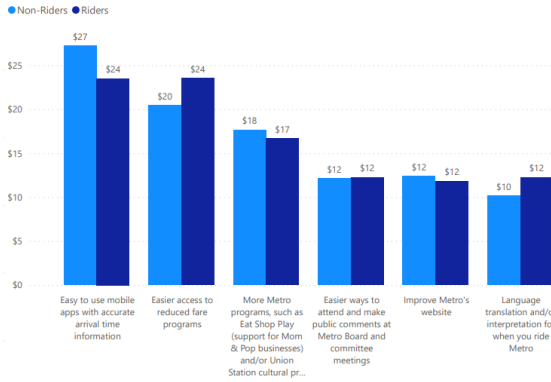
Walking, Biking, & Rolling: How would you allocate \$100 across the following sub-categories?



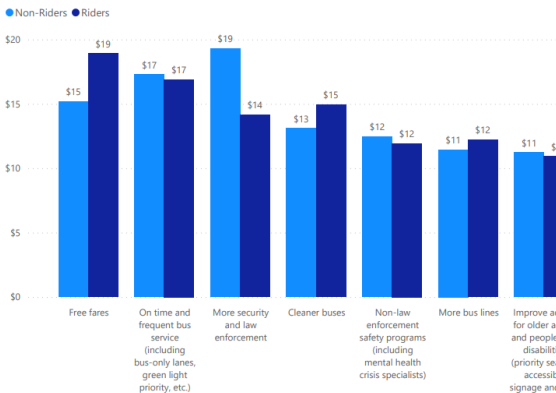
Highways: How would you allocate \$100 across the following sub-categories?



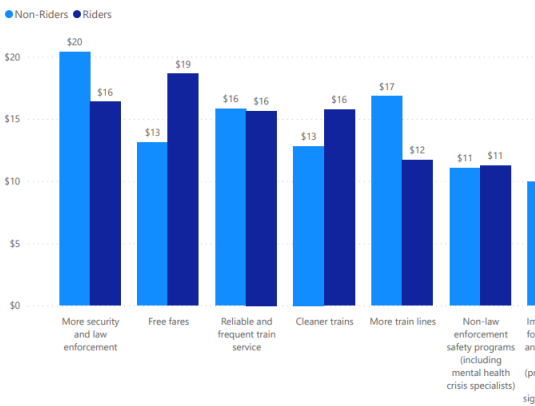
Community Engagement: How would you allocate \$100 across the following sub-categories?



Buses: How would you allocate \$100 across the following sub-categories?

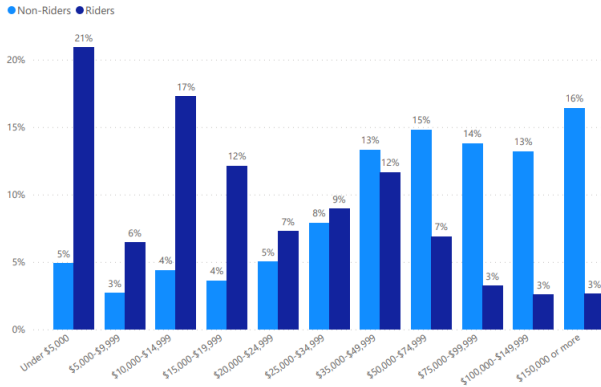


Trains: How would you allocate \$100 across the following sub-categories?

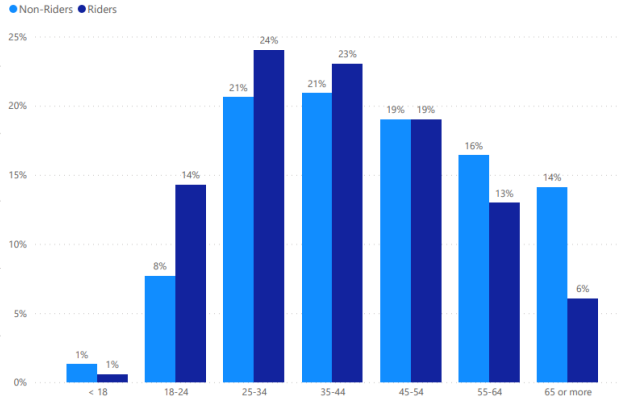


Below are the demographic question results:

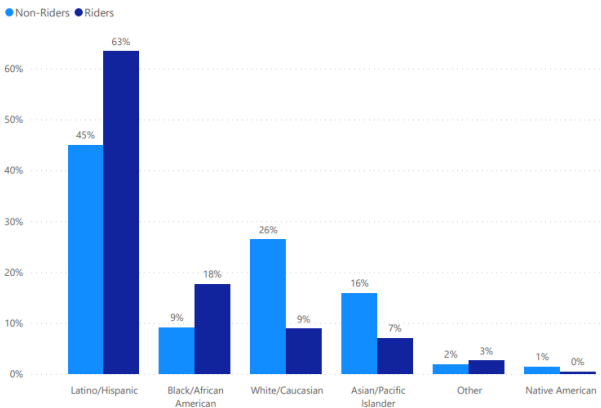
What is your annual household income?



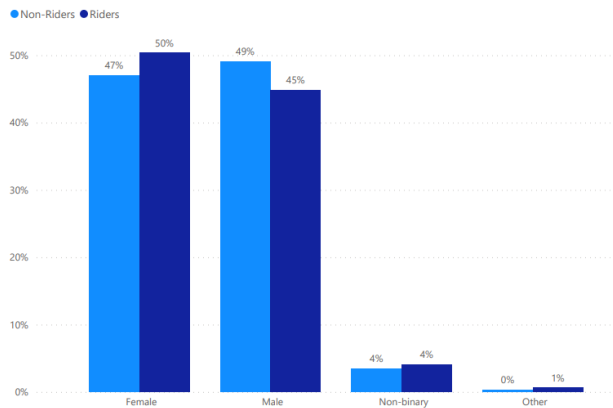
What is your age?



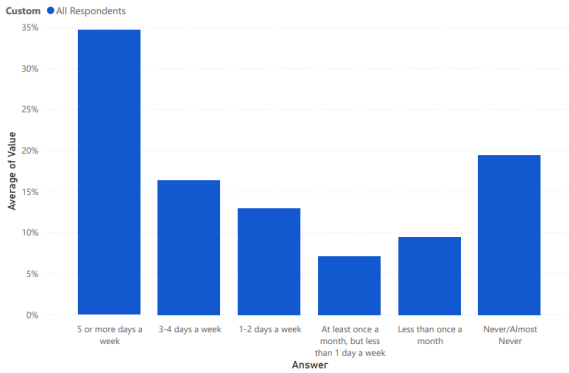
What is your race / ethnicity?



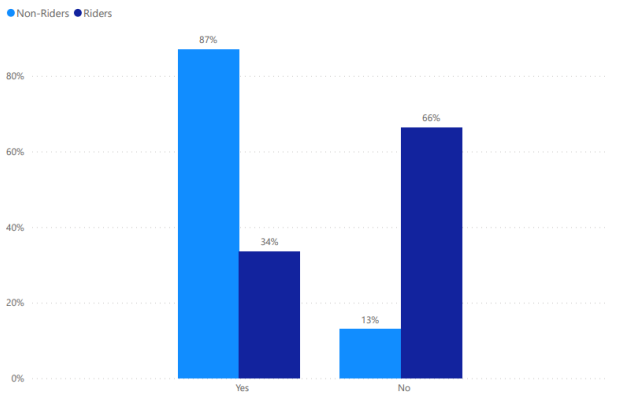
What is your gender identity?



How often do you currently ride Metro?




Do you have regular access to a car?



Metro Budget Portal


Our new Budget Portal metrobudget.net was created to distribute information about Metro’s budget to our riders, stakeholders, and the public. It includes process timelines, documents, schedules, survey results, and more. The portal was designed with ease of use and accessibility in mind to make information easily comprehensible. The Budget Portal has a unique subscribers list and sign-up so budget related content can be widely disseminated in virtually real-time.

 Metro

The FY23 Proposed Budget Book is now available for public review and comment. [Click here to view](#). Join us at our Budget Public Hearing on May 18 @ 1:30pm. [Click here for more information](#).

LACMTA / LA Metro Budget Portal

Welcome to the Los Angeles County Metropolitan Transportation Authority (LACMTA) Budget portal – LA Metro Budget Portal. This portal provides financial and budget information for and on behalf of LACMTA (Metro) for riders, Metro’s stakeholders, and the general public to learn all things budget related. The information on this website will be continuously updated as new information becomes available.

 <p>FY23 Proposed Budget Book & FY23 Budget Summary</p>	 <p>Budget Survey Results</p>	 <p>Annual Financial Reports & Investor Relations</p>
 <p>Budget Process Timeline</p>	 <p>Budget Briefings and Meetings Schedule</p>	 <p>Leave a Comment</p>

Stakeholder Meetings and Outreach Efforts

Our stakeholder outreach meetings, conducted to update each group on the status of the budget, highlight issues of interest, and receive continued feedback increased over previous year's efforts and will continue up to the scheduled budget Public Hearing and the Metro Board's consideration for adoption at its regularly scheduled meeting in the May 2022 Metro Board meeting. See below for list of meetings.

FY23 Proposed Budget Public Engagement			
Completed	Meeting	Date	Time
✓	Telephone Town Hall Meeting	Sept. 29, 2021	6:00-7:00 pm
✓	Telephone Town Hall Meeting	Oct. 5, 2021	6:00-7:00 pm
✓	Public Safety Advisory Council (PSAC)	Feb 2, 2022	5:00-7:00 pm
✓	Regional Service Councils – Budget Briefing	Mar. 3, 2022	6:30 pm
✓	Federal Transit Administration	Apr. 27, 2022	10:00 am
✓	Policy Advisory Council (PAC) <i>Note: PAC meets quarterly, requested follow-up scheduled at next quarterly meeting</i>	Mar. 8, 2022	1:30 pm
✓	Telephone Town Hall Meeting	Mar. 29, 2022	6:00-7:00 pm
✓	San Gabriel Valley COG (SGVCOG)	Apr. 14, 2022	4:00 pm
✓	Bus Operators Subcommittee (BOS)	Apr. 19, 2022	9:30 am
✓	Street & Freeways Committee (S & F)	Apr. 21, 2022	9:30 am
✓	Regional Service Councils – Budget Briefing	Apr. 26, 2022	6:30 – 8:00 pm
✓	Community Advisory Committee-General Assembly (CAC)	Apr. 27, 2022	6:00 pm
✓	Technical Advisory Committee (TAC)	May 4, 2022	9:30 am
✓	Valley Industry & Commerce Association (VICA) JUST ADDED	May 10, 2022	8:00 am
✓	Local Transit Systems Subcommittee (LTSS)	May 11, 2022	1:30 – 3:00 pm
✓	Accessibility Advisory Committee (AAC)	May 12, 2022	10:00 am
✓	San Gabriel Valley COG (SGVCOG) JUST ADDED	May 12, 2022	4:00 pm
	FY23 Proposed Budget - Public Hearing	May 18, 2022	1:30 pm
	Metro Board of Directors Meeting	May 26, 2022	9:00 am

Schedules for public meetings and updated budget information will be provided in advance on the Budget Portal at metrobudget.net.

Public Inquiry and Board Requests

NextGen and Bus Capital Improvement Projects

	Bus Capital Improvement (\$ in thousands)	FY22 Budget	FY23 Proposed	\$ Change	% Change
1	NextGen				
2	Bus Mobile Validators (BMV) (All Door Boarding)	\$ -	\$ 7,000.9	\$ 7,000.9	#DIV/0!
3	Camera Bus Lane Enforcement ⁽¹⁾	-	3,261.6	3,261.6	#DIV/0!
4	Countywide Transit Signal Priority (TSP) Upgrade and Expansion ⁽²⁾	1,000.0	4,114.9	3,114.9	311%
5	NextGen Bus Lanes & Tactical Improvements ⁽³⁾	7,333.9	11,148.2	3,814.4	52%
6	NextGen Cloud Based Transit Signal Priority (TSP) ⁽²⁾	-	1,901.9	1,901.9	#DIV/0!
7	NextGen Subtotal	\$ 8,333.9	\$ 27,427.6	\$ 19,093.7	229%
8	Bus Acquisition				
9	40' Battery Electric Zero Emission Buses	\$ 34,272.1	\$ 70,754.4	\$ 36,482.2	106%
10	40' Compressed Natural Gas Buses	53,335.3	5,602.7	(47,732.6)	-89%
11	60' Battery Electric Zero Emission Buses	742.0	4,820.3	4,078.4	550%
12	60' Battery Electric Zero Emission Buses - Grant Funded	4,144.5	490.0	(3,654.5)	-88%
13	60' Compressed Natural Gas Buses	596.2	455.5	(140.7)	-24%
14	Bus Acquisition Subtotal	\$ 93,090.1	\$ 82,122.9	\$ (10,967.2)	-12%
15	Bus Facilities Improvements				
16	Automated Storage Retrieval System (ASRS) Upgrade	\$ 1,096.9	\$ 2,348.8	\$ 1,251.9	114%
17	Bus Division Improvements IV	2,000.0	3,342.3	1,342.3	67%
18	Bus Facility Improvements III	684.7	676.7	(8.0)	-1%
19	Division 1 Improvements (Bus Operations Subcommittee Funded)	5,826.6	155.6	(5,671.0)	-97%
20	Division 1 Street Closure ⁽²⁾	-	1,169.5	1,169.5	#DIV/0!
21	Environmental Compliance Capital Project (FY23-FY27) ⁽²⁾	-	5,698.4	5,698.4	#DIV/0!
22	Fire Alarm Panel Replacement Throughout Metro Facilities	1,419.6	1,295.3	(124.3)	-9%
23	Fuel Storage Tanks	5,239.2	3,359.6	(1,879.6)	-36%
24	G Line (Orange) Line In-Road Warning Lights	32.9	35.5	2.5	8%
25	Pavement Replacement	10.4	-	(10.4)	-100%
26	Metro Orange Line Reclaimed Water Project	176.2	-	(176.2)	-100%
27	Bus Facility Lighting Retrofit	9.1	-	(9.1)	-100%
28	Division 4 Concrete Pavement	2.6	-	(2.6)	-100%
29	Union Station Cesar Chavez Bus Stop	166.9	-	(166.9)	-100%
30	Bus Facilities Improvements Subtotal	\$ 16,665.1	\$ 18,081.6	\$ 1,416.4	8%
31	Bus Maintenance				
32	Bus Engine Replacements	\$ 3,202.6	\$ 3,065.8	\$ (136.8)	-4%
33	Bus Tools Replacement ⁽²⁾	-	300.0	300.0	#DIV/0!
34	Collision Avoidance Demo	745.6	287.3	(458.3)	-61%
35	Live View Monitor System	595.0	-	(595.0)	-100%
36	Faarebox Upgrade (FY19)	1,983.3	-	(1,983.3)	-100%
37	CMF Acquisition of Equipment	19.4	-	(19.4)	-100%
38	NABI Compo and New Flyer Midlife	40,352.2	-	(40,352.2)	-100%
39	New Flyer/El Dorado Bus Midlife ⁽²⁾	-	37,842.1	37,842.1	#DIV/0!
40	Bus Maintenance Subtotal	\$ 46,898.1	\$ 41,495.3	\$ (5,402.8)	-12%
41	Regional & Hubs				
42	Passenger Screen-Facility Hardening	\$ 250.0	\$ 600.0	\$ 350.0	140%
43	Regional & Hubs Subtotal	\$ 250.0	\$ 600.0	\$ 350.0	140%
44	Technology				
45	Advanced Transportation Management System II (ATMS) Bus System Replacement ⁽²⁾	\$ -	\$ 2,605.5	\$ 2,605.5	#DIV/0!
46	Connected Buses With Wi-Fi	35.6	36.2	0.6	2%
47	Technology Subtotal	\$ 35.6	\$ 2,641.6	\$ 2,606.0	7316%
48	Transit Improvements/Modernization (TIM)				
49	Electric Bus Charging Infrastructure J (Silver) Line	\$ -	\$ 10,802.2	\$ 10,802.2	#DIV/0!
50	Patsaouras Bus Plaza Station Improvements	706.1	456.2	(249.9)	-35%
51	Rosa Parks/Willowbrook Station ⁽⁴⁾	6,269.8	4,679.8	(1,590.0)	-25%
52	Transit Improvements/Modernization (TIM) Subtotal	\$ 6,975.9	\$ 15,938.3	\$ 8,962.3	128%
53	Transit Construction				
54	G Line (Orange) BRT Improvements: Construction ⁽¹⁾	\$ 18,060.3	\$ 56,693.2	\$ 38,632.9	214%
55	G Line (Orange) BRT Improvements: Planning ⁽¹⁾	632.2	756.2	123.9	20%
56	Transit Construction Subtotal	\$ 18,692.6	\$ 57,449.4	\$ 38,756.8	207%
57	Transit Planning⁽⁵⁾				
58	BRT Connector B Line (Red)/G Line (Orange) to L Line (Gold)	\$ 2,883.8	\$ 7,218.5	\$ 4,334.7	150%
59	North San Fernando Valley BRT	1,827.2	5,451.6	3,624.4	198%
60	San Gabriel Valley Transit Feasibility Study ⁽⁶⁾	1,551.0	1,875.3	324.4	21%
61	Vermont Transit Corridor	3,586.0	2,673.8	(912.2)	-25%
62	Transit Planning Subtotal	\$ 9,847.9	\$ 17,219.3	\$ 7,371.4	75%
63	Bus Capital Improvement Total	\$ 200,789.2	\$ 262,975.9	\$ 62,186.6	31%

Note: Totals may not add up because of rounding.

⁽¹⁾ Projects are cumulatively funded on an annual basis until the Board adopts a Life of Project (LOP) budget.

⁽²⁾ New project proposed for Board adoption.

⁽³⁾ Includes Bus Priority Lanes, Layover Optimization, Tactical Treatment & Service Enhancements, and Bus Stop Improvements.

⁽⁴⁾ Partially bus-related.

⁽⁵⁾ No Board LOP during planning phase; project is funded on an annual basis.

⁽⁶⁾ BRT concepts being studied.

NextGen Bus Plan Update

Metro's NextGen Bus Plan approved by the Metro Board in October 2020 included the framework for a bus speed and reliability program of strategic capital investment to support more efficient and effective bus services in LA County. The updated NextGen Bus Speed and Reliability Program fulfills several speed and service quality recommendations in the Better Bus Program, addresses Time Competitiveness and Connectivity action items in the Customer Experience Plan, and will be explained in further detail in the May 2022 Operations, Safety, and Customer Experience Committee meeting within the May S&R Quarterly Report.

The original \$1B budget estimate for the NextGen Bus Speed and Reliability Program began by applying the speed improvement tools widely based on planning level order of magnitude costs applied over the full extent of the plan's most frequent bus lines. More detailed implementation planning has identified several key opportunities to improve the cost/benefit of the Bus Speed and Reliability Program. One of these is in ensuring the speed improvement tools such as bus lanes are focused primarily on the locations where they are needed most. Another significant efficiency for new bus lanes has been achieved through coordinating their installation with other street improvement installations such as new bike lanes or road repaving.

Also included in the original \$1 billion estimate was a forecast need of 14 FTE needs in Operations, Community Relations and Planning departments, as outlined in the Better Bus Program. Together with the assessment of implementation, CEO was able to reallocate existing vacancies to address the immediate need to augment the program implementation. To date in FY22, there have been two positions recruited specifically for this purpose. In addition, there are 5 new positions (1 non-contract and 4 AFSME) proposed in the FY23 Budget.

Another program efficiency will be achieved with locations selected for bus bulbs. These will focus on the most congested and highest ridership locations where a bulb can be accommodated, on corridors where bus lanes cannot be installed. Bus stop relocations are also moving ahead where they are determined to be implementable.

Another area of implementation efficiency is in the use of a cloud-based technology for signal priority, rather than relying on older legacy loop-based technology. Metro has also moved ahead this year to purchase all door boarding validators to service all NextGen tier 1 and 2 lines. Metro currently estimates that a revised program delivering travel time and reliability improvements could be completed under \$350M. Given the iterative survey and engineering process of this quick-build program, this estimated figure will continue to evolve; therefore, Metro will continue to bring forward an annual program to the Board that reflects more accurate cost figures tailored to the nature of this tactical transit infrastructure program.

Reimagining Public Safety - Detail

	Reimagining Public Safety (\$ in millions)	FY22 Budget	FY23 Proposed	\$ Change	% Change
1	Resource Deployment				
2	Transit Ambassadors	\$ 20.0	\$ 40.0	\$ 20.0	100.0%
3	Homeless Outreach	10.7	15.3	4.6	43.2%
4	Metro Transit Security	27.6	30.9	3.3	12.1%
5	Private Security	23.7	24.5	0.8	3.3%
6	Law Enforcement	165.0	170.0	5.0	3.0%
7	Resource Deployment Subtotal	\$ 247.0	\$ 280.7	\$ 33.7	5.4%
8	Accountability & Transparency	\$ -	\$ 0.1	\$ 0.1	100.0%
9	Communications & Public Education	0.2	0.4	0.2	146.7%
10	Security Design	13.4	10.4	(3.0)	(22.5)%
11	Tools & Technology	0.3	4.1	3.8	1532.4%
12	Training & Procedures	3.0	1.0	(2.0)	(66.7)%
13	Reimagining Public Safety Total	\$ 263.7	\$ 296.6	\$ 32.9	12.5%

Note: Totals may not add up because of rounding.

Bus Stop Shading – “Shade for All” Campaign

We know that better bus stops can retain and encourage ridership. There are more than 12,200 Metro bus stop locations, and countywide, there are almost 25,000 used by Metro and Municipal operators. Bus shelters are an essential part of our transit system. To provide an exceptional customer experience to over 70% of riders who take the bus, we must provide the best facilities to our riders. In FY 23, Metro will complete a Bus Stop Sketch Planning process to identify the planning, capital, operations and maintenance, and funding requirements of the bus stop shade and lighting improvement program.

As bus shelters are owned and maintained by the cities throughout the county, Metro will partner with cities and the community to make the necessary enhancements to the bus stops. Staff will identify high priority bus stops using ridership volume, reported safety concerns, adjacency to street lighting, high heat days, and Equity Focused Communities.

The program will include robust outreach with input from city and community partners, customers, and the COGs to ensure the ground-truthing of our technical analysis. This program could be expanded to include Muni bus stops at a later point in the program. Staff will seek to leverage available Metro funding with outside grant opportunities. In the FY 23 budget, the Chief of Staff Administration, through the Office of Sustainability, has identified a total of \$4.2 million budget for this program, inclusive of \$1.2 million in 5307 funding for lighting improvements.

FY23 New Non-Represented Pay Grade

Effective July 1, 2022, the Chief People Office will be adjusting the current Non-Represented salary structure by adding a new pay grade called HCC2 and renaming the current HCC pay grade to HCC1. Below is the proposed FY23 Salary Structure.

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

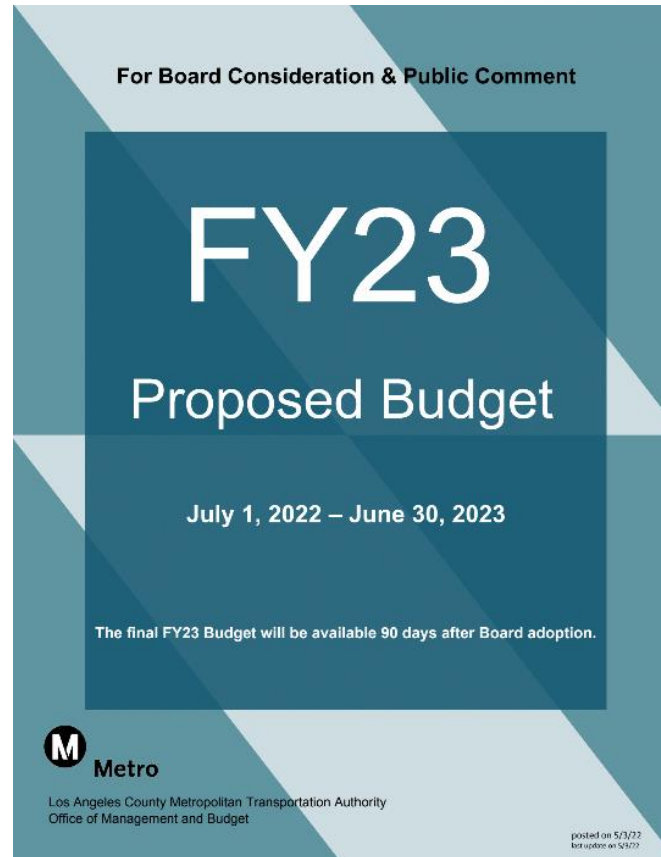
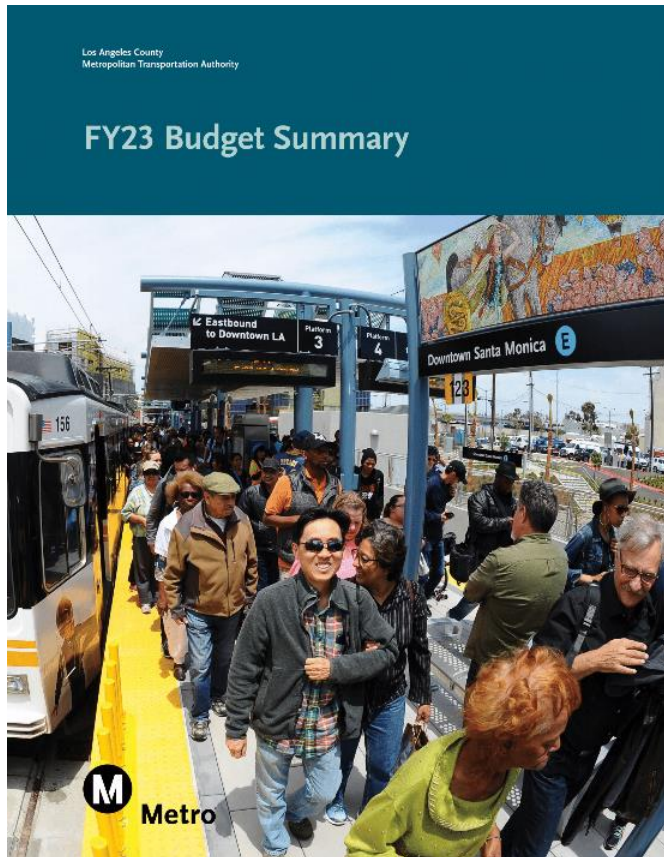
Proposed FY23 Salary Structure			
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HDD	\$222,664.00	\$278,844.80	\$335,025.60
HCC2	\$202,904.00	\$253,884.80	\$304,865.60
HCC1	\$183,123.20	\$228,904.00	\$274,684.80
HBB	\$159,182.40	\$198,723.20	\$238,264.00
HAA	\$141,918.40	\$177,923.20	\$213,907.20
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H1C	\$37,107.20	\$46,384.00	\$55,660.80
H1B	\$34,320.00	\$42,889.60	\$51,480.00
H1A	\$31,990.40	\$39,998.40	\$48,006.40

A photograph of a Metro train at a station platform. The train is silver with "Metro" and "Metro Rail" branding. The platform has a blue and white structure with large glass panels. The background shows palm trees and a clear sky.

Metro Fiscal Year 2023 Proposed Budget

**Public Hearing
May 18, 2022**

FY23 Budget Summary and Proposed Budget Book



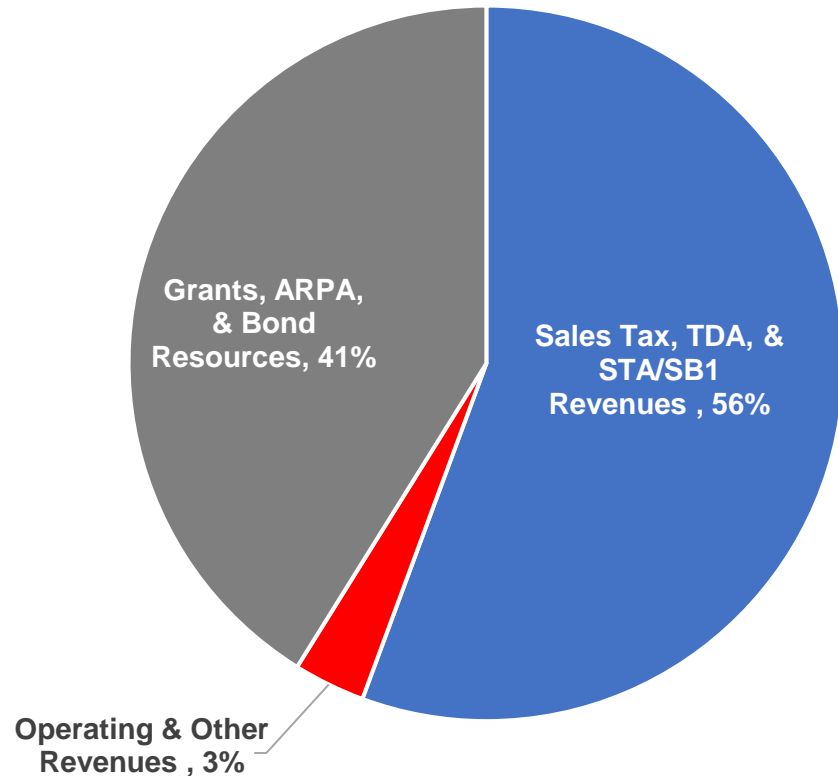
- The proposed budget document is legally required to be made available for public review 15 days prior to the public hearing
- A summary section in the Proposed Budget Book highlights the budgets related to what we heard from the public on specialized topics
- FY23 budget proposal is balanced and has many firsts:
 - Focused on People First and Quality Investments to our community, to the riders, to the partners and cultivating the next generation of riders.
 - Early and enhanced public outreach that interact directly with equity focused community; collaborated with Office of Equity on budget survey to be customer focused
 - Equitable Zero-Based Budgeting (EZBB) process starts a cost control tool to closely monitor our financial state after the last of the federal stimulus funds are used up by FY23

Revenue Summary

Resources (\$ in millions)	FY22 Budget	FY23 Proposed	\$ Change	% Change
1 Sales Tax, TDA, & STA/SB1 Revenues	\$ 4,020.3	\$ 4,868.7	\$ 848.4	21.1%
2 Operating & Other Revenues	253.1	283.5	30.4	12.0%
3 Grants, ARPA, & Bond Resources	3,766.8	3,599.2	(167.7)	(4.5)%
4 Resources Total	\$ 8,040.2	\$ 8,751.4	\$ 711.2	8.8%

Note: Totals may not add up because of rounding.

Resources % of FY23 Budget

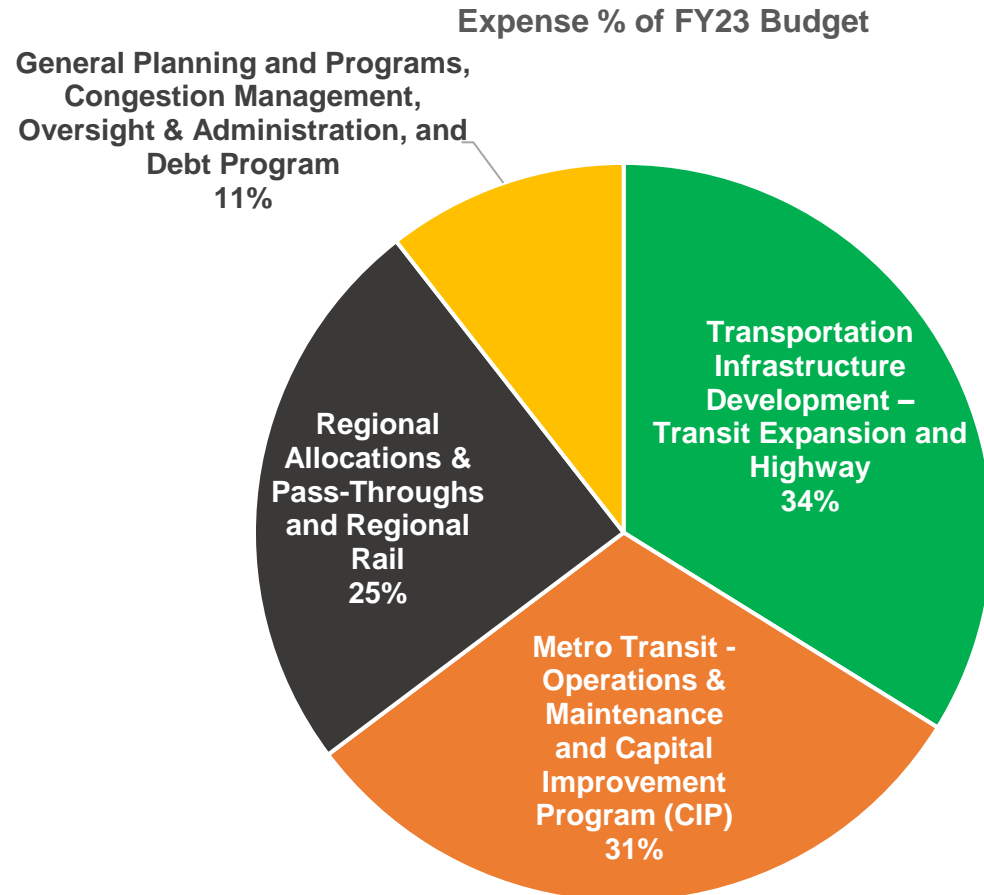


- Sales Tax funds 56% of the FY23 proposed budget. The 21% variance is due to lower estimate of sales tax assumed in the FY22 budget.
- One-time Federal Stimulus for ARPA is \$1,096.9 million for FY23
 - Reimbursement for operating costs to maintain service, fare loss, and preserve jobs due to COVID-19 impact
 - By the end of FY23, Metro will deplete all Federal stimulus and relief fundings for the pandemic
- Fare revenues are expected at \$106.5 million
 - 45.5% increase form the FY22 Budget, but approximately \$150 million lower than the pre-pandemic level
 - Reflecting ridership recovery, FSI phase 1, and LIFE enhancement

Expense Summary

Program Type (\$ in millions)	FY22 Budget	FY23 Proposed	\$ Change	% Change
1 Transportation Infrastructure Development	\$ 3,012.1	\$ 2,961.5	\$ (50.6)	(1.7)%
2 Metro Transit - Operations & Maintenance and Capital Improvement Program	2,558.3	2,704.9	146.6	5.7%
3 Regional Allocations & Pass-Throughs and Regional Rail	1,613.9	2,162.1	548.2	34.0%
4 Gen Planning, Cong Mgmt, Oversight & Admin, and Debt Prgm	855.9	923.0	67.1	7.8%
5 Grand Total	\$ 8,040.2	\$ 8,751.4	\$ 711.2	8.8%

Note: Totals may not add up because of rounding.



- The FY23 budget continues to make progress on planning and constructing new transit projects for LA county
- The budget restores transit services to pre-pandemic levels and plans to open two new rail segments Crenshaw/LAX and Regional Connector
- The budget enhances the customer experience through a cleanliness surge, reimagine public safety and continues to make Nextgen and other bus improvements
- Regional Allocations and Pass-Throughs based on increased sales tax revenue projections
- The Consumer Price Index (CPI), as measured by the Bureau of Labor Statistics, is projected to increase by 3.3% in FY23 for the Los Angeles area

Early, Expanded, and Enhanced Public Engagement Summary



September 29, 2021, October 4, 2021 & March 29, 2022,
>11,000 Listeners English & Spanish



FY23 Budget Survey
>8,000 responses received

+ 6,350



FY23 Budget Survey
>4,100 written responses received

+ 3,400



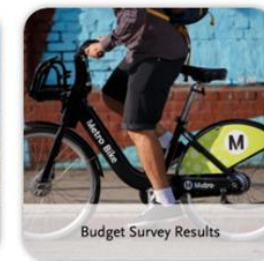
Stakeholder, Public, and Community Meetings
24 Budget meetings

+ 7 Meetings



LACMTA / LA Metro Budget Portal

Welcome to the Los Angeles County Metropolitan Transportation Authority (LACMTA) Budget portal – LA Metro Budget Portal. This portal provides financial and budget information for and on behalf of LACMTA (Metro) for riders, Metro's stakeholders, and the general public to learn all things budget related. The information on this website will be continuously updated as new information becomes available.



NEW! >9,000 Visits

We Heard: From Survey Results to Budget Actions



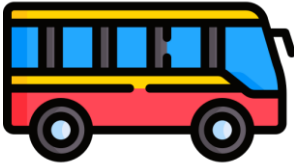
Clean



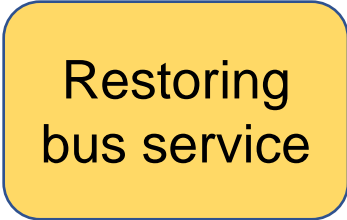
Safety



Expanding Rail



More Bus



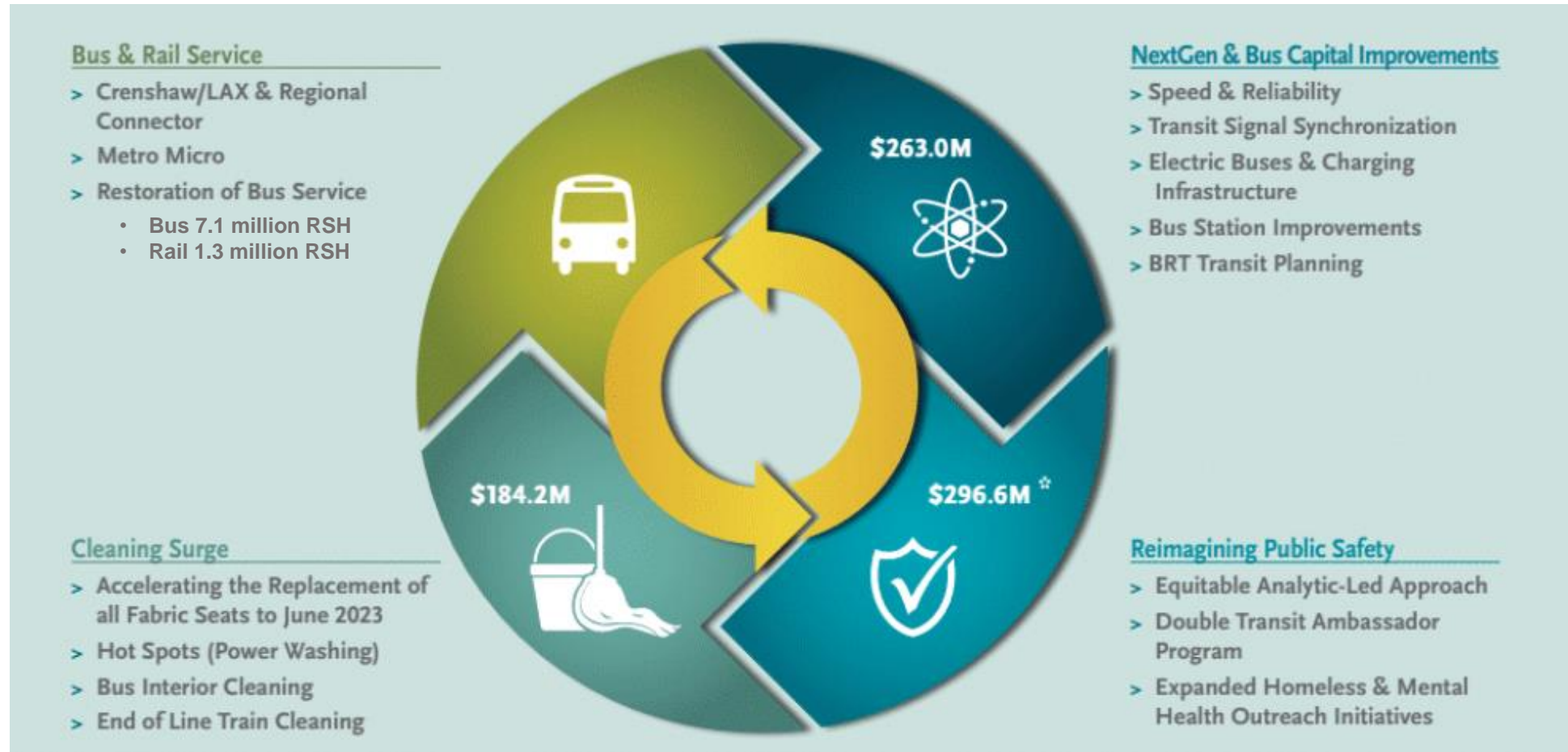
Reliable



Frequent Service



Customer Experience (CX)



*Some initiatives are included in multiple department budgets and may not be reflected in the estimated amounts, as they are being done within existing resources.

	Reimagining Public Safety (\$ in millions)	FY22 Budget	FY23 Proposed	\$ Change	% Change
1	Resource Deployment				
2	Transit Ambassadors	\$ 20.0	\$ 40.0	\$ 20.0	100.0%
3	Homeless/Mental Health Outreach	10.7	15.3	4.6	43.2%
4	Metro Transit Security	27.6	30.9	3.3	12.1%
5	Private Security	23.7	24.5	0.8	3.3%
6	Law Enforcement	165.0	170.0	5.0	3.0%
7	Resource Deployment Subtotal	\$ 247.0	\$ 280.7	\$ 33.7	5.4%
8	Accountability & Transparency	\$ -	\$ 0.1	\$ 0.1	100.0%
9	Communications & Public Education	0.2	0.4	0.2	146.7%
10	Security Design	13.4	10.4	(3.0)	(22.5)%
11	Tools & Technology	0.3	4.1	3.8	1532.4%
12	Training & Procedures	3.0	1.0	(2.0)	(66.7)%
13	Reimagining Public Safety Total	\$ 263.7	\$ 296.6	\$ 32.9	12.5%

Note: Totals may not add up because of rounding.

- All initiatives from Reimagining Public Safety are prioritized in FY23 Budget
- Equitable analytics-led approach to enhancing public safety
- Transit ambassador program doubling
- Homeless/mental health outreach growing by 43.2%
- Adding unarmed security officers to the system



* Includes \$1 million for Room 2 Work



REIMAGINING PUBLIC SAFETY

NEXTGEN AND BUS CAPITAL IMPROVEMENTS

	Bus Capital Improvement (\$ in thousands)	FY22 Budget	FY23 Proposed	\$ Change	% Change
1	NextGen	\$ 8,333.9	\$ 27,427.6	\$ 19,093.7	229.1%
2	Bus Acquisition	93,090.1	82,122.9	(10,967.2)	-11.8%
3	Bus Facilities Improvements	16,665.1	18,081.6	1,416.4	8.5%
4	Bus Maintenance	46,898.1	41,495.3	(5,402.8)	-11.5%
5	Regional & Hubs	250.0	600.0	350.0	140.0%
6	Technology	35.6	2,641.6	2,606.0	7316.3%
7	Transit Improvements/Modernization (TIM)	6,975.9	15,938.3	8,962.3	128.5%
8	Transit Construction	18,692.6	57,449.4	38,756.8	207.3%
9	Transit Planning	9,847.9	17,219.3	7,371.4	74.9%
10	Bus Capital Improvement Total	\$ 200,789.2	\$ 262,975.9	\$ 62,186.6	31.0%

Note: Totals may not add up because of rounding.

31% more investments year over year

- Speed & Reliability is a priority
- NextGen Updated Plan: identified several key opportunities
 - Revised program: current estimates under \$350M
 - Additional information will be provided to Operations, Safety, and Customer Experience Committee in Fall 2022
- NextGen investments of \$27.4 million, 229.1% increase over FY22
- See Appendix V of Proposed Book - Detailed list of NextGen and Bus Capital Improvement projects



Measure R and Measure M Transit Construction and Planning Projects

Transit Expansion Program (\$ in millions)

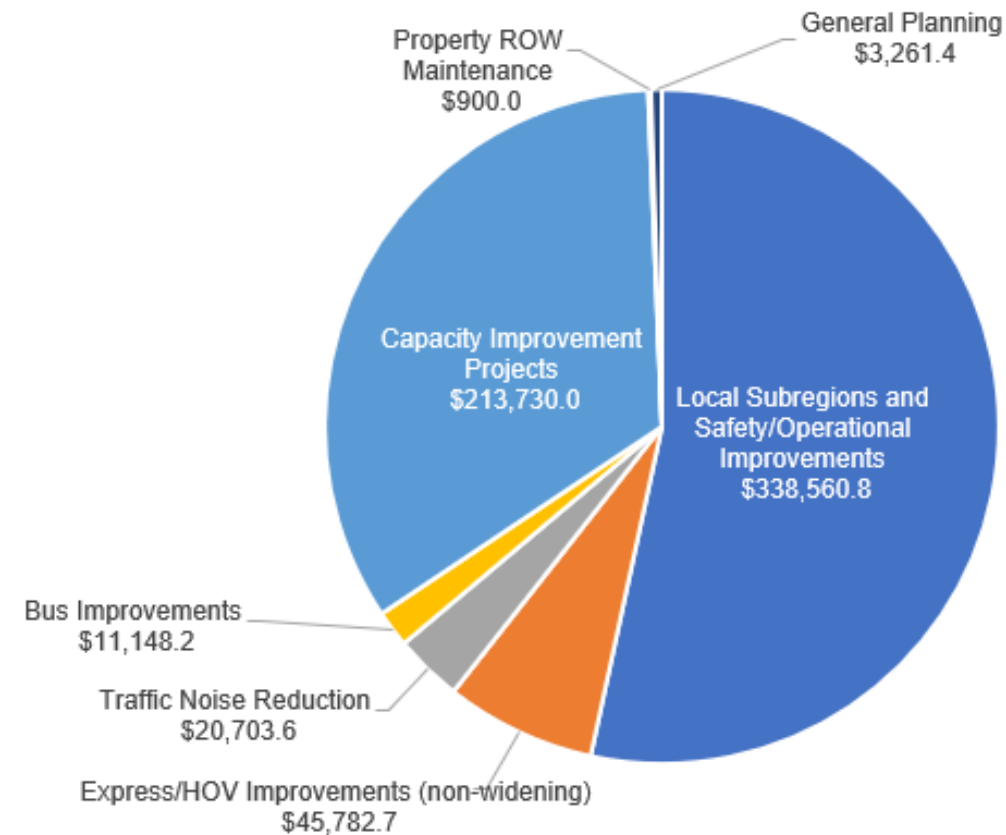
Project	MR/MM Start Date	Forecasted Exp thru FY22	FY23 Proposed	LOP Budget
1 MR/MM Transit Construction				
2 E Line (Expo) Light Rail Transit	2007	\$ 2,295.6	\$ 3.7	\$ 2,301.1
3 K Line (Crenshaw/LAX) Light Rail Transit	2015	2,385.6	55.7	2,392.5
4 Regional Connector	2016	1,768.7	98.4	1,817.5
5 D (Purple) Line Extension	2017	5,998.3	1,125.8	9,680.8
6 Airport Metro Connector	2018	309.2	242.8	898.6
7 L (Gold) Line Foothill Extension 2A & 2B	2019	1,562.5	283.0	2,330.5
8 G (Orange) Line BRT	2019	42.7	57.4	-
9 East San Fernando Valley	2021	328.2	248.2	-
11 MR/MM Transit Construction Sum		\$ 14,690.9	\$ 2,115.1	\$ 19,421.0
12 MR/MM Transit Planning				
13 Eastside Access	2008	31.5	8.8	
14 North San Fernando Valley BRT	2019	8.1	5.5	
15 BRT Connector G/B Line to L Line	2020	13.2	7.2	
16 West Santa Ana Branch Corridor	2022	81.7	29.1	
17 Sepulveda Corridor	2024	82.9	81.5	
18 Vermont Transit Corridor	2024	6.3	2.7	
19 C (Green) Line South Bay	2026	36.6	11.6	
20 Eastside Extension*	2029	92.9	13.9	
21 SGV Feasibility Study		1.6	1.9	
22 Crenshaw Northern **	2041	19.2	6.8	
23 MR/MM Transit Planning Sum		\$ 374.0	\$ 169.0	
24 Business Solutions Center		8.7	2.5	
25 Total MR/MM Transit Expansion		\$ 15,073.6	\$ 2,286.6	

* Forecasted Expenditures thru FY22 includes \$33.3M of Board authorized vehicle purchase.

** Crenshaw Northern increases from \$6.8 million to \$10.0 million due to technical correction

- Projects listed according to Measure R and Measure M Start Date
- Continue all major construction projects with executed contracts
- Substantial completion of construction Crenshaw & Regional Connector
- Maintaining Measure M schedules for planning projects currently funded in LRTP or grant funded
- Crenshaw Northern increases from \$6.8 million to \$10.0 million due to technical correction

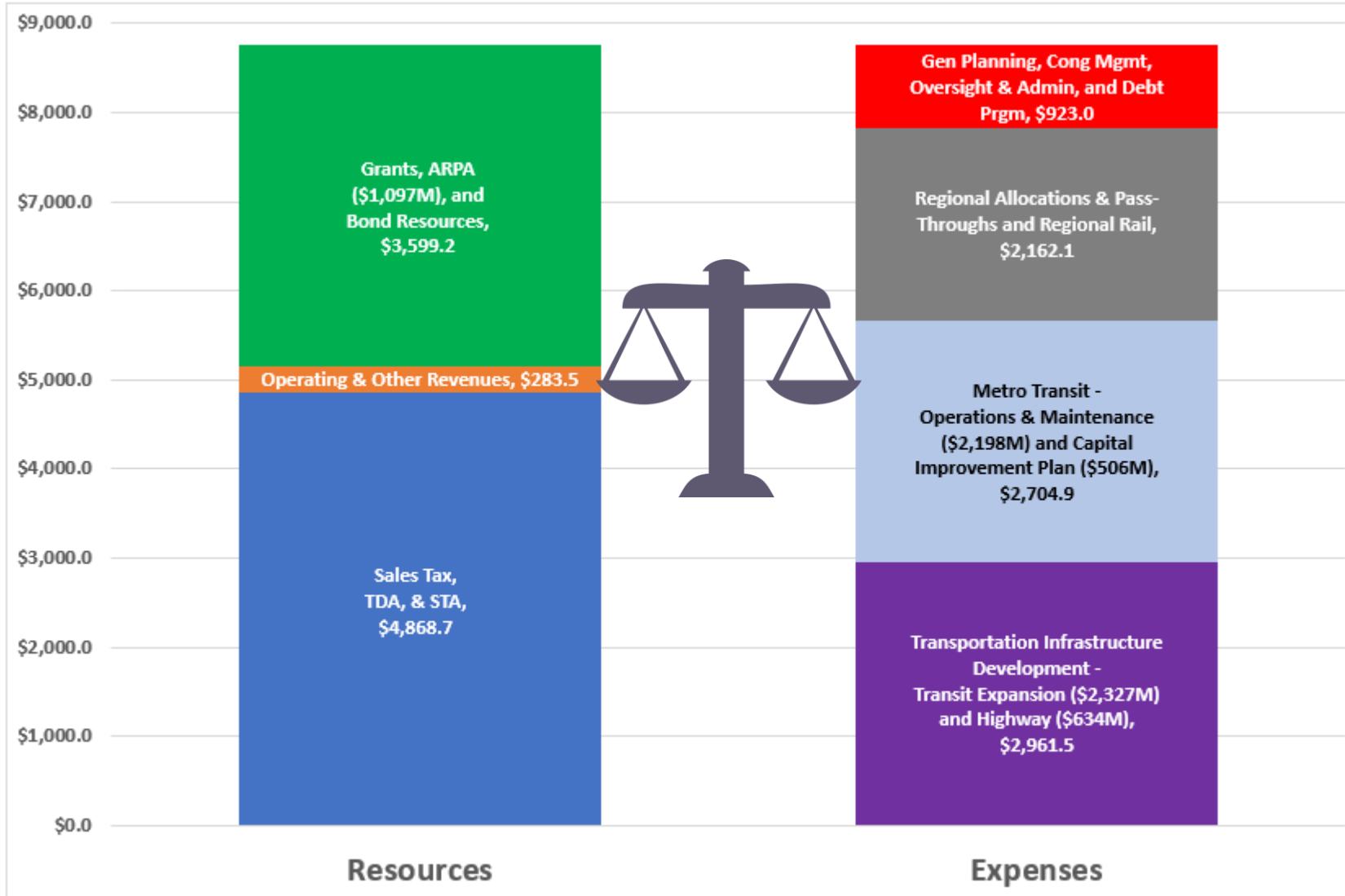
Highway Modernization Projects By Category



- Vast majority (98.2%) of the projects are Measure R and Measure M Ordinance totaling Highway Program budget of \$634.1 million
- Metro's Highway Modernization Projects provide local and safety improvements such as:
 - Local Subregions includes street improvements, on-off ramp improvements, signal synchronization, bikeway/pedestrian safety and sidewalk improvements
 - Express Lanes or HOV Improvements can convert existing lanes without any widening
 - Traffic Noise Reduction with the Soundwall Program benefiting homes/businesses along freeway corridors alleviating traffic noise
 - Bus Improvements include NextGen Bus lanes support
 - Capacity Improvement Projects can include a variety of purposes such as:
 - Soundwall program, extension of truck lanes, HOV lanes, bridge repair and replacement, and Intelligent Transportation System (ITS)

FY23 Proposed Budget – \$8.8B

(\$ in millions)



- Metro’s \$8.8 billion Fiscal Year 2023 (FY23) Proposed Budget is balanced
- FY23 Proposed Budget includes many new and innovative projects that will have meaningful impacts on Los Angeles County’s 10 million residents.
- Transit industry nationwide, including Metro, faces financial challenges within the next few years when federal funding is exhausted
- Metro EZBB is initial step in strengthening cost controls and identifying other mitigation strategies

MAY BOARD REPORT FY23 BUDGET ADOPTION

- A. ADOPTING the proposed FY23 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
 - 1. AUTHORIZING \$8.8 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
 - 2. AUTHORIZING a total of 10,596 FTEs with 8,778 Represented FTEs and 1,818 Non-Represented FTEs; and
 - 3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 3.5% (except for SMART); and
 - 4. 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
 - 5. AMENDING the proposed budget to include any Board approved actions currently under consideration, from now to the end of fiscal year (June 30, 2022); and
 - 6. AMENDING the proposed budget by \$3.2 million, taking it from \$6.8 million to \$10.0 million for Crenshaw Northern for a technical correction; and
- B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY23 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval; and
- C. APPROVING the addition of one new Non-Represented pay grade to alleviate the pay progression and maintain a consistent pay range from mid-point to mid-point as shown in Attachment E; and
- D. APPROVING pay grade upgrade for the Board Clerk job classification



Board Report

File #: 2022-0114, File Type: Resolution

Agenda Number: 16.

FINANCE, BUDGET AND AUDIT COMMITTEE MAY 18, 2022

SUBJECT: PROPOSITION C BONDS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT a Resolution (Attachment A) that authorizes the issuance and sale of up to \$67 million in aggregate principal amount of the Proposition C Sales Tax Revenue Refunding Bonds in one or more series, and the taking all other actions necessary in connection with the issuance of the refunding bonds.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

ISSUE

Metro may lower its debt service costs by refunding, on a current basis, the outstanding Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A and Series 2012-B (the "2012-A&B Bonds"). Approximately \$54.57 million of the outstanding 2012-A&B Bonds are eligible for refunding. Under current market conditions, the issuance of the Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds (the "Refunding Bonds") could achieve approximately \$2.6 million in net present value savings over the six (6) plus year life of the bonds.

BACKGROUND

The 2012-A&B Bonds may be current refunded in mid May 2022 as their call date is July 1, 2022. The Debt Policy establishes criteria to evaluate refunding opportunities. The refunding of the 2012-A&B Bonds is currently estimated to provide net present value savings in excess of the minimum 3% of the refunded par amount set forth in the Debt Policy criteria for evaluating refunding opportunities.

DISCUSSION

The Refunding Bonds will be structured as fixed rate bonds and will be sold using a negotiated sale method. If market conditions change suddenly, a negotiated sale provides Metro the flexibility to alter the sale date and/or bond structure, as needed. A negotiated sale method also allows Metro to advance its DBE/SBE/DVBE firm participation goals. The underwriters will pre-market the issue to target as many investors as possible, assist with the credit rating process and advise on market

conditions for optimal bond pricing.

Consistent with the Metro Debt Policy, underwriters for this transaction will be selected by a competitive Request for Proposal (“RFP”) process conducted by Public Resources Advisory Group (“PRAG”), Metro’s Transaction Municipal Advisor. Hawkins Delafield & Wood LLP and Kutak Rock LLP were selected by Treasury staff and County Counsel to serve as Bond Counsel and Disclosure Counsel, respectively.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro’s patrons or employees.

FINANCIAL IMPACT

The costs of issuance for the Refunding Bonds will be paid from proceeds of the financing and will be budget neutral. Savings from the Refunding Bonds will be reflected in future budgets under principal account 51101 and the bond interest account 51121.

EQUITY PLATFORM

Approval of this item is intended to reduce financial risk and maintain planned funding and schedules for Metro capital projects funded by Proposition C. At this time, there are no equity concerns anticipated as a result of this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following Metro Strategic Plan Goal:

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

ALTERNATIVES CONSIDERED

The Board could defer the issuance of the Refunding Bonds to a later time or indefinitely. This is not recommended because we cannot predict that interest rates will remain low enough to generate comparable benefit. Federal Reserve Bank actions and all other market and economic conditions may push interest rates higher and result in a loss of refunding savings.

NEXT STEPS

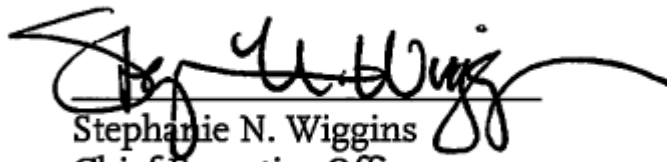
- Obtain ratings on the Refunding Bonds
- Complete legal documentation and distribute the preliminary official statement to potential investors, initiate the pre-marketing effort
- Negotiate the sale of the Bonds with the underwriters

ATTACHMENTS

Attachment A - Authorizing Resolution

Prepared by: Rodney Johnson, Deputy Executive Officer, Finance
(213) 922-3417
Biljana Seki, Assistant Treasurer, (213) 922-2554
Michael Kim, Debt Manager, (213) 922-4026

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



Stephanie N. Wiggins
Chief Executive Officer

Authorizing Resolution

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE ISSUANCE AND SALE OF ONE OR MORE SERIES OF ITS LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY PROPOSITION C SALES TAX REVENUE REFUNDING BONDS, APPROVING THE EXECUTION AND DELIVERY OF A SUPPLEMENTAL TRUST AGREEMENT, CONTINUING DISCLOSURE CERTIFICATE, NOTICE OF INTENTION TO SELL BONDS, NOTICE INVITING BIDS, BOND PURCHASE AGREEMENT, AS APPLICABLE, ESCROW AGREEMENT, PRELIMINARY AND FINAL OFFICIAL STATEMENT, AND THE TAKING OF ALL OTHER ACTIONS NECESSARY IN CONNECTION THEREWITH.

(PROPOSITION C SALES TAX)

W I T N E S S E T H :

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA"), as successor to the Los Angeles County Transportation Commission (the "Commission"), is authorized, under Chapter 5 of Division 12 of the California Public Utilities Code (the "Act"), to issue bonds to finance and refinance the acquisition, construction or rehabilitation of facilities to be used as part of a countywide transit system; and

WHEREAS, pursuant to the provisions of Section 130350 of the California Public Utilities Code, the Commission was authorized to adopt a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County of Los Angeles (the "County") subject to the approval by the voters of the County; and

WHEREAS, the Commission, by Ordinance No. 49 adopted August 28, 1990 ("Ordinance No. 49"), imposed a ½ of 1% retail transactions and use tax upon retail sales of tangible personal property and upon the storage, use or other consumption of tangible personal property in the County, the proceeds of the tax to be used for public transit purposes (the "Proposition C Tax"), and such tax was approved by the electors of the County on November 6, 1990; and

WHEREAS, the revenues received by the LACMTA from the imposition of the transactions and use tax are, by statute, directed to be used for public transit purposes, which purposes include a pledge of such tax to secure any bonds issued pursuant to the Act and include the payments or provision for the payment of the principal of the bonds and any premium, interest on the bonds and the costs of issuance of the bonds; and

WHEREAS, the LACMTA is planning and engineering a Countywide rail, bus and highway transit system (the "Rail, Bus and Highway Transit System") to serve the County and has commenced construction of portions of the Rail, Bus and Highway Transit System; and

WHEREAS, to facilitate the development and construction of the Rail, Bus and Highway Transit System, the LACMTA, as authorized by the Act, pursuant to the terms of the Amended and Restated Trust Agreement, dated as of January 1, 2010, as amended and supplemented (the

“Trust Agreement”), by and between the LACMTA and U.S. Bank Trust Company, National Association, as successor to U.S. Bank National Association, as trustee (the “Trustee”), has issued multiple series of bonds, including its Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A (the “Series 2012-A Bonds”); Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B (the “Series 2012-B Bonds”); Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2013-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2013-B; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2013-C; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2014-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2016-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2017-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2018-A; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2019-A (Green Bonds); Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2019-B; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2019-C; Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2020-A and Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2021-A (collectively, the “Prior Senior Bonds”); and

WHEREAS, the Trust Agreement permits the issuance of additional bonds subject to the limitations, and upon the terms, set forth therein, specifies applicable defaults and remedies, and provides for the procedures by which it may be amended and supplemented; and

WHEREAS, the LACMTA now desires to provide for the issuance of one or more series of its Proposition C Sales Tax Refunding Revenue Bonds, Senior Bonds, from time to time and in one or more transactions (collectively, the “Refunding Bonds”) to: (a) current refund all or a portion of the outstanding Series 2012-A Bonds (the Series 2012-A Bonds so refunded shall be referred to herein as the “Refunded Series 2012-A Bonds”) and the outstanding Series 2012-B Bonds (the Series 2012-B Bonds so refunded shall be referred to herein as the “Refunded Series 2012-B Bonds”) and, together with the Refunded Series 2012-A Bonds, the “Refunded Bonds”), provided that the refunding of the Refunded Bonds is consistent with the Debt Policy of the LACMTA (the “Debt Policy”) as in effect at the time of pricing of the applicable series of Refunding Bonds; and (b) pay certain costs of issuance related thereto (collectively, the “Financing”); and

WHEREAS, in connection with each issuance of Refunding Bonds, the LACMTA may either (a) enter into one or more Bond Purchase Agreements (a “Purchase Agreement”), to be dated as of sale of the Refunding Bonds, between the LACMTA and one or more municipal broker-dealers, banking and financial institutions and/or other persons (each, an “Underwriter”) as the Designated Officer (as defined in Section 2 of this Resolution) deems necessary or desirable or (b) undertake a competitive process for the sale of the Refunding Bonds to one or more Underwriters; and

WHEREAS, the sale of the Refunding Bonds shall be in accordance with the Debt Policy of the LACMTA; and

WHEREAS, the forms of the following documents are on file with the Board Clerk or Acting Board Clerk (the “Clerk”) of the Board of Directors of the LACMTA (the “Board”) and have been made available to the members of the Board:

(a) a Supplemental Trust Agreement (the “Refunding Supplemental Trust Agreement”), which will be by and between the LACMTA and the Trustee, which would supplement the Trust Agreement for purposes of providing the terms and conditions of the Refunding Bonds;

(b) a Preliminary Official Statement (the “Preliminary Official Statement”), which will provide information about the Refunding Bonds, the LACMTA, the Proposition C Tax and certain other related matters, and will be used, from time to time, in connection with the offer and sale of the Refunding Bonds;

(c) a Notice of Intention to Sell Bonds (the “Notice of Intention to Sell Bonds”), which will provide notice of the LACMTA’s intent to sell the Refunding Bonds, advertise the Refunding Bonds for sale, invite sealed bids on the Refunding Bonds and be published in connection with any proposed sale of the Refunding Bonds;

(d) a Notice Inviting Bids (the “Notice Inviting Bids”), which will set forth the terms and the manner in which proposals from qualified bidders for the purchase of the Refunding Bonds shall be received;

(e) a Purchase Agreement, which will set forth the terms and the manner in which the LACMTA will sell and issue the Refunding Bonds and the Underwriters thereunder, to be selected by the Designated Officer, that will purchase the Refunding Bonds, if the Refunding Bonds are sold on a negotiated basis; and

(f) a Continuing Disclosure Certificate (the “Continuing Disclosure Certificate”), which will be executed by the LACMTA and used to assist the Underwriters of the Refunding Bonds in complying with the Securities and Exchange Commission Rule 15c2-12(b)(5), and which will provide for the annual and periodic update of certain financial information and operating data with respect to the LACMTA and the collection of the Proposition C Tax, among other things, and certain enumerated events; and

(g) an Escrow Agreement (the “Escrow Agreement”), among the LACMTA, the Trustee and U.S. Bank Trust Company, National Association, as escrow agent, which will be executed and delivered in connection with the refunding and defeasance of the Refunded Bonds;

WHEREAS, the LACMTA hereby acknowledges that said documents will be modified and amended to reflect the various details applicable to the Refunding Bonds, whether the Refunding Bonds are issued in a single issuance or multiple issuances, and that said documents are subject to completion to reflect the results of the sale of the Refunding Bonds; and

WHEREAS, the LACMTA has pledged the Proposition C Tax (less the 20% local allocation and the California Department of Tax and Fee Administration’s costs of administering such tax) (the “Pledged Taxes”) pursuant to the terms of the Trust Agreement to secure the Prior Senior Bonds and certain other obligations of the LACMTA, and once issued, the Refunding Bonds will be “Bonds” and “Senior Bonds” as defined in the Trust Agreement and will be secured by the pledge of the Pledged Revenues under the Trust Agreement; and

WHEREAS, the LACMTA desires to designate the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA (or such other titles as the LACMTA may from time to time assign for such respective positions), and any such officer serving in an acting or interim capacity, and any written designee of any of them as an “Authorized Authority Representative” for all purposes under the Trust Agreement, the Refunding Supplemental Trust Agreement, and the Subordinate Trust Agreement, dated as of June 1, 1993, as amended and supplemented (the “Subordinate Trust Agreement”), by and between LACMTA and U.S. Bank Trust Company, National Association, as successor to U.S. Bank National Association, as trustee, and as an “Authorized Representative” under the Second Amended and Restated Revolving Credit Agreement, dated as of April 1, 2019 (the “Second Amended and Restated Revolving Credit Agreement”), by and between the LACMTA and Wells Fargo Bank, National Association, relating to the Proposition C Revolving Obligations, and any related documents; and

WHEREAS, Section 5852.1 of the California Government Code requires that the governing body of a public body obtain from an underwriter, financial advisor or private lender and disclose, prior to authorizing the issuance of bonds with a term of greater than 13 months, good faith estimates of the following information in a meeting open to the public: (a) the true interest cost of the bonds, (b) the sum of all fees and charges paid to third parties with respect to the bonds, (c) the amount of proceeds of the bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the bonds, and (d) the sum total of all debt service payments on the bonds calculated to the final maturity of the bonds plus the fees and charges paid to third parties not paid with the proceeds of the bonds; and

WHEREAS, the LACMTA is duly authorized and empowered, pursuant to each and every requirement of law, to authorize the Financing and to authorize the execution and delivery of the Refunding Supplemental Trust Agreement, the Continuing Disclosure Certificate, the Notice of Intention to Sell Bonds, the Notice Inviting Bids, the Purchase Agreement, as applicable, the Escrow Agreement, the preparation of the Preliminary Official Statement and the preparation, execution and delivery of the Official Statement (as hereinafter defined) for the purposes, in the manner and upon the terms provided; and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Trust Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

Section 1. Findings. The LACMTA hereby finds and determines that:

(a) The issuance of one or more series of its Refunding Bonds under the Trust Agreement to current refund all or a portion of the Refunded Bonds (provided that the refunding of the Refunded Bonds is consistent with the Debt Policy as in effect at the time of pricing of the applicable series of Refunding Bonds) and pay certain costs related to the issuance of the Refunding Bonds, is in the public interest.

(b) Under the provisions of Ordinance No. 49, all of the Pledged Taxes are revenues of the LACMTA available for rail, bus and highway transit purposes and are available to be and are, by the terms of the resolutions and the Trust Agreement under which the Prior Senior Bonds were issued, pledged, along with the Pledged Revenues, to secure the Prior Senior Bonds and are pledged to secure the Refunding Bonds, and, by this Resolution, such pledge is reaffirmed.

(c) The provisions contained in the Trust Agreement, as previously amended and supplemented, and as to be supplemented as set forth in the Refunding Supplemental Trust Agreement, are reasonable and proper for the security of the holders of the Refunding Bonds.

Section 2. Issuance of Refunding Bonds. The Board hereby authorizes the issuance by the LACMTA of one or more series of Refunding Bonds, from time to time and in one or more transactions, for the purposes of (a) current refunding all or a portion of the Refunded Bonds (provided that the refunding of the Refunded Bonds is consistent with the Debt Policy as in effect at the time of pricing of the Refunding Bonds as determined and calculated at the discretion of the Treasurer of the LACMTA, which shall be conclusive for all purposes of this Resolution), and (b) paying certain costs of issuance related to the issuance of the Refunding Bonds. The aggregate principal amount of the Refunding Bonds issued by the LACMTA shall not exceed an amount sufficient (taking into account any original issue discount) to refund all or a portion of the Refunded Bonds and pay certain costs related to the issuance of the Refunding Bonds (including, but not limited to, underwriters' discount), and in any event the aggregate principal amount of all Refunding Bonds shall not exceed \$67,000,000. The True Interest Cost of the Refunding Bonds shall not exceed 3.00%, as such shall be calculated by the LACMTA's municipal advisor as of the date of delivery of each series of the Refunding Bonds. The Refunding Bonds shall not mature later than the final maturity date of the Refunded Bonds that are being refunded with proceeds of the Refunding Bonds.

The Refunding Bonds shall be issued in a manner by which the interest thereon is excludable from gross income under the Internal Revenue Code of 1986, as amended. The Chief Executive Officer of the LACMTA, the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA (or such other titles as the LACMTA may from time to time assign for such respective positions), and any such officer serving in an acting or interim capacity, and any written designee of any of them (each, a "Designated Officer"), acting in accordance with this Section 2, are each hereby severally authorized to determine the actual aggregate principal amount of the Refunding Bonds to be issued (not in excess of the maximum amount set forth above), and to direct the execution and authentication of the Refunding Bonds in such amount. Such direction shall be conclusive as to the principal amounts hereby authorized. The Refunding Bonds shall be in fully registered form and shall be issued as Book-Entry Bonds as provided in the Refunding Supplemental Trust Agreement. Payment of the principal of, interest on and premium, if any, on the Refunding Bonds shall be made at the place or places and in the manner provided in each Refunding Supplemental Trust Agreement.

As used herein, the term "True Interest Cost" shall be the interest rate (compounded semiannually) necessary to discount the debt service payments from their respective payment dates

to the dated date of the Refunding Bonds and to the principal amount and original issue premium, if any, less underwriters' discount and original issue discount, if any, of the Refunding Bonds. For the purpose of calculating the True Interest Cost, the principal amount of the Refunding Bonds scheduled for mandatory sinking fund redemption as part of a term bond shall be treated as a serial maturity for such year. The calculation of the True Interest Cost shall include such other reasonable assumptions and methods as determined by the LACMTA's municipal advisor.

Section 3. Terms of Refunding Bonds. The Refunding Bonds shall be issued as current interest bonds and shall be available in denominations of \$5,000 and integral multiples thereof. The Refunding Bonds, when issued, shall be in the aggregate principal amounts and shall be dated as shall be provided in the Refunding Supplemental Trust Agreement. The Refunding Bonds may be issued as serial bonds or as term bonds or as both serial bonds and term bonds, all as set forth in the Refunding Supplemental Trust Agreement. Interest on the Refunding Bonds shall be paid at the rates and on the dates set forth in the Refunding Supplemental Trust Agreement; *provided, however,* that, no Refunding Bond shall bear interest at a rate in excess of 5.0% per annum.

Execution and delivery of the Refunding Supplemental Trust Agreement, which document will contain the maturities, principal amounts, interest rates and the payment obligations of the LACMTA within parameters set forth in this Resolution, shall constitute conclusive evidence of the LACMTA's approval of such maturities, principal amounts, interest rates and payment obligations.

Section 4. Special Obligations. The Refunding Bonds shall be special obligations of the LACMTA secured by and payable from the Pledged Revenues and from the funds and accounts held by the Trustee under the Trust Agreement. The Refunding Bonds shall also be secured by and be paid from such other sources as the LACMTA may hereafter provide.

Section 5. Form of Refunding Bonds. The Refunding Bonds and the Trustee's Certificate of Authentication to appear thereon shall be in substantially the form set forth in Exhibit A to the Refunding Supplemental Trust Agreement on file with the Clerk of the Board and made available to the Board, with such necessary or appropriate variations, omissions and insertions as permitted or required by the Trust Agreement or the Refunding Supplemental Trust Agreement or as appropriate to adequately reflect the terms of such Refunding Bonds and the obligation represented thereby.

Section 6. Execution of Refunding Bonds. Each of the Refunding Bonds shall be executed on behalf of the LACMTA by any Designated Officer and any such execution may be by manual or facsimile signature, and each bond shall be authenticated by the endorsement of the Trustee or an agent of the Trustee. Any facsimile signature of such Designated Officer(s) shall have the same force and effect as if such officer(s) had manually signed each of such Refunding Bonds.

Section 7. Approval of Documents; Authorization for Execution. The forms, terms and provisions of the Refunding Supplemental Trust Agreement, the Notice of Intention to Sell Bonds, the Notice Inviting Bids, the Purchase Agreement, the Continuing Disclosure Certificate and the Escrow Agreement on file with the Clerk of the Board and made available to the Board within the parameters set forth in this Resolution are in all respects approved, and each of the

Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA one or more Refunding Supplemental Trust Agreements, one or more Notices of Intention to Sell Bonds, one or more Notices Inviting Bids, one or more Purchase Agreements, as applicable, one or more Continuing Disclosure Certificates and one or more Escrow Agreements, including counterparts thereof. The Refunding Supplemental Trust Agreement(s), the Notice(s) of Intention to Sell Bonds, the Notice(s) Inviting Bids, the Purchase Agreement(s), as applicable, the Continuing Disclosure Certificate(s) and the Escrow Agreement(s), as executed and delivered, shall be in substantially the forms now on file with the Clerk of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Refunding Supplemental Trust Agreement, the Notice of Intention to Sell Bonds, the Notice Inviting Bids, the Purchase Agreement, the Continuing Disclosure Certificate and Escrow Agreement now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of each Refunding Supplemental Trust Agreement, each Notice of Intention to Sell Bonds, each Notice Inviting Bids, each Purchase Agreement, as applicable, and each Continuing Disclosure Certificate, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of each Refunding Supplemental Trust Agreement, each Notice of Intention to Sell Bonds, each Notice Inviting Bids, each Continuing Disclosure Certificate and each Escrow Agreement.

Section 8. Sale of Refunding Bonds.

(a) The LACMTA hereby authorizes the sale of the Refunding Bonds from time to time in one or more series through one or more competitive sales and/or one or more private, negotiated sales to one or more Underwriters, as determined by a Designated Officer.

(b) The Refunding Bonds, if sold to the Underwriter or Underwriters, shall be sold subject to an underwriters' discount (excluding original issue discount) not to exceed \$6 per \$1,000 of principal amount of Refunding Bonds and subject to the terms and conditions set forth in the Purchase Agreement or the published bid notice.

(c) If a Designated Officer determines to sell some or all of the Bonds in one or more competitive sales, the Designated Officers are each authorized and directed to:

(i) From time to time, choose such times and dates as such Designated Officer shall, in his or her discretion, deem to be necessary or desirable to provide for the sale of the Refunding Bonds, to receive proposals from qualified bidders for the purchase of the Refunding Bonds (through the receipt of bids through the use of computerized bidding systems) upon the terms and in the manner set forth in each Notice Inviting Bids.

(ii) Execute one or more Notices Inviting Bids, from time to time, in such form as the Designated Officer executing the same shall approve, and call for

bids for the sale of the Refunding Bonds from qualified bidders in accordance with each such Notice Inviting Bids.

(iii) Cause each Notice of Intention to Sell Bonds to be published from time to time (after completion, modification or correction thereof reflecting the terms of each series of the Refunding Bonds, as approved by said Designated Officer, such approval to be conclusively evidenced by such publication) (A) in *The Bond Buyer* (or such other publication as may be selected by a Designated Officer and approved by Bond Counsel), a financial publication generally circulated throughout the State of California or reasonably expected to be disseminated among prospective bidders for the Refunding Bonds, at least five days prior to the sale of each series of the Refunding Bonds in accordance with Section 53692 of the Government Code of the State of California and (B) in the *Los Angeles Journal* (or such other publication as may be selected by a Designated Officer and approved by Bond Counsel), a newspaper of general circulation circulated within the boundaries of the LACMTA, at least ten days prior to the sale of each series of the Refunding Bonds in accordance with Section 53583 of the Government Code of the State of California, and any such action previously taken is hereby confirmed, ratified and approved.

(iv) Distribute each Notice Inviting Bids (including via electronic methods) to such municipal broker-dealers, banking and financial institutions and other persons as such Designated Officer deems necessary or desirable, and any such action previously taken is hereby confirmed, ratified and approved.

(v) On behalf of the LACMTA, accept the best bid for the Refunding Bonds received from qualified bidders pursuant to and subject to the terms and conditions set forth in this Resolution and the Notice(s) Inviting Bids herein approved and to award the Refunding Bonds, from time to time, to such best bidder(s).

(d) If a Designated Officer determines to sell some or all of the Refunding Bonds in one or more negotiated sales, each Designated Officer shall be authorized to appoint an Underwriter or Underwriters following a competitive request for proposal process or competitive request for proposal processes conducted by the LACMTA's municipal advisor or another process deemed appropriate by a Designated Officer.

(e) Take any other action such Designated Officer determines is necessary or desirable to cause any such sale to comply with the LACMTA's Debt Policy and applicable law.

Section 9. Preliminary Official Statement and Official Statement. One or more Preliminary Official Statements shall be used by the LACMTA in connection with the sale and issuance of the Refunding Bonds. The form of the Preliminary Official Statement on file with the Clerk of the Board and made available to the Board is hereby approved. The Preliminary Official Statement shall be substantially in the form of the Preliminary Official Statement on file with the Clerk of the Board and made available to the Board with such changes as a Designated Officer

approves (such approval to be conclusively evidenced by the execution and delivery of the certificate referenced in the following sentence). The Preliminary Official Statement shall be circulated (via printed format and/or through electronic means) for use in selling the Refunding Bonds at such time or times as a Designated Officer shall deem such Preliminary Official Statement to be final within the meaning of Rule 15c2-12 promulgated under the Securities Exchange Act of 1934, as amended, said determination to be conclusively evidenced by a certificate signed by said Designated Officer to said effect. The Preliminary Official Statement shall contain a description of the finances and operations of the LACMTA, a description of the Proposition C Tax and a description of historical receipts of sales tax revenues substantially in the form of the Preliminary Official Statement on file with the Clerk of the Board and made available to the Board with such changes as any Designated Officer determines are appropriate or necessary. The Preliminary Official Statement shall also contain a description of the Refunding Bonds and the terms and conditions of the Trust Agreement and the Refunding Supplemental Trust Agreement together with such information and description as a Designated Officer determines is appropriate or necessary.

Upon the sale of the Refunding Bonds, one or more of the Designated Officers shall provide for the preparation, publication, execution and delivery of one or more final Official Statements in substantially the form of the Preliminary Official Statement deemed final by a Designated Officer with such changes as any Designated Officer approves, such approval to be conclusively evidenced by the execution of such final Official Statement. Any Designated Officer is hereby authorized and directed to execute and deliver one or more final Official Statements in the name and on behalf of the LACMTA. One or more supplements to the final Official Statement(s) or revised final Official Statement(s) may be prepared and delivered reflecting updated and revised information as any Designated Officer deems appropriate or necessary. Each final Official Statement shall be circulated (via printed format and/or through electronic means) for use in selling the Refunding Bonds at such time or times as a Designated Officer deems appropriate after consultation with LACMTA's municipal advisor, LACMTA's Disclosure Counsel and LACMTA's Bond Counsel and such other advisors as a Designated Officer believes to be useful.

Section 10. Trustee, Paying Agent and Registrar. U.S. Bank Trust Company, National Association is hereby appointed as Trustee, Paying Agent and Registrar for the Refunding Bonds. Such appointments shall be effective upon the issuance of the Refunding Bonds and shall remain in effect until the LACMTA, by supplemental agreement, resolution or other action, shall name a substitute or successor thereto.

Section 11. Escrow Agent. U.S. Bank Trust Company, National Association is hereby appointed as Escrow Agent under the Escrow Agreement. Such appointment shall be effective upon the issuance of the Refunding Bonds and shall remain in effect until the LACMTA, by supplemental agreement, resolution or other action, shall name a substitute or successor thereto.

Section 12. Authorized Authority Representative. The Board hereby designates each of the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA, and any such officer serving in an acting or interim capacity, as an "Authorized Authority Representative" for all purposes under the Trust Agreement, the Refunding Supplemental Trust Agreement, and any amendments or supplements to the Trust Agreement or the Refunding Supplemental Trust

Agreement, and any related documents. Such appointment shall remain in effect until modified by resolution. The prior designation of officers, including the Chairperson of the Board and the Chief Executive Officer of the LACMTA, as Authorized Authority Representatives under the Trust Agreement and any amendments or supplements thereto shall continue.

Section 13. Additional Authorization. The Designated Officers, for and on behalf of the LACMTA, are authorized and directed to do any and all things necessary to effect the issuance of the Refunding Bonds, and the execution and delivery of each Refunding Supplemental Trust Agreement, each Notice of Intention to Sell Bonds, each Notice Inviting Bids, each Purchase Agreement, as applicable, each Continuing Disclosure Certificate, and each Escrow Agreement, and to carry out the terms thereof. The Designated Officers and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments and take all other actions that may be required in order to carry out the authority conferred by this Resolution or the provisions of the Trust Agreement, each Refunding Supplemental Trust Agreement, each Notice of Intention to Sell Bonds, each Notice Inviting Bids, each Purchase Agreement, as applicable, each Continuing Disclosure Certificate, and each Escrow Agreement or to evidence said authority and its exercise. The foregoing authorization includes, but is in no way limited to, the direction (from time to time) by a Designated Officer of the investment of the proceeds of the Refunding Bonds and of the Pledged Revenues and other amounts held under the Trust Agreement, if any, including the execution and delivery of investment agreements or purchase agreements related thereto, the execution by a Designated Officer and the delivery of one or more tax certificates as required by each Refunding Supplemental Trust Agreement for the purpose of complying with the rebate requirements and arbitrage restrictions of the Internal Revenue Code of 1986, as amended; the execution and delivery of documents required by The Depository Trust Company in connection with the Book-Entry Bonds. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

Any Designated Officer, on behalf of the LACMTA, is further authorized and directed to cause written notice(s) to be provided to the California Debt and Investment Advisory Commission (“CDIAC”) of the proposed sale of the Refunding Bonds, said notice(s) to be provided in accordance with Section 8855 et seq. of the California Government Code, to file the notice(s) of final sale with CDIAC, to file the rebates and notices required under section 148(f) and 149(e) of the Internal Revenue Code of 1986, as amended, if necessary, and to file such additional notices and reports as are deemed necessary or desirable by such Designated Officer in connection with the Refunding Bonds, and any such notices are hereby ratified, confirmed and approved.

Section 14. Continuing Authority of Designated Officers. The authority of any individual serving as a Designated Officer under this Resolution by a written designation signed by the Chief Executive Officer, the Chief Financial Officer, the Treasurer, any Deputy Executive Officer, Finance, or any Assistant Treasurer (or such other titles as the LACMTA may from time to time assign for such respective positions), shall remain valid notwithstanding the fact that the individual officer of the LACMTA signing such designation ceases to be an officer of the LACMTA, unless such designation specifically provides otherwise.

Section 15. Investments. From and after the delivery of the Refunding Bonds, each Designated Officer is hereby authorized to invest the proceeds of the Refunding Bonds in

accordance with the Trust Agreement and the Refunding Supplemental Trust Agreement, the Escrow Agreement and the LACMTA's Investment Policy and is further authorized to enter into or to instruct the Trustee to enter into one or more investment agreements, float contracts, swaps or other hedging products (hereinafter collectively referred to as the "Investment Agreement") providing for the investment of moneys in any of the funds and accounts created under the Trust Agreement and the Refunding Supplemental Trust Agreement, on such terms as the Designated Officer shall deem appropriate. In accordance with Section 5922 of the California Government Code, the LACMTA hereby finds and determines that the Investment Agreement is designed to reduce the amount or duration of payment, rate, spread or similar risk or result in a lower cost of borrowing when used in combination with the Refunding Bonds or enhance the relationship between risk and return with respect to investments.

Section 16. Good Faith Estimates. In accordance with Section 5852.1 of the California Government Code, good faith estimates of the following are set forth in Exhibit A attached hereto: (a) the true interest cost of the Refunding Bonds, (b) the sum of all fees and charges paid to third parties with respect to the Refunding Bonds, (c) the amount of proceeds of the Refunding Bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the Refunding Bonds, and (d) the sum total of all debt service payments on the Refunding Bonds calculated to the final maturity of the Refunding Bonds plus the fees and charges paid to third parties not paid with the proceeds of the Refunding Bonds.

Section 17. Further Actions. The Designated Officers and each of them are hereby authorized and directed to amend, supplement or otherwise modify each document authorized or authorized to be amended by this Resolution at any time and from time to time and in any manner determined to be necessary or desirable by the Designated Officer executing such amendment, supplement, or modification, upon consultation with the LACMTA's municipal advisor and LACMTA's Bond Counsel, the execution of such amendment, supplement or other modification being conclusive evidence of the LACMTA's approval thereof. The Designated Officers and each of them are further authorized and directed to amend, supplement or otherwise modify any investment agreement associated with the Refunded Bonds in any manner determined to be necessary or desirable by the Designated Officer executing such amendment, supplement, or modification, upon consultation with the LACMTA's municipal advisor and LACMTA's Bond Counsel, the execution of such amendment, supplement or other modification being conclusive evidence of the LACMTA's approval thereof.

Section 18. Costs of Issuance. The LACMTA authorizes funds of the LACMTA, together with the proceeds of the Refunding Bonds, to be used to pay costs of issuance of the Refunding Bonds, including, but not limited to, costs of attorneys, accountants, municipal advisors, trustees, the costs associated with rating agencies, printing, publication and mailing expenses and any related filing fees.

Section 19. Severability. The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

Section 20. Effective Date. This Resolution shall be effective upon adoption and shall be effective with respect to the Refunding Bonds issued on or before December 31, 2022.

CERTIFICATION

The undersigned, duly qualified and acting as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on _____, 2022.

[SEAL]

By _____
Board Clerk, Los Angeles County
Metropolitan Transportation Authority

Dated: _____, 2022

EXHIBIT A

GOOD FAITH ESTIMATES

The following information was obtained from Public Resources Advisory Group (the “Municipal Advisor”) with respect to the bonds (the “Refunding Bonds”) approved in the attached Resolution, and is provided in compliance with Section 5852.1 of the California Government Code with respect to the Refunding Bonds:

Section 1. True Interest Cost of the Refunding Bonds. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the true interest cost of the Refunding Bonds, which means the rate necessary to discount the amounts payable on the respective principal and interest payment dates to the purchase price received for the Refunding Bonds, is 2.245802%.

Section 2. Finance Charge of the Refunding Bonds. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the finance charge of the Refunding Bonds, which means the sum of all fees and charges paid to third parties (or costs associated with the Refunding Bonds), is \$362,556.42 as follows:

(a)	Underwriters’ Discount	\$ 124,582.50
(b)	Bond Counsel and Disbursements	30,000.00
(c)	Disclosure Counsel and Disbursements	48,500.00
(d)	Municipal Advisor and Disbursements	60,000.00
(e)	Rating Agencies	61,537.00
(f)	Other	<u>37,936.92</u>
	Total	\$ 362,556.42

Section 3. Amount of Proceeds to be Received. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the amount of proceeds expected to be received by the LACMTA for sale of the Refunding Bonds less the finance charge of the Refunding Bonds described in Section 2 above and any reserves or capitalized interest paid or funded with proceeds of the Refunding Bonds, is \$43,827,502.98.

Section 4. Total Payment Amount. Based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the total payment amount, which means the sum total of all payments the LACMTA will make to pay debt service on the Refunding Bonds plus the finance charge of the Refunding Bonds described in Section 2 above not paid with the proceeds of the Refunding Bonds, calculated to the final maturity of the Refunding Bonds, is \$46,786,854.17.

Attention is directed to the fact that the foregoing information constitutes good faith estimates only. The actual interest cost, finance charges, amount of proceeds and total payment amount may vary from the estimates above due to variations from these estimates in the timing of Refunding Bonds sales, the amount of Refunding Bonds sold, the amortization of the Refunding Bonds sold and market interest rates at the time of each sale. The date of sale and the amount of Refunding Bonds sold will be determined by the LACMTA based on need to provided funds for

the Financing and other factors. The actual interest rates at which the Refunding Bonds will be sold will depend on the bond market at the time of each sale. The actual amortization of the Refunding Bonds will also depend, in part, on market interest rates at the time of sale. Market interest rates are affected by economic and other factors beyond the LACMTA's control. The LACMTA has approved the issuance of the Refunding Bonds with a maximum true interest cost of 3.0%.

NOTICE OF INTENTION TO SELL BONDS

[\$[Preliminary Par]*
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
PROPOSITION C SALES TAX REVENUE REFUNDING BONDS,
SENIOR BONDS, SERIES 2022-A

On [Day of Week], [Pricing Date], the Los Angeles County Metropolitan Transportation Authority (“*LACMTA*”) intends to receive bids for the above-referenced bonds (the “*Series 2022-A Bonds*”) until 8:30 a.m., California Time, through the electronic bidding services of Grant Street Group’s MuniAuction platform (“MuniAuction”).

Electronic bids received by LACMTA will be considered by LACMTA at the time described above at One Gateway Plaza, Treasury Department, 21st Floor, Los Angeles, California 90012. The award and/or rejection of bids for the Series 2022-A Bonds will take place in accordance with the provisions of the Notice Inviting Bids (the “*Notice Inviting Bids*”).

LACMTA reserves the right, in its sole discretion, to reject any and all bids and, to the extent permitted by law, to waive any irregularity or nonconformity in any bid. LACMTA also reserves the right to modify or amend the Notice Inviting Bids, as set forth therein, including to modify the size or structure of the transaction. LACMTA reserves the right, in its sole discretion, to postpone, from time to time, the date or time established for the receipt of bids as more fully set forth in the Notice Inviting Bids. Any such modification, amendment, or postponement will be announced via Thomson Municipal Market Monitor (www.tm3.com) (“*TM3*”) and MuniAuction not later than 1:00 p.m. (California time) on the business day prior to the date the bids are to be received. Failure of any potential bidder to receive notice of any modification, amendment or postponement will not affect the sufficiency of any such notice or the legality of the sale.

The Series 2022-A Bonds will be dated their date of delivery. The principal amount of Series 2022-A Bonds sold may be adjusted after the award of the Series 2022-A Bonds, as set forth in the Notice Inviting Bids.

On or about [Day of Week], [POS Date], copies (in electronic format) of the Notice Inviting Bids, the Preliminary Official Statement with respect to the Series 2022-A Bonds, the Resolution of LACMTA authorizing the issuance of the Series 2022-A Bonds, the Amended and Restated Trust Agreement and the form of the Thirty-Third Supplemental Trust Agreement related thereto will be available from the offices of LACMTA’s municipal advisor: Public Resources Advisory Group, 11500 W. Olympic Blvd., Suite 400, Los Angeles, California 90064; Telephone: (310) 477-7098; Attention: Louis Choi. On or about Wednesday, [POS Date], copies of the Preliminary Official Statement and the Notice Inviting Bids also will be available in electronic format at www.MuniOS.com.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

Dated: _____, __, 2022

By: /s/Rodney Johnson
Rodney Johnson,
Deputy Executive Officer, Finance

* Preliminary; subject to change.

NOTICE INVITING BIDS

\$[Par Amount]*
Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2022-A

NOTICE IS HEREBY GIVEN that electronic bids will be received by the Los Angeles County Metropolitan Transportation Authority (“*LACMTA*”) for the purchase of \$[Par Amount]* aggregate principal amount of its Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A (the “*Series 2022-A Bonds*”). Electronic bids for the purchase of the Series 2022-A Bonds will be accepted through the use of the electronic bidding system of Grant Street Group’s MuniAuction. The bids for the Series 2022-A Bonds will be received on the date and up to the time specified below:

Date and Time: [Pricing Date]
8:30 a.m. until 8:45 a.m. (California Time), unless extended in accordance with the Two Minute Rule, as described under “TERMS OF SALE – Information Regarding Electronic Bids.”

Submission of Electronic Bids: Only electronic bids submitted through the website of Grant Street Group’s MuniAuction (the “*Approved Provider*”). The Approved Provider will not act as an agent of LACMTA in connection with the submission of bids and LACMTA assumes no responsibility or liability for bids submitted through the Approved Provider. **None of LACMTA, Public Resources Advisory Group (“*Municipal Advisor*”) or Hawkins Delafield & Wood LLP (“*Bond Counsel*”) shall be responsible for, and each bidder expressly assumes the risk of, any incomplete, inaccurate or untimely bid submitted through the Approved Provider by such bidder, including, without limitation, by reason of garbled transmissions, mechanical failure, engaged telephone or telecommunications lines or any other cause arising from delivery through the Approved Provider. See “TERMS OF SALE—Information Regarding Electronic Bids” herein.**

No written bids or facsimile bids will be accepted.

All electronic bids shall be deemed to incorporate the provisions of the Bid Form attached hereto. See instructions under “TERMS OF SALE—Form of Bid; Interest Rate” and “TERMS OF SALE—Additional Information” herein.

Bids will be considered by LACMTA at the time set forth above at One Gateway Plaza, Treasury Department, 21st Floor, Los Angeles, California 90012. Action will be taken awarding the Series 2022-A Bonds or rejecting all bids for the Series 2022-A Bonds as set forth herein.

* Preliminary; subject to change.

DESCRIPTION OF THE SERIES 2022-A BONDS

Security; Purpose

The Series 2022-A Bonds will be issued under the terms of the Amended and Restated Trust Agreement, dated as of January 1, 2010, as amended and supplemented (the “*Trust Agreement*”), by and between LACMTA and U.S. Bank National Association, as trustee (the “*Trustee*”). In connection with the issuance of the Series 2022-A Bonds, LACMTA will enter into a Thirty-Third Supplemental Trust Agreement, to be dated as of June 1, 2022 (the “*Thirty-Third Supplemental Agreement*”), by and between LACMTA and the Trustee, to provide for the issuance of the Series 2022-A Bonds and related matters. This Notice Inviting Bids refers to the Trust Agreement and the Thirty-Third Supplemental Agreement as the “*Agreement*.”

The Series 2022-A Bonds are limited obligations of LACMTA payable from and secured by a first lien on and a pledge of the “*Pledged Revenues*,” which are (a) moneys collected as a result of the imposition of a certain 1/2 of 1% retail transactions and use tax applicable in the County of Los Angeles (the “*County*”) pursuant to Ordinance No. 49, which the electors of the County approved on November 6, 1990 (the “*Proposition C Sales Tax*”), less 20% thereof which is allocated to local jurisdictions for public transit, paratransit and related services and less an administrative fee paid to the California Department of Tax and Fee Administration (formerly the California State Board of Equalization) in connection with the collection and disbursement of the Proposition C Sales Tax; and (b) certain other limited amounts held by the Trustee under the Agreement, all as further described in the Preliminary Official Statement for the Series 2022-A Bonds (the “*Preliminary Official Statement*”). LACMTA is not obligated to make payments of principal of and interest on the Series 2022-A Bonds from any other source of funds.

NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE COUNTY, THE STATE OF CALIFORNIA OR ANY POLITICAL SUBDIVISION OR PUBLIC AGENCY THEREOF, OTHER THAN LACMTA TO THE EXTENT OF THE PLEDGED REVENUES AND CERTAIN OTHER AMOUNTS HELD BY THE TRUSTEE UNDER THE AGREEMENT, WILL BE PLEDGED TO THE PAYMENT OF THE PRINCIPAL OF OR INTEREST ON THE SERIES 2022-A BONDS. LACMTA HAS NO POWER TO LEVY PROPERTY TAXES TO PAY THE PRINCIPAL OF OR INTEREST ON THE SERIES 2022-A BONDS.

The Series 2022-A Bonds are limited obligations of LACMTA and are payable, as to both principal and interest, solely from a first lien on and pledge of the Pledged Revenues and certain other amounts held by the Trustee under the Agreement. Other than Pledged Revenues and such other amounts held by the Trustee under the Agreement, the general fund of LACMTA is not liable, and neither the credit nor the taxing power of LACMTA is pledged, for the payment of the principal of or interest on the Series 2022-A Bonds.

The Series 2022-A Bonds will be issued for the purposes of (a) current refund all or a portion of the outstanding Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A and the outstanding Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B (collectively, the “*Refunded Bonds*”) and (b) paying certain costs of issuance related to the issuance of the Series 2022-A Bonds; and

LACMTA has previously issued several series of its Proposition C Sales Tax Revenue Bonds payable from the Pledged Revenues on a parity with the Series 2022-A Bonds of which \$[Outstanding Prop C Bonds] in aggregate principal amount remains outstanding as of May 1, 2022 (including the Refunded Bonds). Additional future series of parity bonds are expected to be issued by LACMTA, from time to time, with a lien on the Pledged Revenues on a parity with the Series 2022-A Bonds subject to the

terms and conditions set forth in the Agreement. Bidders are referred to the Agreement and the Preliminary Official Statement for further particulars.

Payment; Book-Entry-Only

The Series 2022-A Bonds will be issued in registered form only, without coupons, in denominations of \$5,000 or any integral multiple thereof. The Series 2022-A Bonds will initially be issued in book-entry form only, registered in the name of Cede & Co., as nominee of The Depository Trust Company, New York, New York (“*DTC*”). Purchasers will not receive certificates from LACMTA representing their interest in the Series 2022-A Bonds. Payments of principal and interest will be made by the Trustee to DTC for subsequent disbursement to DTC participants to then be remitted to the beneficial owners of the Series 2022-A Bonds. See the discussion of the Book-Entry-Only System in Appendix G to the Preliminary Official Statement.

Interest Payment Dates

The Series 2022-A Bonds will be dated their date of delivery ([Closing Date])* (the “*Date of Delivery*”). The Series 2022-A Bonds will bear interest from such date and such interest shall be payable on January 1, 2021 and semiannually thereafter on each July 1 and January 1 until maturity. The Series 2022-A Bonds shall bear interest at the rate to be fixed upon the sale thereof.

Principal Amount

The Series 2022-A Bonds will be issued in the aggregate principal amount of \$[Par Amount],* with the principal amount thereof payable as set forth in the Bid Form (subject to adjustment as described below).

Adjustment of Principal Amount

The principal amount set forth in the Bid Form for the Series 2022-A Bonds will reflect certain estimates of LACMTA and the Municipal Advisor with respect to the likely interest rate of the winning bid and the premium/discount contained in the winning bid. After selecting the winning bid, the principal amount contained in the Bid Form may be adjusted as necessary in the determination of the Municipal Advisor in \$5,000 increments to reflect the actual interest rates and any premium/discount in the winning bid, and/or to accommodate the structuring preferences or sizing requirements of LACMTA’s Proposition C bonds (including the Series 2022-A Bonds). The dollar amount bid for the Series 2022-A Bonds by the winning bidder will be adjusted, if applicable, to reflect any such adjustment in the principal amount. The adjusted bid price will reflect changes in the dollar amount of the underwriter’s discount and original issue discount/premium, if any, but will not change the per bond underwriter’s discount provided in the winning bid. Any such adjustment will be communicated to the winning bidder within twenty-seven (27) hours after the opening of the bid.

Changes in the principal amount made as described above will not affect the determination of the winning bidder or give the winning bidder any right to reject the Series 2022-A Bonds.

Serial Bond Only

[The Series 2022-A Bonds will be issued only as serial bonds.]

* Preliminary; subject to change.

No Redemption

The Series 2022-A Bonds will not be subject to redemption prior to their stated maturity.

TERMS OF SALE

Form of Bid; Interest Rate

Bidders must bid to purchase all and not part of the Series 2022-A Bonds, and must submit their bids through electronic means as provided in this Notice Inviting Bids. All electronic bids shall be deemed to incorporate the provisions of the Bid Form attached hereto. Bidders must specify one, and only one, rate of interest for the Series 2022-A Bonds they are bidding on. No interest rate on the Series 2022-A Bonds shall exceed [5.00%] per annum and each interest rate must be expressed in multiples of 1/8 or 1/20 of 1%.

Bidders may bid to purchase the Series 2022-A Bonds from LACMTA at a discount or with a premium. LACMTA reserves the right to reject any and all bids. Each bid must be in accordance with the terms and conditions set forth in this Notice Inviting Bids.

Information Regarding Electronic Bids

Electronic bids must be submitted through the Approved Provider. Any electronic bid submitted through any other means shall be disregarded.

Bidders may change and submit bids as many times as they wish during the bidding period; provided, however, that each bid submitted subsequent to a bidder's initial bid must result in a lower true interest cost to LACMTA, when compared to the immediately preceding bid of such bidder. The last bid submitted by a bidder before the end of the auction will be compared to all other final bids submitted by others to determine the winning bidder. During the bidding, no bidder will see any other bidder's bid but each bidder will be able to see its ranking (*e.g.*, "Leader", "Cover", "3rd", etc.).

Bidders are permitted to submit bids for the Series 2022-A Bonds during the bidding time period, provided that if any bid becomes a leading bid within two minutes prior to the scheduled end of the bidding, then the time period for submission of bids will automatically extend by two minutes from the time such new leading bid was received (the "Two Minute Rule"). The Two-Minute Rule will remain in effect as long as bids received by MuniAuction meet the requirements of the Two-Minute Rule.

Each electronic bid submitted via the Approved Provider for the purchase of the Series 2022-A Bonds shall be deemed an offer to purchase the Series 2022-A Bonds in response to this Notice Inviting Bids, and shall be binding upon the bidder as if made by a signed, sealed bid delivered to the LACMTA. By submitting a bid for the Series 2022-A Bonds, a bidder represents and warrants to LACMTA that the bidder's bid is submitted for and on behalf of such bidder by an officer or agent who is duly authorized to bind the bidder to a legal, valid and enforceable contract for the purchase of the Series 2022-A Bonds.

If any provisions of this Notice Inviting Bids conflict with information provided by the Approved Provider, this Notice Inviting Bids shall control. The time as maintained by the Approved Provider shall constitute the official time with respect to all bids submitted.

"Rules of MuniAuction" can be viewed on the Approved Provider's Website (see "TERMS OF SALE – Right to Modify or Amend" herein) and, as amended and supplemented from time to time, are

incorporated herein by reference. Bidders will be required to verify that they have read the “Rules of MuniAuction” prior to submitting bids. In the event of a conflict between the Rules of MuniAuction and this Notice Inviting Bids, the provisions of this Notice Inviting Bids shall prevail.

In order to ensure that there is sufficient time to verify their eligibility to bid, bidders must visit the Approved Provider’s Website on or before 10:00 a.m. California time on [Day Before Pricing], or such other time or date as required by the Approved Provider, where, if they have never registered with Grant Street Group, they can register and then request admission to bid. There is no charge for registration with Grant Street Group. Only FINRA registered broker-dealers and dealer banks with DTC clearing arrangements shall be eligible to bid. Bidders will be notified prior to the scheduled bidding time of their eligibility to bid. Bidders who have already registered with the Approved Provider may call auction support at (412) 391-5555 ext. 5370 to confirm their ID number and password.

LACMTA, the Municipal Advisor and Bond Counsel are not responsible for the proper operation of, and shall not have any liability for any delays or interruptions of or any damages caused by, the Approved Provider. Each bidder expressly assumes the risk of any incomplete, inaccurate or untimely bid submitted through the Approved Provider, including, without limitation, by reason of garbled transmissions, mechanical failure, slow or engaged telephone or telecommunications lines or any other cause. LACMTA is using the Approved Provider as a communications mechanism and not as LACMTA’s agent to conduct electronic bidding for the Series 2022-A Bonds. LACMTA is not bound by any advice and determination of the Approved Provider to the effect that any particular bid complies with the terms of this Notice Inviting Bids. All costs and expenses incurred by prospective bidders in connection with their submission of bids through the Approved Provider are the sole responsibility of the bidders and LACMTA is not responsible for any of such costs or expenses. Further information about the Approved Provider, including any fee charged, may be obtained from Grant Street Group’s MuniAuction, Customer Service Telephone: (412) 246-1370. LACMTA assumes no responsibility or liability for bids submitted through the Approved Provider. To the extent any instructions or directions set forth by the Approved Provider conflict with this Notice Inviting Bids, the terms of this Notice Inviting Bids shall control.

LACMTA may regard the electronic submission of a bid through the Approved Provider (including information about the purchase price for the Series 2022-A Bonds and interest rate to be borne by the Series 2022-A Bonds and any other information included in such transmission) as though the same information were submitted by the bidder on the Bid Form and executed on the bidder’s behalf by a duly authorized signatory. If such bid is accepted by LACMTA, this Notice Inviting Bids, the Bid Form and the information that is electronically transmitted through the Approved Provider shall form a contract and the winning bidder shall be bound by the terms of such contract.

Good Faith Deposit

A Good Faith Deposit (the “*Deposit*”) in the amount of \$[500,000] is required of the winning bidder for the Series 2022-A Bonds.

The winning bidder for the Series 2022-A Bonds is required to submit the Deposit payable to the order of “Los Angeles County Metropolitan Transportation Authority” in the form of a wire transfer as instructed by LACMTA or the Municipal Advisor not later than four (4) hours after LACMTA has notified the winning bidder of the award. If not so received, the bid of the lowest bidder will be rejected and LACMTA may direct the second lowest bidder to submit a Deposit and thereafter may award the sale of the Series 2022-A Bonds to the same. **No interest on a Deposit will accrue to the winning bidder.** The Deposit will be deposited in an escrow fund and applied to the purchase price of the Series 2022-A Bonds at the time of delivery of the Series 2022-A Bonds.

If after the award of the Series 2022-A Bonds, the winning bidder fails to complete the purchase on the terms stated in its bid, the Deposit received from such bidder by LACMTA will be retained by LACMTA as stipulated liquidated damages. No interest will be paid upon the Deposit made by any bidder. If the aggregate principal amount of the Series 2022-A Bonds is adjusted as described under the caption “DESCRIPTION OF THE SERIES 2022-A BONDS—Adjustments of Principal Amount,” the winning bidder will not be required to make an additional deposit and will not be entitled to the return of any portion of the wire transfer previously delivered except as described in this paragraph.

Best Bid

If a satisfactory bid is received for the Series 2022-A Bonds, the Series 2022-A Bonds will be awarded to the lowest responsible bidder, considering the rate specified and the discount bid or premium offered, if any. The lowest responsible bidder shall be the bidder submitting a price for the Series 2022-A Bonds that results in the lowest true interest cost to LACMTA. The true interest cost shall be computed by doubling the semiannual interest rate (compounded semiannually) necessary to discount the debt service payments from their respective payment dates to the Date of Delivery of the Series 2022-A Bonds and to the price bid (including any premium or discount) not including accrued interest, if any. In the event two or more bids offer the same lowest true interest cost for the Series 2022-A Bonds, LACMTA reserves the right to exercise its own discretion and judgment in making the award. In the event multiple bids are received from a single Bidder, LACMTA shall accept the best of such bids, and each Bidder agrees by submitting any bid to be bound by its best bid. LACMTA shall have the sole and absolute right to determine the lowest responsible bid in accordance with this Notice Inviting Bids. Upon accepting the best bid, LACMTA shall notify the bidder submitting such bid and shall reject all other bids. LACMTA’s determination of the best bid shall be binding and final absent manifest error.

Opening of Bids; Award

The electronic bids for the Series 2022-A Bonds will be retrieved at the time shown above. LACMTA intends to take action awarding the Series 2022-A Bonds or rejecting the bids for the Series 2022-A Bonds not later than twenty-seven (27) hours after the time herein prescribed for the receipt of bids, unless such time of award is waived by the winning bidder. LACMTA will notify the winning bidder of its decision to award the Series 2022-A Bonds to the winning bidder through delivery (via facsimile or other electronic means) of a signed Certificate of Award. Such Certificate of Award will be promptly delivered to the winning bidder after the award is made.

Establishment of Issue Price

(a) The winning bidder shall assist LACMTA in establishing the issue price of the Series 2022-A Bonds and shall execute and deliver to LACMTA on the Date of Delivery of the Series 2022-A Bonds an “issue price” or similar certificate setting forth the reasonably expected initial offering price to the public or the sales price of the Series 2022-A Bonds, together with the supporting pricing wires or equivalent communications, substantially in the form attached hereto as Exhibit B, with such modifications as may be appropriate or necessary, in the reasonable judgment of the winning bidder, LACMTA and Bond Counsel.

(b) LACMTA intends that the provisions of Treasury Regulation Section 1.148-1(f)(3)(i) (defining “competitive sale” for purposes of establishing the issue price of the Series 2022-A Bonds) will apply to the initial sale of the Series 2022-A Bonds (the “competitive sale requirements”) because:

(1) LACMTA shall disseminate this Notice Inviting Bids to potential underwriters in a manner that is reasonably designed to reach potential underwriters;

- (2) all bidders shall have an equal opportunity to bid;
- (3) LACMTA may receive bids for the Series 2022-A Bonds from at least three underwriters of municipal bonds who have established industry reputations for underwriting new issuances of municipal bonds; and
- (4) LACMTA anticipates awarding the sale of the Series 2022-A Bonds to the bidder who submits a firm offer to purchase the Series 2022-A Bonds at the highest price (or lowest interest cost), as set forth in this Notice Inviting Bids.

Any bid submitted pursuant to this Notice Inviting Bids shall be considered a firm offer for the purchase of the Series 2022-A Bonds, as specified in the bid.

IN THE EVENT THAT THE COMPETITIVE SALE REQUIREMENTS ARE NOT SATISFIED, LACMTA WILL REJECT ALL BIDS AND CANCEL THE SALE.

BIDDERS SHOULD PREPARE THEIR BIDS ON THE ASSUMPTION THAT THE ISSUE PRICE OF THE SERIES 2022-A BONDS WILL BE THE REASONABLY EXPECTED INITIAL OFFERING PRICE TO THE PUBLIC.

Right to Reject Bids; Waive Irregularities

LACMTA reserves the right, in its discretion, to reject any and all bids and, to the extent permitted by law, to waive any irregularity or nonconformity in any bid.

Delivery and Payment; Book-Entry-Only

Delivery of the Series 2022-A Bonds is expected to be made in the name of Cede & Co., as nominee of The Depository Trust Company in New York, New York on or about [Closing Date]* (the Date of Delivery) and will be available to the winning bidder in book-entry form only, as more fully set forth in the Preliminary Official Statement. The winning bidder shall pay for the Series 2022-A Bonds in Los Angeles in immediately available federal funds on the Date of Delivery of the Series 2022-A Bonds to DTC. Any expense of providing federal funds shall be borne by the winning bidder.

Right of Cancellation

The winning bidder shall have the right, at its option, to cancel the contract of purchase if LACMTA shall fail to deliver the Series 2022-A Bonds within sixty (60) days from the date of sale thereof, and in such event the winning bidder shall be entitled to the return of the Deposit accompanying its bid.

Equal Opportunity

IT IS THE POLICY OF LACMTA TO ENSURE THAT DISADVANTAGED BUSINESS ENTERPRISE (“*DBE*”), SMALL BUSINESS ENTERPRISE (“*SBE*”), AND DISABLED VETERAN BUSINESS ENTERPRISE (“*DVBE*”) FIRMS AND ALL OTHER BUSINESS ENTERPRISES HAVE AN EQUAL OPPORTUNITY TO RECEIVE AND PARTICIPATE IN THE PERFORMANCE OF ALL LACMTA CONTRACTS. BIDDERS ARE REQUESTED TO ASSIST LACMTA IN IMPLEMENTING THIS POLICY BY TAKING ALL REASONABLE STEPS TO ENSURE THAT

* Preliminary; subject to change.

ALL BUSINESS ENTERPRISES, INCLUDING DBES, SBES AND DVBS, HAVE AN EQUAL OPPORTUNITY TO PARTICIPATE IN ANY SYNDICATE SUBMITTING A BID.

CUSIP number; Fees

It is anticipated that CUSIP number will be printed on the Series 2022-A Bonds, but neither failure to print such numbers on any Series 2022-A Bonds nor any error with respect thereto shall constitute cause for a failure or refusal by the winning bidder thereof to accept delivery of and pay for the Series 2022-A Bonds. The Municipal Advisor will apply for CUSIP number for the proposed maturity of the Series 2022-A Bonds and submit the CUSIP number to the Approved Provider which will provide the CUSIP number to all bidders. It will be the responsibility of the winning bidder to notify the CUSIP Service Bureau of the final principal amount of the Series 2022-A Bonds. The CUSIP Service Bureau charge for assignment of the CUSIP number shall be paid for by the winning bidder.

Official Statement

LACMTA has delivered a Preliminary Official Statement relating to the Series 2022-A Bonds and has authorized the use of said Preliminary Official Statement in connection with the sale of the Series 2022-A Bonds. The Preliminary Official Statement has been “deemed final” by LACMTA for purposes of Rule 15c2-12 promulgated under the Securities Exchange Act of 1934, as amended (“**Rule 15c2-12**”). Upon the sale of the Series 2022-A Bonds, LACMTA will prepare an Official Statement substantially in the same form as the Preliminary Official Statement subject to such amendments as are necessary, and will deliver such Official Statement to the winning bidder within seven (7) business days of the acceptance of bids by LACMTA. An electronic copy of the Official Statement will be supplied to the winning bidder of the Series 2022-A Bonds for this purpose at the expense of LACMTA. Printed copies may be obtained at the expense of the winning bidder.

Continuing Disclosure

LACMTA will covenant and agree to enter into a written agreement or contract, constituting an undertaking to provide ongoing disclosure about LACMTA, for the benefit of the Bondholders on or before the Date of Delivery of the Series 2022-A Bonds as required by Section (b)(5)(i) of Rule 15c2-12, which undertaking shall be in the form as summarized in the Preliminary Official Statement, with such changes as may be agreed to in writing by the winning bidder.

Digital Assurance Certification, LLC (“DAC”) has been engaged by LACMTA to review and prepare a report on LACMTA’s compliance with its continuing disclosure undertakings with respect to its bonds during the past five years. Prospective bidders may obtain access to DAC’s report on its website by sending a written request via email to LACMTA (TreasuryDept@metro.net), referencing “Prop. C. 2022-A Bonds” in the email subject line, by no later than 12:00 noon California time on June 8, 2020. LACMTA will then request that DAC provide those bidders access to its online report. LACMTA can give no assurance as to the timeliness with which DAC will provide access to the report online or that the procedures performed by DAC in developing the report are sufficient for any purpose.

Ratings in Effect

Each bid will be understood to be conditioned upon there being in place at the Date of Delivery of the Series 2022-A Bonds the same (or higher) rating or ratings, if any, as were in place with respect to the Series 2022-A Bonds on the date and at the time fixed for receiving bids.

Change in Tax-Exempt Status

At any time before the Series 2022-A Bonds are tendered for delivery, the winning bidder may disaffirm and withdraw its bid if the interest received by private holders of obligations of the same type and character of the Series 2022-A Bonds (as determined by Bond Counsel) shall be declared to be includible in gross income under present federal income tax laws, either by a ruling of the Internal Revenue Service or by a decision of any federal court, or shall be declared taxable by the terms of any federal income tax law enacted subsequent to the date of this Notice Inviting Bids.

Information Required From Winning Bidder; Reoffering Price

By making a bid for the Series 2022-A Bonds, the winning bidder agrees to provide to LACMTA, via facsimile or e-mail, within two (2) hours of the acceptance of its bid, price and yield information for the Series 2022-A Bonds, the aggregate production, the amount to be retained by the bidder as compensation (*i.e.*, the underwriter's discount), and such other information as is reasonably requested by Bond Counsel.

Additionally, by making a bid for the Series 2022-A Bonds, the winning bidder agrees (a) to provide all information necessary to complete the Official Statement; (b) to disseminate to all members of the underwriting syndicate copies of the Official Statement, including any supplements prepared by LACMTA; (c) to promptly file a copy of the final Official Statement, including any supplements prepared by LACMTA, with the Municipal Securities Rulemaking Board's ("**MSRB**") Electronic Municipal Market Access system; and (d) to take any and all other actions necessary to comply with applicable Securities and Exchange Commission and MSRB rules governing the offering, sale and delivery of the Series 2022-A Bonds to ultimate purchasers.

California Debt and Investment Advisory Commission Fee

All bidders are advised that pursuant to Section 8856 of the California Government Code, it will be the responsibility of the winning bidder to pay the statutory fee to the California Debt and Investment Advisory Commission ("**CDIAC**") with respect to the Series 2022-A Bonds. CDIAC will invoice the winning bidder.

DTC Fee

All fees due DTC with respect to the Series 2022-A Bonds shall be paid by the winning bidder.

Legal Opinion; Closing Documents

Each bid will be understood to be conditioned upon LACMTA furnishing to the winning bidder, without charge, concurrently with payment and delivery of the Series 2022-A Bonds, the following closing papers, each dated the Date of Delivery:

(a) **Legal Opinion; Tax-Exempt Status.** An opinion of Bond Counsel in substantially the form attached to the Preliminary Official Statement as Appendix E.

(b) **No Litigation Certificate.** A certificate of an official of LACMTA that there is no litigation pending concerning the validity of the Series 2022-A Bonds, the corporate existence of LACMTA or the entitlement of the officers legally responsible for the authorization, execution and delivery of the Series 2022-A Bonds to their respective offices.

(c) **Official Statement Certificate.** A certificate of an official of LACMTA stating that as of the date thereof and as of the Date of Delivery, to the best of the knowledge and belief of said official after reading and reviewing the Official Statement and any amendments thereto, the Official Statement together with any amendments thereto does not contain an untrue statement of a material fact or omit to state any material fact necessary, in order to make the statements made therein, in the light of the circumstances under which they were made, not misleading.

(d) **Continuing Disclosure Certificate.** A Continuing Disclosure Certificate, in substantially the form attached to the Preliminary Official Statement as Appendix F, pursuant to which LACMTA will agree to provide certain financial information and operating data annually and notice of certain enumerated events.

(e) **Receipt.** A receipt of the Trustee showing that the purchase price of the Series 2022-A Bonds has been received by the Trustee.

(f) **Verification Report.** A verification report to be received by LACMTA with respect to the current refunding of the Refunded Bonds.

Right to Modify or Amend

LACMTA reserves the right to modify or amend this Notice Inviting Bids and the Bid Form, including, but not limited to, the right to adjust and change the principal amount of the Series 2022-A Bonds being offered and/or the structure of the offering; however, such notifications or amendments shall be made not later than 2:00 p.m., California Time, on the last business day prior to any date scheduled for receipt of bids and communicated through Thomson Municipal Market Monitor (www.tm3.com) (“**TM3**”) and via the Grant Street Group’s MuniAuction at the website address www.GrantStreet.com (the “**Approved Provider’s Website**”) and by facsimile transmission to any bidder timely requesting such notice.

Postponement; Rejection of Bids

LACMTA reserves the right to postpone, from time to time, the date established for the receipt of bids. Any such postponement will be announced through TM3 and via the Approved Provider’s Website. If any date fixed for the receipt of bids and the sale of the Series 2022-A Bonds is postponed, any alternative sale date will be announced through TM3 and via the Approved Provider’s Website at least twenty-four (24) hours prior to such alternative sale date and will be provided by facsimile transmission to any bidder timely requesting such notice. In addition, LACMTA reserves the right, on the date established for the receipt of bids, to reject all bids and establish a subsequent date on which bids for purchase of the Series 2022-A Bonds will again be received. If all bids are rejected and a subsequent date for receipt of bids is established, notice of the subsequent sale date will be announced via TM3 and via the Approved Provider’s Website at least twenty-four (24) hours prior to such subsequent sale date and will be provided by facsimile transmission to any bidder timely requesting such notice. On any such alternative sale date, any bidder may submit an electronic bid for the purchase of the Series 2022-A Bonds in conformity in all respects with the provisions of this Notice Inviting Bids except for the date of sale and except for the changes announced through TM3 and via the Approved Provider’s Website at the time the sale date and time are announced.

Withdrawal of Series 2022-A Bonds for Sale

LACMTA may, with prior notice, withdraw the Series 2022-A Bonds for sale.

Blue Sky Laws

The winning bidder will be responsible for the clearance or exemption with respect to the status of the Series 2022-A Bonds for sale under the securities or “Blue Sky” laws of the several states and the preparation of any surveys or memoranda in connection therewith.

Governing Law

This Notice Inviting Bids and the Series 2022-A Bonds shall be governed by and construed in accordance with the laws of the State of California.

Additional Information

For further information respecting the terms and conditions of the Series 2022-A Bonds, bidders are referred to the Trust Agreement, the Thirty-Third Supplemental Agreement and the Preliminary Official Statement. An electronic copy of the Preliminary Official Statement and other information concerning the proposed financing will be furnished upon request made to the Municipal Advisor: Public Resources Advisory Group, 11500 W. Olympic Blvd., Suite 400, Los Angeles, California 90064; Telephone: (310) 477-7098; Attention: Louis Choi. Additionally, an electronic copy of the Preliminary Official Statement and this Notice Inviting Bids can be obtained in electronic format at www.MuniOS.com.

Given by order of the Los Angeles County Metropolitan Transportation Authority on _____, 2022.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By /s/ Rodney Johnson
Deputy Executive Officer, Finance

EXHIBIT A

BID FORM

**Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2022-A**

[Pricing Date]

The Honorable Board of Directors of
the Los Angeles County Metropolitan
Transportation Authority
c/o Treasurer
One Gateway Plaza, 21st Floor
Treasury Department
Los Angeles, CA 90012

Ladies and Gentlemen:

Subject to the provisions of and in accordance with the terms of the Notice Inviting Bids, dated [NIB Date], of the Los Angeles County Metropolitan Transportation Authority (“*LACMTA*”) for its Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A (the “*Series 2022-A Bonds*”), which is incorporated herein and hereby made a part hereof:

We hereby offer to purchase all, but not less than all, of the \$[Par Amount]* aggregate principal amount of the Series 2022-A Bonds described in the Notice Inviting Bids and to pay therefor the amount of \$_____. This offer is for the Series 2022-A Bonds bearing interest at the rate as follows:

Maturity Date	Principal Amount*	Interest Rate
<u>July 1</u>		
[To Come]	[\$[Par Amount]	

This bid is subject to acceptance not later than twenty-seven (27) hours after the expiration of the time established for the final receipt of bids.

In accordance with the Notice Inviting Bids, we agree that if we are the winning bidder, we will send a wire transfer of immediately available federal funds in the amount of \$500,000 not later than four (4) hours after being informed by LACMTA that we are the winning bidder.

We acknowledge and agree that after we submit this bid, LACMTA may modify the aggregate principal amount of the Series 2022-A Bonds, subject to the limitations set forth in the Notice Inviting Bids.

We further acknowledge and agree that in the event that any adjustments are made to the principal amount of the Series 2022-A Bonds, we agree to purchase all of the Series 2022-A Bonds, taking into account such adjustments on the above specified terms of this bid for the Series 2022-A Bonds.

* Aggregate principal amount may be adjusted as set forth in the Notice Inviting Bids.

If we are the winning bidder, we will (a) within two (2) hours after being notified of the award of the Series 2022-A Bonds, advise LACMTA of the initial public offering price of the Series 2022-A Bonds; and (b) timely furnish the additional information described under the caption “TERMS OF SALE—Information Required from Winning Bidder; Reoffering Price” in the Notice Inviting Bids.

If we are the winning bidder and LACMTA so requests, we agree to provide to LACMTA a complete list of syndicate members, the actual allocation of the Series 2022-A Bonds and the orders placed by the syndicate members.

We have noted that payment of the purchase price is to be made in immediately available funds at the time of delivery of the Series 2022-A Bonds.

This bid is a firm offer for the purchase of the Series 2022-A Bonds, on the terms set forth in this Bid Form and the Notice Inviting Bids, and is not subject to any conditions, except as permitted by the Notice Inviting Bids. By submitting this bid, we confirm that we have an established industry reputation for underwriting new issuances of municipal bonds.

We understand that we may obtain printed copies of the Official Statement at our own expense.

We represent that we have full and complete authority to submit this bid on behalf of our bidding syndicate and that the undersigned will serve as the lead manager for the group if the Series 2022-A Bonds are awarded pursuant to this bid. We further certify (or declare) under penalty of perjury under the laws of the State of California that this bid is genuine, and not a sham or collusive, nor made in the interest of or on behalf of any person not herein named, and that the bidder has not directly or indirectly induced or solicited any other bidder to put in a sham bid or any other person, firm or corporation to refrain from bidding, and that the bidder has not in any manner sought by collusion to secure for itself an advantage over any other bidder.

Respectfully submitted,

By _____

Account Manager

Company Name: _____

Telephone _____

Facsimile _____

EXHIBIT B

WINNING BIDDER'S ISSUE PRICE CERTIFICATE

The undersigned, on behalf of _____ (“[UNDERWRITER]”), hereby certifies as set forth below with respect to the sale of the Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A (the “Bonds”).

1. ***Reasonably Expected Initial Offering Price.***

(a) As of the Sale Date, the reasonably expected initial offering price of the Bonds to the Public by [UNDERWRITER] are the price listed in Schedule A attached hereto (the “Expected Offering Price”). The Expected Offering Price is the price for the Maturity of the Bonds used by [UNDERWRITER] in formulating its bid to purchase the Bonds. Attached as Schedule C hereto is a true and correct copy of the bid provided by [UNDERWRITER] to purchase the Bonds.

(b) [UNDERWRITER] was not given the opportunity to review other bids prior to submitting its bid.

(c) The bid submitted by [UNDERWRITER] constituted a firm offer to purchase the Bonds.

2. ***Pricing Wire or Equivalent Communication.*** A copy of the pricing wire or equivalent communication for the Bonds is attached to this certificate as Schedule B

3. ***Defined Terms.***

“*Authority*” means the Los Angeles County Metropolitan Transportation Authority.

“*Maturity*” means Bonds with the same credit and payment terms.

“*Public*” means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a Related Party to an Underwriter.

“*Related Party*”. A purchaser of any Bonds is a “Related Party” to an Underwriter if the Underwriter and the purchaser are subject, directly or indirectly, to (i) at least 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (ii) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (iii) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other).

“*Sale Date*” means the first day on which there is a binding contract in writing for the sale of the Bonds. The Sale Date of the Bonds is [Pricing Date].

“*Underwriter*” means (i) any person that agrees pursuant to a written contract with the Authority (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Bonds to the Public).

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents [UNDERWRITER]’s interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Authority with respect to certain of the representations set forth in the Tax Certificate and with respect to compliance with the federal income tax rules affecting the Bonds, and by Hawkins Delafield & Wood LLP, Bond Counsel to the Authority, in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of the Internal Revenue Service Form 8038-G, and other federal income tax advice that it may give to the Authority from time to time relating to the Bonds.

IN WITNESS WHEREOF, the undersigned has set their hand as of the date set forth below.

Dated: [Closing Date]

[UNDERWRITER]

By: _____
Name: _____
Title: _____

SCHEDULE A
INITIAL OFFERING PRICE OF BONDS

(Attached)

SCHEDULE B

PRICING WIRE OR EQUIVALENT COMMUNICATION

(Attached)

SCHEDULE C

BID OF WINNING BIDDER

(Attached)

THIRTY-THIRD SUPPLEMENTAL TRUST AGREEMENT

by and between

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

and

U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION,
as Trustee

relating to:

 \$[Principal Amount]
Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2022-A

Dated as of June 1, 2022

(Supplemental to the Amended and Restated Trust Agreement dated as of January 1, 2010)

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THIRTY-THIRD SUPPLEMENTAL TRUST AGREEMENT

[\$[Principal Amount]
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
PROPOSITION C SALES TAX REVENUE BONDS,
SENIOR BONDS, SERIES 2022-A

THIS THIRTY-THIRD SUPPLEMENTAL TRUST AGREEMENT (this “*Thirty-Third Supplemental Agreement*”), dated as of June 1, 2022, is made by and between the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (the “*Authority*”), the successor agency to the Southern California Rapid Transit District (the “*District*”) and the Los Angeles County Transportation Commission (the “*Commission*”), duly organized and existing pursuant to Chapter 2, Division 12 of the California Public Utilities Code (commencing with Section 130050.2 thereof) (the “*Act*”), and U.S. BANK TRUST COMPANY, NATIONAL ASSOCIATION, a national banking association organized and existing under the laws of the United States of America, as trustee (the “*Trustee*”), and supplements that certain Amended and Restated Trust Agreement, dated as of January 1, 2010 (the “*Agreement*”), by and between the Authority and the Trustee;

WITNESSETH:

WHEREAS, Section 130051.13 of the Act provides that the Authority shall succeed to any or all of the powers, duties, obligations, liabilities, indebtedness, bonded and otherwise, immunities and exemptions of the District and the Commission;

WHEREAS, Section 2.09 of the Agreement provides for the issuance of Bonds, and Section 10.02 of the Agreement provides for the execution and delivery of a Supplemental Agreement setting forth the terms of the Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A (the “*Series 2022-A Bonds*”); and

WHEREAS, for the purposes of (a) refunding the Refunded Bonds (as hereinafter defined), and (b) paying the Costs of Issuance (as hereinafter defined), by execution and delivery of this Thirty-Third Supplemental Agreement and in compliance with the provisions of the Agreement, the Authority hereby sets forth the terms of the Series 2022-A Bonds, provides for the deposit and use of the proceeds of the Series 2022-A Bonds and makes other provisions relating to the Series 2022-A Bonds;

NOW, THEREFORE, the Authority and the Trustee, each in consideration of the representations, warranties, covenants and agreements of the other as set forth herein, mutually represent, warrant, covenant and agree as follows:

ARTICLE I

DEFINITIONS

Section 1.01 Definitions. The following definitions shall apply to the terms used in this Thirty-Third Supplemental Agreement unless the context clearly requires otherwise.

“*Act of 1998*” means the Metropolitan Transportation Authority (MTA) Reform and Accountability Act of 1998, as approved by the voters of the County of Los Angeles on November 3, 1998.

“*Agreement*” means the Amended and Restated Trust Agreement, dated as of January 1, 2010, by and between the Authority and the Trustee, under which the Series 2022-A Bonds are authorized and secured, together with all amendments and supplements thereto.

“*Authorized Denomination*” means, with respect to the Series 2022-A Bonds, \$5,000 or any integral multiple thereof.

“*Beneficial Owner*” means, whenever used with respect to a Series 2022-A Bond, the person in whose name such Series 2022-A Bond is recorded as the beneficial owner of such Series 2022-A Bond by a Participant on the records of such Participant or such person’s subrogee.

“*Bond Register*” means the book or books of registration kept by the Trustee in which are maintained the names and addresses and principal amounts registered to each registered Owner.

“*Book-Entry Bonds*” means the Series 2022-A Bonds held by DTC (or its nominee) as the registered Owner thereof pursuant to the terms and provisions of Section 3.02 hereof.

“*Business Day*” means any day other than (a) a Saturday or Sunday; or (b) a day on which commercial banks in New York, New York or Los Angeles, California are authorized or required by law to close.

“*Continuing Disclosure Certificate*” means the Continuing Disclosure Certificate, dated June 2, 2022, entered into by the Authority in order to assist the underwriter of the Series 2022-A Bonds in complying with Securities and Exchange Commission Rule 15c2-12.

“*Corporate Trust Office*” means the corporate trust office of the Trustee in Los Angeles, California; provided, however, for transfer, registration, exchange, payment and surrender of the Series 2022-A Bonds, it shall mean the corporate trust office of the Trustee in St. Paul, Minnesota. The Trustee may hereafter designate alternate Corporate Trust Offices and any successor Trustee shall designate its Corporate Trust Office by written notice delivered to the Authority.

“*Costs of Issuance*” means all costs and expenses incurred by the Authority in connection with the issuance of the Series 2022-A Bonds, including, but not limited to, costs and expenses of printing and copying documents and the Series 2022-A Bonds, and the fees, costs and expenses of rating agencies, the Trustee, bond counsel, disclosure counsel, verification agent, accountants, financial advisors and other consultants.

“*DTC*” means The Depository Trust Company, a limited-purpose trust company organized under the laws of the State of New York, and its successors and assigns.

“*EMMA System*” means the Municipal Securities Rulemaking Board’s Electronic Municipal Market Access system or any successor nationally recognized municipal securities information repositories recognized by the Securities and Exchange Commission.

“*Escrow Account*” means, as applicable, the escrow account established within the Escrow Fund for the purpose of providing the payment and redemption of the Series 2012-A Bonds and the escrow account established within the Escrow Fund for the purpose of providing the payment and redemption of the Series 2012-B Bonds.

“*Escrow Agent*” means U.S. Bank Trust Company, National Association, as escrow agent under the Escrow Agreement, and its successors.

“*Escrow Agreement*” means the Escrow Agreement, dated as of June 1, 2022, by and between the Authority, the Trustee and the Escrow Agent.

“*Escrow Fund*” means the fund held by the Escrow Agent under the terms of the Escrow Agreement, which fund is established and held for the purpose of providing for the payment and redemption of the Refunded Bonds.

“*Holder*” or “*Bondholder*” or “*Owner*” means the registered owner of any Series 2022-A Bond, including DTC or its nominee as the sole registered owner of Book-Entry Bonds.

“*Interest Payment Date*” means each January 1 and July 1, commencing January 1, 2023, the dates upon which interest on the Series 2022-A Bonds becomes due and payable.

“*Opinion of Bond Counsel*” means a written opinion of a law firm of recognized national standing in the field of public finance selected by the Authority.

“*Participant*” means the participants of DTC which include securities brokers and dealers, banks, trust companies, clearing corporations and certain other organizations.

“*Prior Outstanding Senior Bonds*” has the meaning given such term in Exhibit D attached hereto.

“*Prior Supplemental Agreements*” has the meaning given such term in Exhibit E attached hereto.

“*Rebate Requirement*” shall have the meaning as set forth in the Tax Certificate.

“*Record Date*” means for a January 1 Interest Payment Date the immediately preceding December 15 and for a July 1 Interest Payment Date the immediately preceding June 15. Such dates shall be Record Dates notwithstanding if such dates are not a Business Day.

“*Refunded Bonds*” means the Series 2012-A Bonds and the Series 2012-B Bonds set forth in Exhibit C hereto.

“*Registrar*” means, for purposes of this Thirty-Third Supplemental Agreement, the Trustee.

“*Representation Letter*” means the Blanket Issuer Letter of Representations from the Authority to DTC as supplemented and amended from time to time.

“*Securities Depositories*” means The Depository Trust Company, 55 Water Street, New York, New York 10041, Telephone: (212) 855-1000, Facsimile: (212) 855-7232, or, in accordance with then-current guidelines of the Securities and Exchange Commission, such other addresses and/or such other securities depositories as the Authority may designate in a certificate of the Authority delivered to the Trustee.

“*Series 2012-A Bonds*” means the \$14,635,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Second Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A.”

“*Series 2012-A Account of the Reserve Fund*” has the meaning set forth in the Twenty-Second Supplemental Agreement.

“*Series 2012-B Bonds*” means the \$74,885,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Second Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B.”

“*Series 2012-B Account of the Reserve Fund*” has the meaning set forth in the Twenty-Second Supplemental Agreement.

“*Series 2012 Subaccount of the Senior Bond Interest Account*” has the meaning set forth in the Twenty-Second Supplemental Agreement.

“*Series 2012 Subaccount of the Senior Bond Principal Account*” has the meaning set forth in the Twenty-Second Supplemental Agreement.

“*Series 2022-A Bonds*” means the \$[Principal Amount] original principal amount of Senior Bonds issued under the Agreement and this Thirty-Third Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A” and described in Article II hereof.

“*Series 2022-A Costs of Issuance Fund*” means the Series 2022-A Costs of Issuance Fund established and maintained pursuant to Section 6.01 hereof.

“*Series 2022-A Rebate Fund*” means the Series 2022-A Rebate Fund established and maintained pursuant to Section 7.01 hereof.

“*Series 2022-A Subaccount of the Senior Bond Interest Account*” means the Series 2022-A Subaccount established and maintained within the Senior Bond Interest Account of the Senior Debt Service Fund pursuant to Section 6.02 hereof.

“*Series 2022-A Subaccount of the Senior Bond Principal Account*” means the Series 2022-A Subaccount established and maintained within the Senior Bond Principal Account of the Senior Debt Service Fund pursuant to Section 6.03 hereof.

“*Tax Certificate*” means the Tax Compliance Certificate executed and delivered by the Authority at the time of issuance and delivery of the Series 2022-A Bonds, as the same may be amended or supplemented in accordance with its terms.

“*Thirty-Third Supplemental Agreement*” means this Thirty-Third Supplemental Trust Agreement, dated as of June 1, 2022, by and between the Authority and the Trustee.

“*Twenty-Second Supplemental Agreement*” means the Twenty-First Supplemental Trust Agreement, dated as of July 1, 2012, by and between the Authority and the Trustee.

“*Trustee*” means U.S. Bank Trust Company, National Association, and its successors.

Section 1.02 Incorporation of Definitions Contained in the Agreement. Capitalized terms not otherwise defined in Section 1.01 hereof or elsewhere in this Thirty-Third Supplemental Agreement shall have the same meanings as set forth in the Agreement.

Section 1.03 Article and Section References. Except as otherwise indicated, references to Articles and Sections are to Articles and Sections of this Thirty-Third Supplemental Agreement.

ARTICLE II

THE SERIES 2022-A BONDS

Section 2.01 Designation of Series 2022-A Bonds; Principal Amount; Purpose of Issue. The Series 2022-A Bonds authorized to be issued under the Agreement and this Thirty-Third Supplemental Agreement shall be designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2022-A” and shall be issued in the original principal amount of \$[Principal Amount].

The Series 2022-A Bonds are being issued to current refund and defease the Refunded Bonds and pay the Costs of Issuance of the Series 2022-A Bonds.

Section 2.02 Series 2022-A Bonds Under the Agreement; Security; Lien Priority. The Series 2022-A Bonds are issued under and subject to the terms of the Agreement and are secured by and payable solely from Pledged Revenues and such other amounts as described in Section 4.01 of the Agreement as Senior Bonds on a parity with the Prior Outstanding Senior Bonds and the Parity Debt in accordance with the terms of the Agreement.

Section 2.03 Terms of the Series 2022-A Bonds. The Series 2022-A Bonds shall, upon initial issuance, be dated the date of delivery thereof. Each Series 2022-A Bond shall bear interest from the most recent Interest Payment Date to which interest has been paid or duly provided for, unless such Interest Payment Date is a date of authentication, in which event such Series 2022-A Bond shall bear interest from the date of authentication, or unless such date of authentication is after a Record Date and before the next succeeding Interest Payment Date, in which event such Series 2022-A Bond shall bear interest from such succeeding Interest Payment Date, or unless no interest thereon has been paid or duly provided for such Series 2022-A Bond, in which event such Series 2022-A Bond shall bear interest from the dated date thereof. If interest on the Series 2022-A Bonds shall be in default, Series 2022-A Bonds issued in exchange for Series 2022-A Bonds

surrendered for transfer or exchange shall bear interest from the last Interest Payment Date on which interest has been paid in full on such Series 2022-A Bonds surrendered. The Series 2022-A Bonds shall be issued in registered form in Authorized Denominations.

Interest on the Series 2022-A Bonds shall be paid on January 1, 2023 and semiannually thereafter on each July 1 and January 1. Interest on the Series 2022-A Bonds will be calculated on the basis of a 360-day year consisting of twelve 30-day months.

The Series 2022-A Bonds shall mature in the years and in the amounts and bear interest at the rates set forth in the following schedule:

Maturity Date (July 1)	Principal Amount	Interest Rate
2023	\$	%
2024		
2025		
2027		
2028		

Payment of the principal of the Series 2022-A Bonds shall be made upon surrender of the Series 2022-A Bonds to the Trustee or its agent at its Corporate Trust Office; provided that with respect to Series 2022-A Bonds which are Book-Entry Bonds, the Trustee may make other arrangements for payment of principal as provided in the Representation Letter. Payment of interest on Series 2022-A Bonds which are not Book-Entry Bonds shall be paid by check of the Trustee mailed by first-class mail to the person who is the registered Owner thereof on the Record Date, and such payment shall be mailed to such Owner at its address as it appears on the registration books of the Registrar, provided, that Owners of \$1,000,000 or more in aggregate principal amount of Series 2022-A Bonds may arrange for payment by wire transfer of immediately available funds upon written request given to the Trustee at least fifteen (15) days prior to the applicable Interest Payment Date. The payment of interest on Book-Entry Bonds shall be made as provided in Section 3.02 hereof with respect to all Series 2022-A Bonds, and interest due and payable on any Interest Payment Date shall be paid to the person who is the registered Owner as of the Record Date. The Series 2022-A Bonds shall be substantially in the form of Exhibit A attached hereto.

If the principal of a Series 2022-A Bond becomes due and payable, but shall not have been paid, or provision shall not have been made for its payment, then such Series 2022-A Bond shall bear interest at the same rate after such default as on the day before such default occurred.

The debt service schedule for the Series 2022-A Bonds is attached hereto as Exhibit B.

ARTICLE III

EXCHANGE OF SERIES 2022-A BONDS; BOOK-ENTRY BONDS

Section 3.01 Exchange of Series 2022-A Bonds. Subject to Section 3.02 hereof, Series 2022-A Bonds which are delivered to the Registrar for exchange may be exchanged for an equal

total principal amount of Series 2022-A Bonds of the same Series and maturity but of different Authorized Denominations.

The Registrar will not, however, be required to transfer or exchange any such Series 2022-A Bond during the period beginning on a Record Date and ending on the next Interest Payment Date.

Section 3.02 Book-Entry Bonds.

(a) Except as provided in paragraph (c) of this Section, the registered Owner of all of the Series 2022-A Bonds shall be DTC and the Series 2022-A Bonds shall be registered in the name of Cede & Co., as nominee for DTC. Payment of principal and redemption price of and interest on any Series 2022-A Bond registered in the name of Cede & Co. shall be made by wire transfer of New York Clearing House or equivalent next day funds or by wire transfer of same day funds to the account of Cede & Co. at the address indicated on the regular Record Date or special record date for Cede & Co. in the registration books of the Registrar.

(b) The Series 2022-A Bonds shall be initially issued in the form of separate single authenticated fully registered bond certificates for each separate stated maturity of the Series 2022-A Bonds. Upon initial issuance, the ownership of such Series 2022-A Bonds shall be registered in the registration books of the Registrar in the name of Cede & Co., as nominee of DTC. The Trustee, the Registrar and the Authority may treat DTC (or its nominee) as the sole and exclusive owner of the Series 2022-A Bonds registered in its name for the purposes of payment of the principal and redemption price of or interest on the Series 2022-A Bonds, giving any notice permitted or required to be given to Bondholders under the Agreement or this Thirty-Third Supplemental Agreement, registering the transfer of Series 2022-A Bonds, obtaining any consent or other action to be taken by Bondholders and for all other purposes whatsoever, and none of the Trustee, the Registrar or the Authority shall be affected by any notice to the contrary. None of the Trustee, the Registrar or the Authority shall have any responsibility or obligation to any Participant, any person claiming a beneficial ownership interest in the Series 2022-A Bonds under or through DTC or any Participant, or any other person which is not shown on the registration books as being a Bondholder, with respect to the accuracy of any records maintained by DTC or any Participant; the payment by DTC or any Participant of any amount in respect of the principal and redemption price of or interest on the Series 2022-A Bonds; any notice which is permitted or required to be given to Bondholders under the Agreement or this Thirty-Third Supplemental Agreement; any consent given or other action taken by DTC as Bondholder; or any other purpose. The Trustee shall pay all principal and redemption price of and interest on the Series 2022-A Bonds only to or “upon the order of” DTC (as that term is used in the Uniform Commercial Code as adopted in the State of California), and all such payments shall be valid and effective to fully satisfy and discharge the Authority’s obligations with respect to the principal and redemption price of and interest on the Series 2022-A Bonds to the extent of the sum or sums so paid. No person other than DTC shall receive an authenticated Series 2022-A Bond evidencing the obligation of the Authority to make payments of principal and redemption price and interest pursuant to the Agreement. Upon delivery by DTC to the Trustee of written notice to the

effect that DTC has determined to substitute a new nominee in place of Cede & Co., and subject to the provisions herein with respect to Record Dates, the name “Cede & Co.” in this Thirty-Third Supplemental Agreement shall refer to such new nominee of DTC.

(c) In the event the Authority determines that it is in the best interest of the Beneficial Owners that they be able to obtain bond certificates, and notifies DTC, the Trustee and the Registrar of such determination, then DTC will notify the Participants of the availability through DTC of bond certificates. In such event, the Trustee shall authenticate and the Registrar shall transfer and exchange bond certificates as requested by DTC and any other Bondholders in appropriate amounts. DTC may determine to discontinue providing its services with respect to the Series 2022-A Bonds at any time by giving notice to the Authority and the Trustee and discharging its responsibilities with respect thereto under applicable law. Under such circumstances (if there is no successor securities depository), the Authority and the Trustee shall be obligated to deliver bond certificates as described in this Thirty-Third Supplemental Agreement. In the event bond certificates are issued, the provisions of the Agreement and this Thirty-Third Supplemental Agreement shall apply to, among other things, the transfer and exchange of such certificates and the method of payment of principal and redemption price of and interest on such certificates. Whenever DTC requests the Authority and the Trustee to do so, the Trustee and the Authority will cooperate with DTC in taking appropriate action after reasonable notice (i) to make available one or more separate certificates evidencing the Series 2022-A Bonds to any Participant having Series 2022-A Bonds credited to its DTC account or (ii) to arrange for another securities depository to maintain custody of certificates evidencing the Series 2022-A Bonds.

(d) Notwithstanding any other provision of the Agreement and this Thirty-Third Supplemental Agreement to the contrary, so long as any Series 2022-A Bond is registered in the name of Cede & Co., as nominee of DTC, all payments with respect to the principal and redemption price of and interest on such Series 2022-A Bond and all notices with respect to such Series 2022-A Bond shall be made and given, respectively, to DTC as provided in the Representation Letter.

(e) In connection with any notice or other communication to be provided to Bondholders pursuant to the Agreement and this Thirty-Third Supplemental Agreement by the Authority or the Trustee with respect to any consent or other action to be taken by Bondholders, the Authority or the Trustee, as the case may be, shall establish a record date for such consent or other action and give DTC notice of such record date not less than fifteen (15) calendar days in advance of such record date to the extent possible. Notice to DTC shall be given only when DTC is the sole Bondholder.

NEITHER THE AUTHORITY NOR THE TRUSTEE WILL HAVE ANY RESPONSIBILITY OR OBLIGATION TO PARTICIPANTS, INDIRECT PARTICIPANTS OR BENEFICIAL OWNERS WITH RESPECT TO: THE PAYMENT BY DTC, ANY PARTICIPANT OR ANY INDIRECT PARTICIPANT OF THE PRINCIPAL AND REDEMPTION PRICE OF OR INTEREST ON THE SERIES 2022-A BONDS; THE PROVIDING OF NOTICE TO PARTICIPANTS, INDIRECT PARTICIPANTS OR BENEFICIAL OWNERS; THE ACCURACY OF ANY RECORDS MAINTAINED BY DTC,

ANY PARTICIPANT OR ANY INDIRECT PARTICIPANT; OR ANY CONSENT GIVEN OR OTHER ACTION TAKEN BY DTC AS OWNER OF THE SERIES 2022-A BONDS.

Section 3.03 Transfers Outside Book-Entry System. In the event (a) the Securities Depository determines not to continue to act as securities depository for the Series 2022-A Bonds; or (b) the Authority determines that the Securities Depository shall no longer so act, and delivers a written certificate to the Trustee and the Securities Depository to that effect, then the Authority will discontinue the book-entry system with the Securities Depository. If the Authority determines to replace the Securities Depository with another qualified securities depository, the Authority shall prepare or direct the preparation of a new, single, separate, fully registered Series 2022-A Bond for each of the maturities and interest rates of the Series 2022-A Bonds registered in the name of such successor or substitute qualified securities depository or its nominee or make such other arrangement acceptable to the Authority and the Securities Depository as are not inconsistent with the terms of the Agreement or this Thirty-Third Supplemental Agreement. If the Authority fails to identify another qualified securities depository to replace the Securities Depository, then the Series 2022-A Bonds shall no longer be restricted to being registered in the Register in the name of the Nominee, but shall be registered in such authorized denominations and names as the Securities Depository shall designate in accordance with the provisions of this Article III.

Section 3.04 Bond Register. The Trustee shall keep or cause to be kept at its Corporate Trust Office sufficient books for the registration of, and registration of transfer of, the Series 2022-A Bonds, which Bond Register shall at all times during regular business hours be open to inspection by the Authority. Upon presentation for registration of transfer, the Trustee shall, as provided herein and under such reasonable regulations as it may prescribe subject to the provisions hereof, register or register the transfer of the Series 2022-A Bonds, or cause the same to be registered or cause the registration of the same to be transferred, on such Bond Register.

ARTICLE IV

NO REDEMPTION

Section 4.01 No Redemption of Series 2022-A Bonds. The Series 2022-A Bonds are not subject to redemption prior to their stated maturities.

ARTICLE V

APPLICATION OF PROCEEDS AND PAYMENT OF SERIES 2022-A BONDS

Section 5.01 Application of Proceeds and Other Funds.

(a) The Trustee shall deposit or transfer the proceeds of the sale of the Series 2022-A Bonds received by the Trustee equal to \$[Purchase Price] (which is equal to the principal amount of the Series 2022-A Bonds of \$[Principal Amount], plus an original issue premium of \$[OIP] and less an underwriter's discount of \$[UW Discount]), to the following fund and subaccounts:

(i) \$[COI Deposit] shall be deposited into the Series 2022-A Costs of Issuance Fund;

(ii) \$[Escrow Deposit for 2012-A Bonds] shall be transferred to the Escrow Agent for deposit into the account established in the Escrow Account within the Escrow Fund for the Series 2012-A Bonds for the payment and redemption of the Series 2012-A Bonds; and

(iii) \$[Escrow Deposit for 2012-B Bonds] shall be transferred to the Escrow Agent for deposit into the account established in the Escrow Account within the Escrow Fund for the Series 2012-B Bonds for the payment and redemption of the Series 2012-B Bonds.

(b) Additionally, on the date of delivery of the Series 2022-A Bonds, the Authority hereby instructs the Trustee to, and the Trustee shall, transfer (i) \$[2012-A Interest Release] from the Series 2012 Subaccount of the Senior Bond Interest Account to the Escrow Agent for deposit in the Escrow Account for the Series 2012-A Bonds, (ii) \$[2012-A Reserve Release] from the Series 2012-A Account of the Reserve Fund to the Escrow Agent for deposit in the Escrow Account for the Series 2012-A Bonds, (iii) \$[2012-B Interest Release] from the Series 2012 Subaccount of the Senior Bond Interest Account to the Escrow Agent for deposit in the Escrow Account for the Series 2012-B Bonds, (ii) \$[2012-B Reserve Release] from the Series 2012-B Account of the Reserve Fund to the Escrow Agent for deposit in the Escrow Account for the Series 2012-B Bonds.

(c) The Trustee may, in its discretion, establish temporary funds or accounts on its books and records to facilitate the deposits and transfers described under (a) and (b) above.

Section 5.02 Sources of Payment of Series 2022-A Bonds. The Series 2022-A Bonds shall be secured by a prior lien on, and are payable from, Pledged Revenues and such other amounts as provided in the Agreement. The Authority may, but is not obligated to, provide for payment of principal of and interest on the Series 2022-A Bonds from any other source or from any other funds of the Authority.

ARTICLE VI

CREATION AND USE OF SERIES 2022-A FUNDS, ACCOUNTS AND SUBACCOUNTS; SERIES 2022-A BONDS NOT SECURED BY RESERVE FUND OR A DEBT SERVICE RESERVE FUND

Section 6.01 Creation of Series 2022-A Costs of Issuance Fund; Payment of Costs of Issuance. The “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2022-A Costs of Issuance Fund” (the “*Series 2022-A Costs of Issuance Fund*”) is hereby established, which shall be held by the Trustee as provided in the Agreement and this Thirty-Third Supplemental Agreement, and all moneys and securities in such fund shall be pledged to secure the Series 2022-A Bonds, until expended in accordance with the provisions of this Section. As provided in Section 5.01(a)(i) hereof, at the time of issuance of the Series 2022-A Bonds, a portion of the proceeds of the Series 2022-A Bonds shall be deposited into the Series 2022-A Costs of Issuance Fund. Other amounts may be deposited into the Series 2022-A Costs of Issuance Fund as directed by the Authority. Amounts on deposit in the Series 2022-A Costs of Issuance Fund shall be used to pay or to reimburse the Authority for the payment of Costs of Issuance. Amounts in the Series 2022-A Costs of Issuance Fund shall be disbursed by the Trustee upon written requisition executed by an Authorized Authority Representative. Each such requisition shall state:

- (a) the requisition number;
- (b) the amount to be paid to the Authority or to its designee and the method of payment;
- (c) that each item to be paid with the requisitioned funds represents either incurred or due and payable Costs of Issuance which constitute Costs of the Project as permitted by the Act;
- (d) that such Costs of Issuance have not been paid from other funds withdrawn from the Series 2022-A Costs of Issuance Fund; and
- (e) to the best of the signatory’s knowledge, no Event of Default has occurred and is continuing under the Agreement or any Supplemental Agreement thereto.

Each such written requisition of the Authority shall be sufficient evidence to the Trustee of the facts stated therein and the Trustee shall have no duty to confirm the accuracy of such facts.

Upon the earlier of (a) 180 days from the delivery date of the Series 2022-A Bonds; or (ii) at such time as the Authority delivers to the Trustee written notice that all Costs of Issuance have been paid or otherwise notifies the Trustee in writing that no additional amounts from the Series 2022-A Costs of Issuance Fund will be needed to pay Costs of Issuance, the Trustee shall transfer all amounts then remaining in the Series 2022-A Costs of Issuance Fund to the Series 2022-A Subaccount of the Senior Bond Interest Account established and held pursuant to this

Thirty-Third Supplemental Agreement. At such time as no amounts remain in the Series 2022-A Costs of Issuance Fund, such fund shall be closed.

Section 6.02 Creation of Series 2022-A Subaccount in the Senior Bond Interest Account of the Senior Debt Service Fund. A separate Subaccount to be held by the Trustee is hereby created within the Senior Bond Interest Account of the Senior Debt Service Fund to be designated as the “*Series 2022-A Subaccount of the Senior Bond Interest Account.*” Amounts in the Series 2022-A Subaccount of the Senior Bond Interest Account shall be disbursed to pay interest on the Series 2022-A Bonds pursuant to the Agreement and this Thirty-Third Supplemental Agreement.

The Trustee shall deposit into the Series 2022-A Subaccount of the Senior Bond Interest Account (a) amounts with respect to interest on the Series 2022-A Bonds received from the Authority, as provided in the Agreement, and (b) any other amounts deposited with the Trustee for deposit in the Series 2022-A Subaccount of the Senior Bond Interest Account or transferred from other funds and accounts for deposit therein. Earnings on all amounts in the Series 2022-A Subaccount of the Senior Bond Interest Account shall be retained in such Subaccount. The Trustee shall establish separate sub-accounts in the Series 2022-A Subaccount of the Senior Bond Interest Account for each source of deposit (including any investment income thereon) made into the Series 2022-A Subaccount of the Senior Bond Interest Account so that the Trustee may at all times ascertain the date of deposit, the amounts, and the source of the funds in each sub-account.

Section 6.03 Creation of Series 2022-A Subaccount in the Senior Bond Principal Account of the Senior Debt Service Fund. A separate Subaccount to be held by the Trustee is hereby created within the Senior Bond Principal Account of the Senior Debt Service Fund to be designated as the “*Series 2022-A Subaccount of the Senior Bond Principal Account.*” Amounts in the Series 2022-A Subaccount of the Senior Bond Principal Account will be disbursed to pay principal of the Series 2022-A Bonds at maturity pursuant to the Agreement and this Thirty-Third Supplemental Agreement.

The Trustee shall deposit into the Series 2022-A Subaccount of the Senior Bond Principal Account (a) amounts with respect to principal of the Series 2022-A Bonds received from the Authority, as provided in the Agreement, and (b) any other amounts deposited with the Trustee for deposit in the Series 2022-A Subaccount of the Senior Bond Principal Account or transferred from other funds and accounts for deposit therein. Earnings on all amounts in the Series 2022-A Subaccount of the Senior Bond Principal Account shall be retained in such Subaccount. The Trustee shall establish separate sub-accounts in the Series 2022-A Subaccount of the Senior Bond Principal Account for each source of deposit (including any investment income thereon) made into the Series 2022-A Subaccount of the Senior Bond Principal Account so that the Trustee may at all times ascertain the date of deposit, the amounts, and the source of the funds in each sub-account.

Section 6.04 Series 2022-A Bonds Not Secured by Reserve Fund or Debt Service Reserve Fund. In accordance with Section 4.11 of the Agreement, neither a deposit to the Reserve Fund nor to a Debt Service Reserve Fund shall be required with respect to the Series 2022-A Bonds, and the Series 2022-A Bonds shall not be secured by the Reserve Fund or a Debt Service Reserve Fund.

ARTICLE VII

TAX COVENANTS

Section 7.01 Series 2022-A Rebate Fund.

(a) The Authority hereby agrees that it will instruct the Trustee to establish and maintain a fund, if necessary, separate from any other fund established and maintained hereunder designated as the “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2022-A Rebate Fund” (the “*Series 2022-A Rebate Fund*”), which will be funded if so required under the Tax Certificate, and amounts in the Series 2022-A Rebate Fund will be held and disbursed in accordance with the terms and requirements of the Tax Certificate. The Trustee shall not be required to create and establish the Series 2022-A Rebate Fund until the Authority gives written instruction to the Trustee to do so. Subject to the transfer provisions provided in paragraph (d) below, all money at any time deposited in the Series 2022-A Rebate Fund, if created, shall be held by the Trustee for the account of the Authority in trust, to the extent required to pay the Rebate Requirement, for payment to the federal government of the United States of America, and neither the Trustee nor any Owner of Series 2022-A Bonds shall have any rights in or claim to such money. All amounts deposited into or on deposit in the Series 2022-A Rebate Fund shall be governed by this Thirty-Third Supplemental Agreement and by the Tax Certificate (which is incorporated herein by reference). The Authority hereby covenants to comply with the directions contained in the Tax Certificate and the Trustee hereby covenants to comply with all written instructions of the Authority delivered to the Trustee pursuant to the Tax Certificate (which instructions shall state the actual amounts to be deposited in or withdrawn from the Series 2022-A Rebate Fund and shall not require the Trustee to make any calculations with respect thereto). The Trustee shall be deemed conclusively to have complied with the provisions of this Section 7.01(a) if it follows such instructions of the Authority, and the Trustee shall have no liability or responsibility to enforce compliance by the Authority with the terms of the Tax Certificate nor to make computations in connection therewith.

(b) Amounts shall be deposited in the Series 2022-A Rebate Fund as provided in this Article VII and the Tax Certificate so that the balance of the amount on deposit thereto shall be equal to the Rebate Requirement. Computations of the Rebate Requirement shall be furnished by or on behalf of the Authority to the Trustee in accordance with the Tax Certificate.

(c) The Trustee shall invest all amounts held in the Series 2022-A Rebate Fund pursuant to written instructions of the Authority in accordance with Article VI of the Agreement, and subject to the restrictions set forth in the Tax Certificate.

(d) Upon receipt of the instructions required to be delivered to the Trustee by the Tax Certificate, the Trustee shall remit part or all of the balances in the Series 2022-A Rebate Fund to the federal government of the United States of America, as so directed. In addition, if such instructions so direct, the Trustee will deposit moneys into or transfer moneys out of the Series 2022-A Rebate Fund from or into such accounts or funds. Any

funds remaining in the Series 2022-A Rebate Fund after payment of all of the Series 2022-A Bonds and payment and satisfaction of the Rebate Requirement shall be withdrawn and remitted to the Authority in accordance with a request of the Authority.

(e) Notwithstanding any other provision of the Agreement and this Thirty-Third Supplemental Agreement, the obligation to pay the Rebate Requirement to the federal government of the United States of America and to comply with all other requirements of this Article VII and the Tax Certificate shall survive the defeasance or payment in full of the Series 2022-A Bonds. The Authority shall retain all records with respect to the calculations and instructions required by this Section 7.01 for at least four years after the date on which the last of the principal of and interest on the Series 2022-A Bonds has been paid.

Section 7.02 Tax Covenants. To maintain the exclusion from gross income for federal income tax purposes of interest on the Series 2022-A Bonds, the Authority hereby covenants to comply with each applicable requirement of Section 103 and Sections 141 through 150 of the Internal Revenue Code of 1986, as amended (the “Code”). In furtherance of these covenants, the Authority agrees to comply with the covenants contained in the Tax Certificate with respect to the Series 2022-A Bonds. The Authority hereby agrees to deliver instructions to the Trustee as may be necessary in order to comply with the Tax Certificate. The Trustee, by acceptance of its duties hereunder, agrees to comply with any instructions received from the Authority which the Authority indicates must be followed in order to comply with the Tax Certificate. The failure of the Authority to comply with the Tax Certificate, Section 7.01 hereof, or this Section 7.02 shall be an Event of Default.

Notwithstanding any provision of this Section and Section 7.01 hereof, if the Authority shall receive an Opinion of Bond Counsel to the effect that any action required under this Section 7.02 and Section 7.01 hereof is no longer required, or to the effect that some further action is required, to maintain the exclusion from gross income of the interest on the Series 2022-A Bonds pursuant to Section 103 of the Code, the Authority and the Trustee may rely conclusively on such opinion in complying with the provisions hereof, and the covenants hereunder shall be deemed to be modified to that extent.

ARTICLE VIII

COMPLIANCE WITH ORDINANCE NO. 49 AND ACT OF 1998

The Authority hereby covenants to comply with and to carry out the provisions of Ordinance No. 49 and the Act of 1998, including, without limitation, to allocate the Proposition C Sales Tax (including the proceeds of bonds secured by Proposition C Sales Tax) for the uses and in accordance with the percentages specified in Section 4(b) of Ordinance No. 49.

ARTICLE IX

MISCELLANEOUS

Section 9.01 Limited Obligation. Neither the faith and credit nor the taxing power of the County of Los Angeles, the State of California or any political subdivision or agency thereof, other than the Authority to the extent of the Pledged Revenues and certain other amounts held by the Trustee under the Agreement and this Thirty-Third Supplemental Agreement, is pledged to the payment of the principal of or interest on the Series 2022-A Bonds. The Authority has no power to levy property taxes to pay the principal of or interest on the Series 2022-A Bonds.

The Series 2022-A Bonds are limited obligations of the Authority and are payable, both as to principal and interest, solely from the Pledged Revenues and by certain other amounts held by the Trustee under the Agreement. Other than Pledged Revenues and such amounts, the general fund of the Authority is not liable, and neither the credit nor the taxing power of the Authority is pledged, for the payment of the Series 2022-A Bonds or their interest.

Section 9.02 Trustee's Agents. The Trustee or the Authority (with written notice to the Trustee) may from time to time appoint other banks, trust companies or other financial institutions to perform functions described in this Thirty-Third Supplemental Agreement. Such agents may include, but shall not be limited to, authenticating agents and paying agents. Any reference in this Thirty-Third Supplemental Agreement to the Trustee shall also refer to any agent appointed by the Trustee or the Authority to such duty in addition to the Trustee or shall, instead, refer only to any agent appointed by the Trustee or the Authority to perform such duty in place of the Trustee.

Section 9.03 Notices.

(a) Any notice, request, direction, designation, consent, acknowledgment, certification, appointment, waiver, or other communication required or permitted by this Thirty-Third Supplemental Agreement or the Series 2022-A Bonds must be in writing except as expressly provided otherwise in this Thirty-Third Supplemental Agreement or the Series 2022-A Bonds.

(b) Any notice or other communication, unless otherwise specified, shall be sufficiently given and deemed given when delivered by hand or mailed by first-class mail, postage prepaid, addressed to the Authority or the Trustee at the addresses set forth below. Any addressee may designate additional or different addresses for purposes of this Section.

to the Authority: Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 21st Floor
Los Angeles, CA 90012
Attention: Treasury Department

to the Trustee: U.S. Bank Trust Company, National Association
633 West Fifth Street, 24th Floor
Los Angeles, CA 90071
Attention: Global Corporate Trust
Ref. Los Angeles County MTA Prop. C Bonds

(c) The Trustee shall give written notice to Moody's and S&P if at any time a successor Trustee is appointed under the Agreement, if there is any amendment to the Agreement or this Thirty-Third Supplemental Agreement or if the defeasance of the Series 2022-A Bonds shall occur. Notice in the case of an amendment shall include a copy of any such amendment. Notices sent to Moody's shall be addressed to Moody's Investors Service, 7 World Trade Center, 250 Greenwich Street, New York, New York 10007, Attention: Public Finance Department, or to such other address as Moody's shall supply to the Trustee. Notices sent to S&P shall be addressed to S&P Global Ratings, 55 Water Street, New York, New York 10041, or to such other address as S&P shall supply to the Trustee.

Section 9.04 Investments. Notwithstanding anything to the contrary in the Agreement, any moneys held by the Trustee in the funds and accounts created under this Thirty-Third Supplemental Agreement may be invested (a) in any investments permitted by the California Government Code; and (b) in any investment agreement, deposit agreement or any such other similar agreement as approved by any Authorized Authority Representative.

The Authority acknowledges that to the extent regulations of the Comptroller of the Currency or other applicable regulatory entity grant the Authority the right to receive brokerage confirmations of security transactions as they occur, the Authority specifically waives receipt of such confirmations to the extent permitted by law. The Trustee will furnish the Authority periodic cash transaction statements which shall include detail for all investment transactions made by the Trustee hereunder.

Section 9.05 Limitation of Rights. Nothing expressed or implied in this Thirty-Third Supplemental Agreement or the Series 2022-A Bonds shall give any person other than the Trustee, the Authority and the Bondholders any right, remedy or claim under or with respect to this Thirty-Third Supplemental Agreement.

Section 9.06 Severability. If any provision of this Thirty-Third Supplemental Agreement shall be determined to be unenforceable, such determination shall not affect any other provision of this Thirty-Third Supplemental Agreement.

Section 9.07 Payments or Actions Occurring on Nonbusiness Days. If a payment date is not a Business Day at the place of payment or if any action required hereunder is required on a date that is not a Business Day, then payment may be made at that place on the next Business Day or such action may be taken on the next Business Day with the same effect as if payment were made on the action taken on the stated date, and no interest shall accrue for the intervening period.

Section 9.08 Governing Law. This Thirty-Third Supplemental Agreement shall be governed by and construed in accordance with the laws of the State of California.

Section 9.09 Captions. The captions in this Thirty-Third Supplemental Agreement are for convenience only and do not define or limit the scope or intent of any provisions or Sections of this Thirty-Third Supplemental Agreement.

Section 9.10 Counterparts. This Thirty-Third Supplemental Agreement may be signed in several counterparts. Each will be an original, but all of them together constitute the same instrument.

Section 9.11 Continuing Disclosure. The Authority hereby covenants and agrees that it will comply with and carry out all of the provisions of the Continuing Disclosure Certificate as originally executed and as it may be amended from time to time in accordance with the terms thereof. Notwithstanding any other provision of this Thirty-Third Supplemental Agreement, failure of the Authority to comply with the Continuing Disclosure Certificate shall not be considered an Event of Default, however, any Series 2022-A Bondholder may take such actions, as provided in the Continuing Disclosure Certificate, as may be necessary and appropriate to cause the Authority to comply with its obligations under the Continuing Disclosure Certificate.

Section 9.12 Effectiveness of Remainder of Agreement. Except as otherwise amended herein, or in the Prior Supplemental Agreements, the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Thirty-Third Supplemental Trust Agreement by their officers thereunto duly authorized as of the date first above written.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By _____
Rodney Johnson,
Deputy Executive Officer, Finance

U.S. BANK TRUST COMPANY, NATIONAL
ASSOCIATION,
as Trustee

By _____
Bradley E. Scarbrough
Vice President

[Signature page to Thirty-Third Supplemental Trust Agreement]

EXHIBIT A

FORM OF SERIES 2022-A BOND

UNLESS THIS CERTIFICATE IS PRESENTED BY AN AUTHORIZED REPRESENTATIVE OF THE DEPOSITORY TRUST COMPANY, A NEW YORK CORPORATION (“DTC”), TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY OR ITS AGENT FOR REGISTRATION OF TRANSFER, EXCHANGE OR PAYMENT, AND ANY CERTIFICATE ISSUED IS REGISTERED IN THE NAME OF CEDE & CO. OR IN SUCH OTHER NAME AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC (AND ANY PAYMENT IS MADE TO CEDE & CO. OR TO SUCH OTHER ENTITY AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC), ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL INASMUCH AS THE REGISTERED OWNER HEREOF, CEDE & CO., HAS AN INTEREST HEREIN.

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
PROPOSITION C SALES TAX REVENUE REFUNDING BONDS,
SENIOR BONDS, SERIES 2022-A**

Neither the faith and credit nor the taxing power of the County of Los Angeles, the State of California or any public agency, other than the Los Angeles County Metropolitan Transportation Authority to the extent of Pledged Revenues, is pledged to the payment of the principal of, or interest on, this Bond.

No. R-____ \$_____

Interest Rate Per Annum	Maturity Date	Dated Date	CUSIP
____%	July 1, 20__	[Closing Date]	54466H__

REGISTERED OWNER: _____

PRINCIPAL AMOUNT: _____ Dollars

The LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, a public entity, duly organized and existing under and pursuant to the laws of the State of California (the “Authority”), for value received, hereby promises to pay to the registered owner named above, or registered assigns, but solely from the sources hereinafter mentioned, on the Maturity Date specified above, the Principal Amount shown above and to pay interest hereon, but solely from the sources hereinafter referred to, at the rate set forth above from the most recent Interest Payment Date (as defined in the Thirty-Third Supplement, as defined below) to which interest has been paid or duly provided for, or from the date of authentication hereof if such Interest Payment Date is a date of authentication, or from the next succeeding Interest Payment Date if such date of authentication is after a Record Date and before the next succeeding Interest Payment Date, or from the Dated Date specified above if no interest has been paid or duly provided for, such payments of interest to be made on each January 1 and July 1, commencing on January 1,

2022, until the principal hereof has been paid or duly provided for as aforesaid. The principal of and interest on this Bond may be paid in any coin or currency of the United States of America which, at the time of payment, is legal tender for the payment of public or private debts. The principal of this Bond is payable to the registered owner hereof upon presentation and surrender hereof at the principal corporate trust office of U.S. Bank Trust Company, National Association, as trustee (together with any successor as trustee under the Agreement, as defined below, the “Trustee”), in St. Paul, Minnesota, or such other place as designated by the Trustee, in lawful money of the United States of America. Capitalized terms used in this Bond and not defined herein shall have the meanings given them in the Agreement (as defined below).

This Bond is one of a duly authorized issue of the Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A (the “Series 2022-A Bonds”). This Bond is issued pursuant to an Amended and Restated Trust Agreement, dated as of January 1, 2010 (the “Trust Agreement”), by and between the Authority and the Trustee, and a Thirty-Third Supplemental Trust Agreement, dated as of June 1, 2022 (the “Thirty-Third Supplement”), by and between the Authority and the Trustee, setting forth the terms and authorizing the issuance of the Series 2022-A Bonds (said Trust Agreement as amended and supplemented, including as supplemented by the Thirty-Third Supplement, being the “Agreement”). Said authorized issue of Bonds is limited in aggregate principal amount as provided in the Agreement, and consists or may consist of one or more series of varying denominations, dates, maturities, interest rates and other provisions, as in said Agreement provided, all issued and to be issued pursuant to the provisions of Section 130500 et seq. of the California Public Utilities Code, as amended from time to time (the “Act”). The Series 2022-A Bonds constitute Senior Bonds under the Agreement. Reference is hereby made to the Agreement and to the Act for a description of the terms on which the Series 2022-A Bonds are issued and to be issued, the provisions with regard to the nature and extent of the Pledged Revenues (as that term is defined in the Agreement), and the rights of the Registered Owners of the Series 2022-A Bonds. All the terms of the Agreement and the Act are hereby incorporated herein and constitute a contract between the Authority and the Registered Owner from time to time of this Bond, and to all the provisions thereof the Registered Owner of this Bond, by its acceptance hereof, consents and agrees.

Additional Senior Bonds and Senior Parity Debt may be issued or incurred on a parity with the Series 2022-A Bonds of this authorized issue, but only subject to the conditions and limitations contained in the Agreement.

The Senior Bonds currently outstanding and hereafter issued by the Authority, and the interest thereon, are payable from, and are secured by a charge and lien on, the Pledged Revenues derived by the Authority from the Proposition C Sales Tax. All of the Senior Bonds, including the Series 2022-A Bonds, and Senior Parity Debt are equally secured by a pledge of, and charge and lien upon, all of the Pledged Revenues, and the Pledged Revenues constitute a trust fund for the security and payment of the interest on and principal of the Series 2022-A Bonds; but nevertheless out of Pledged Revenues certain amounts may be applied for other purposes as provided in the Agreement.

The Series 2022-A Bonds are limited obligations of the Authority and are payable, both as to principal and interest, solely from the Pledged Revenues and by certain other amounts held by the Trustee under the Agreement.

The general fund of the Authority is not liable, and neither the credit nor the taxing power of the Authority is pledged (other than as described above), for the payment of the Series 2022-A Bonds or their interest. The Series 2022-A Bonds are not secured by a legal or equitable pledge of, or charge, lien or encumbrance upon, any of the property of the Authority or any of its income or receipts, except the Pledged Revenues.

This Bond shall be issued pursuant to a book-entry system administered by DTC (together with any successor thereto, "Securities Depository"). The book-entry system will evidence beneficial ownership of the Series 2022-A Bonds with transfers of ownership effected on the register held by the Securities Depository pursuant to rules and procedures established by the Securities Depository. So long as the book-entry system is in effect, transfer of principal and interest payments, and provisions of notices or other communications, to beneficial owners of the Series 2022-A Bonds will be the responsibility of the Securities Depository as set forth in the Agreement.

The Series 2022-A Bonds are not subject to redemption prior to their stated maturities.

This Bond is transferable or exchangeable for other Authorized Denominations upon surrender of this Bond at the corporate trust office of the Trustee in St. Paul, Minnesota, or such other place as designated by the Trustee, accompanied by a written instrument of transfer or authorization for exchange, in form and with guaranty of signature satisfactory to the Authority and the Registrar, duly executed by the registered owner hereof or by his duly authorized attorney, but only in the manner, subject to the limitations and upon payment of the charges provided in the Agreement, and upon surrender and cancellation of this Bond. Upon such transfer a new fully authenticated and registered Series 2022-A Bond or Series 2022-A Bonds without coupons, of Authorized Denomination or Authorized Denominations, of the same series, tenor, maturity and interest rate for the same aggregate principal amount will be issued to the transferee in exchange herefor.

The Authority, the Trustee and any paying agent may deem and treat the registered owner hereof as the absolute owner hereof for all purposes, and the Authority, the Trustee and any paying agent shall not be affected by any notice to the contrary.

The rights and obligations of the Authority and of the holders and registered owners of the Series 2022-A Bonds may be modified or amended at any time in the manner, to the extent and upon the terms provided in the Agreement, which provide, in certain circumstances, for modifications and amendments without the consent of or notice to the registered owners of the Series 2022-A Bonds.

It is hereby certified and recited that any and all acts, conditions and things required to exist, to happen and to be performed, precedent to and in the incurring of the indebtedness evidenced by this Bond, and in the issuing of this Bond, do exist, have happened and have been performed in due time, form and manner, as required by the Constitution and statutes of the State

of California, and that this Bond, together with all other indebtedness of the Authority pertaining to the Pledged Revenues, is within every debt and other limit prescribed by the Constitution and the statutes of the State of California, and is not in excess of the amount of Bonds permitted to be issued under the Agreement or the Act.

This Bond shall not be entitled to any benefit under the Agreement, or become valid or obligatory for any purpose, until the certificate of authentication hereon endorsed shall have been manually signed by the Trustee.

IN WITNESS WHEREOF, THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY has caused this Bond to be executed in its name and on its
behalf by its _____ as of the _____ day of _____, 20__.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By _____
Title: _____

CERTIFICATE OF AUTHENTICATION

This Bond is one of the Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2022-A Bonds of the Los Angeles County Metropolitan Transportation Authority described in the within mentioned Agreement.

Dated: _____, 20__

U.S. BANK TRUST COMPANY, NATIONAL
ASSOCIATION, as Trustee

By _____
Authorized Officer

FORM OF ASSIGNMENT

FOR VALUE RECEIVED the undersigned hereby sells, assigns and transfers to

(Please insert Social Security or Identification Number of Transferee)

(Please print or typewrite name and address, including zip code of Transferee)

the within Bond and all rights thereunder, and hereby irrevocably constitutes and appoints

attorney to register the transfer of the within Bond on the books kept for registration thereof, all power of substitution in the premises.

Dated:

Signature Guaranteed:

NOTICE: Signature guarantee shall be made by a guarantor institution participating in the Securities Transfer Agents Medallion Program or in such other guarantee program acceptable to the Trustee.

NOTICE: The signature above must correspond with the name of the Owner as it appears upon the front of this Bond in every particular, without alteration or enlargement or any change whatsoever.

EXHIBIT B

DEBT SERVICE SCHEDULE

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
PROPOSITION C SALES TAX REVENUE BONDS,
SENIOR BONDS, SERIES 2022-A**

Date	Principal	Interest	Total Principal and Interest
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EXHIBIT C

REFUNDED BONDS

1. Los Angeles County Metropolitan Transportation Authority”
Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A
2. Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B

EXHIBIT D

PRIOR OUTSTANDING SENIOR BONDS

“Prior Outstanding Senior Bonds” means and includes all of the following:

“Series 2012-A Bonds” means the \$14,635,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Second Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A.”

“Series 2012-B Bonds” means the \$74,885,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Second Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B.”

“Series 2013-A Bonds” means the \$138,960,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Third Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2013-A.”

“Series 2013-B Bonds” means the \$313,490,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Fourth Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2013-B.”

“Series 2013-C Bonds” means the \$63,785,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Fourth Supplemental Agreement and designated as and “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2013-C.”

“Series 2014-A Bonds” means the \$61,180,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Fifth Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2014-A.”

“Series 2016-A Bonds” means the \$86,570,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Sixth Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2016-A.”

“Series 2017-A Bonds” means the \$454,845,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Seventh Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2017-A.”

“Series 2018-A Bonds” means the \$54,965,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Eighth Supplemental Agreement and designated as

“Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2018-A.”

“Series 2019-A Bonds” means the \$418,575,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Ninth Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2019-A (Green Bonds).”

“Series 2019-B Bonds” means the \$126,425,000 original principal amount of Senior Bonds issued under the Agreement and the Twenty-Ninth Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2019-B.”

“Series 2019-C Bonds” means the \$47,830,000 original principal amount of Senior Bonds issued under the Agreement and the Thirtieth Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2019-C.”

“Series 2020-A Bonds” means the \$28,265,000 original principal amount of Senior Bonds issued under the Agreement and the Thirty-First Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2020-A.”

“Series 2021-A Bonds” means the \$321,905,000 original principal amount of Senior Bonds issued under the Agreement and the Thirty-Second Supplemental Agreement and designated as “Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2021-A.”

EXHIBIT E

PRIOR SUPPLEMENTAL AGREEMENTS

“Prior Supplemental Agreements” means and includes all of the following:

“Eighteenth Supplemental Agreement” means the Eighteenth Supplemental Trust Agreement, dated as of August 1, 2009, by and between the Authority and the Trustee.

“Sixteenth Supplemental Agreement” means the Sixteenth Supplemental Trust Agreement, dated as of June 1, 2009, by and between the Authority and the Trustee.

“Thirtieth Supplemental Agreement” means the Thirtieth Supplemental Trust Agreement, dated as of June 1, 2019, by and between the Authority and the Trustee.

“Thirty-First Supplemental Agreement” means the Thirty-First Supplemental Trust Agreement, dated as of June 1, 2020, by and between the Authority and the Trustee.

“Thirty-Second Supplemental Agreement” means the Thirty-Second Supplemental Trust Agreement, dated as of April 1, 2021, by and between the Authority and the Trustee.

“Twenty-Eighth Supplemental Agreement” means the Twenty-Eighth Supplemental Trust Agreement, dated as of April 1, 2018, by and between the Authority and the Trustee.

“Twenty-Fifth Supplemental Agreement” means the Twenty-Fifth Supplemental Trust Agreement, dated as of June 1, 2014, by and between the Authority and the Trustee.

“Twenty-First Supplemental Agreement” means the Twenty-First Supplemental Trust Agreement, dated as of January 1, 2010, by and between the Authority and the Trustee.

“Twenty-Fourth Supplemental Agreement” means the Twenty-Fourth Supplemental Trust Agreement, dated as of December 1, 2013, by and between the Authority and the Trustee.

“Twenty-Ninth Supplemental Agreement” means the Twenty-Ninth Supplemental Trust Agreement, dated as of February 1, 2019, by and between the Authority and the Trustee.

“Twenty-Second Supplemental Agreement” means the Twenty-Second Supplemental Trust Agreement, dated as of July 1, 2012, by and between the Authority and the Trustee.

“Twenty-Seventh Supplemental Agreement” means the Twenty-Seventh Supplemental Trust Agreement, dated as of February 1, 2017, by and between the Authority and the Trustee.

“Twenty-Sixth Supplemental Agreement” means the Twenty-Sixth Supplemental Trust Agreement, dated as of June 1, 2016, by and between the Authority and the Trustee.

“Twenty-Third Supplemental Agreement” means the Twenty-Third Supplemental Trust Agreement, dated as of May 1, 2013, by and between the Authority and the Trustee.

APPENDIX F

FORM OF CONTINUING DISCLOSURE CERTIFICATE

This Continuing Disclosure Certificate (the “Certificate”) is executed and delivered by the Los Angeles County Metropolitan Transportation Authority (the “Authority”) in connection with the issuance of its \$_____ Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A (the “Series 2022-A Bonds”) pursuant to the terms of the Agreement (as defined herein). The Authority covenants and agrees as follows:

Section 1. Definitions.

“*Agreement*” means, collectively, the Amended and Restated Trust Agreement, dated as of January 1, 2010, as amended, by and between the Authority and U.S. Bank Trust Company, as successor in interest to U.S. Bank National Association, as trustee (the “Trustee”), and the Thirty-Third Supplemental Trust Agreement, dated as of June 1, 2022, by and between the Authority and the Trustee.

“*Annual Information*” means the information specified in Section 4 hereof.

“*EMMA System*” means the MSRB’s Electronic Municipal Market Access system or any successor nationally recognized municipal securities information repositories recognized by the Securities and Exchange Commission for the purposes referred to in Rule 15c2-12.

“*Financial Obligation*” means (i) debt obligation; (ii) derivative instrument entered into in connection with, or pledged as security or a source of payment for, an existing or planned debt obligation; or (iii) guarantee of (i) or (ii). The term Financial Obligation shall not include municipal securities as to which a final official statement has been provided to the MSRB consistent with Rule 15c2-12.

“*Holder*” means any registered owner of Series 2022-A Bonds and any beneficial owner of Series 2022-A Bonds within the meaning of Rule 13d-3 under the Securities Exchange Act of 1934, as amended.

“*Listed Events*” means any of the events listed in Section 5 hereof.

“*MSRB*” means the Municipal Securities Rulemaking Board established in accordance with the provisions of Section 15B(b)(1) of the Securities Exchange Act of 1934, as amended.

“*Official Statement*” means the Official Statement, dated _____, 2022, prepared and distributed in connection with the initial sale of the Series 2022-A Bonds.

“*Rule 15c2-12*” means Rule 15c2-12, as amended through the date of this Certificate, as promulgated by the Securities and Exchange Commission pursuant to the Securities Exchange Act of 1934, as amended.

Section 2. Purpose of the Certificate. This Certificate is being executed and delivered by the Authority pursuant to Rule 15c2-12 for the benefit of the Holders of the Series 2022-A Bonds in order to assist the participating underwriters in complying with Rule 15c2-12.

Section 3. Provision of Annual Information.

(a) The Authority shall, not later than 195 days following the end of each Fiscal Year of the Authority (which Fiscal Year currently ends on June 30) (resulting in a deadline of January 11 of each year), commencing with the report for Fiscal Year ended June 30, 2022 (which is due no later than January 11, 2023), provide to the MSRB through the EMMA System, in an electronic format and accompanied by identifying information all as prescribed by the MSRB, the Annual Information relating to the immediately preceding Fiscal Year that is consistent with the requirements of Section 4 hereof, which Annual Information may be submitted as a single document or as separate documents comprising a package, and may cross-reference other information as provided in Section 4 hereof; provided that any audited financial statements may be submitted separately from the balance of the Annual Information and later than the date required above for the filing of the Annual Information if they are not available by that date. If the Fiscal Year for the Authority changes, the Authority shall give notice of such change in the same manner as for a Listed Event under Section 5(e) hereof.

(b) If in any year, the Authority does not provide the Annual Information to the MSRB by the time specified above, the Authority shall instead timely file a notice to the MSRB through the EMMA System stating that the Annual Information has not been timely completed and, if known, stating the date by which the Authority expects to file the Annual Information.

Section 4. Content of Annual Information. The Annual Information shall contain or incorporate by reference the following:

(a) The audited financial statements of the Authority for the prior Fiscal Year, prepared in accordance with generally accepted accounting principles as in effect from time to time and as applied to governmental units. If the Authority's audited financial statements are not available by the time the Annual Information is required to be filed pursuant to Section 3(a) hereof, the Annual Information shall contain unaudited financial statements and the audited financial statements shall be filed in the same manner as the Annual Information when they become available.

(b) Updated historical information of the type set forth in "TABLE 3—Historical Net Proposition C Sales Tax Revenues, Local Allocations, Pledged Revenues and Debt Service Coverage" of the Official Statement; and

(c) Updated information of the type set forth in "TABLE 6—Los Angeles County Metropolitan Transportation Authority, Combined Proposition C Debt Service Schedule Senior Bonds" of the Official Statement, but only the information in the column entitled "Total Debt Service" and the information under the column entitled "Combined Total Debt Service Senior Bonds" and only to the extent the information in these columns has changed.

Any or all of the items listed above may be included by specific reference to other documents, including official statements of debt issues of the Authority or related public entities, that have been submitted to the MSRB through the EMMA System.

Section 5. Reporting of Listed Events.

(a) The Authority shall give, or cause to be given, notice of the occurrence of any of the following events with respect to the Series 2022-A Bonds not later than ten business days after the occurrence of the event:

1. Principal and interest payment delinquencies;
2. Unscheduled draws on debt service reserves reflecting financial difficulties;
3. Unscheduled draws on credit enhancements reflecting financial difficulties;
4. Substitution of credit or liquidity providers, or their failure to perform;
5. Adverse tax opinions with respect to the tax status of the Series 2022-A Bonds or the issuance by the Internal Revenue Service of proposed or final determination of taxability or of a Notice of Proposed Issue (IRS Form 5701 TEB) with respect to the Series 2022-A Bonds;
6. Tender offers;
7. Defeasances;
8. Rating changes;
9. Bankruptcy, insolvency, receivership or similar event of the Authority; or

Note: For the purposes of the event identified in subparagraph (a)(9), the event is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent or similar officer for the Authority in a proceeding under the U.S. Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the Authority, or if such jurisdiction has been assumed by leaving the existing governmental body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the Authority.

10. Default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a Financial Obligation of the Authority, any of which reflect financial difficulties.

(b) The Authority shall give, or cause to be given, notice of the occurrence of any of the following events with respect to the Series 2022-A Bonds, if material, not later than ten business days after the occurrence of the event:

1. Unless described in paragraph 5(a)(5), adverse tax opinions or other material notices or determinations by the Internal Revenue Service with respect to the tax status of the Series 2022-A Bonds or other material events affecting the tax status of the Series 2022-A Bonds;
2. Modifications to rights of the Owners of the Series 2022-A Bonds;
3. Optional, unscheduled or contingent bond calls;

4. Release, substitution or sale of property securing repayment of the Series 2022-A Bonds;
5. Non-payment related defaults;
6. The consummation of a merger, consolidation, or acquisition involving the Authority or the sale of all or substantially all of the assets of the Authority, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms;
7. Appointment of a successor or additional trustee or the change of name of a trustee; or
8. Incurrence of a Financial Obligation of the Authority, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a Financial Obligation of the Authority, any of which affect security holders.

(c) The Authority shall give, or cause to be given, in a timely manner, notice of a failure to provide the annual financial information on or before the date specified in Section 3(a) hereof, as provided in Section 3 hereof.

(d) Whenever the Authority obtains knowledge of the occurrence of a Listed Event described in Section 5(b) hereof, the Authority shall determine if such event would be material under applicable federal securities laws.

(e) If the Authority learns of an occurrence of a Listed Event described in Section 5(a) hereof, or determines that knowledge of a Listed Event described in Section 5(b) hereof would be material under applicable federal securities laws, the Authority shall within ten business days of occurrence file a notice of such occurrence with the MSRB through the EMMA System in electronic format, accompanied by such identifying information as is prescribed by the MSRB. Notwithstanding the foregoing, notice of the Listed Event described in subsections (a)(7) or (b)(3) need not be given under this subsection any earlier than the notice (if any) of the underlying event is given to Holders of affected Series 2022-A Bonds pursuant to the Agreement.

Section 6. Remedies. If the Authority shall fail to comply with any provision of this Certificate, then any Holder may enforce, for the equal benefit and protection of all Holders similarly situated, by mandamus or other suit or proceeding in law or in equity, this Certificate against the Authority and any of the officers, agents and employees of the Authority, and may compel the Authority or any such officers, agents or employees to perform and carry out their duties under this Certificate; provided that the sole and exclusive remedy for breach of this Certificate shall be an action to compel specific performance of the obligations of the Authority hereunder and no person or entity shall be entitled to recover monetary damages hereunder under any circumstances, and, provided further, that any challenge to the adequacy of any information provided pursuant to Section 4 or 5 hereof may be brought only by the Holders of 25% in aggregate principal amount of the Series 2022-A Bonds at the time outstanding. A failure by the Authority to comply with the provisions of this Certificate shall not constitute an Event of Default under the Agreement.

Section 7. Parties in Interest. This Certificate is executed and delivered solely for the benefit of the Holders. No other person shall have any right to enforce the provisions hereof or any other rights hereunder.

Section 8. Amendment. Without the consent of any Holders of Series 2022-A Bonds, the Authority at any time and from time to time may enter into any amendments or changes to this Certificate for any of the following purposes:

- (a) to comply with or conform to any changes in Rule 15c2-12 or any authoritative interpretations thereof by the Securities and Exchange Commission or its staff (whether required or optional);
- (b) to add a dissemination agent for the information required to be provided hereby and to make any necessary or desirable provisions with respect thereto;
- (c) to evidence the succession of another person to the Authority and the assumption by any such successor of the covenants of the Authority hereunder;
- (d) to add to the covenants of the Authority for the benefit of the Holders, or to surrender any right or power herein conferred upon the Authority; or
- (e) to modify the contents, presentation and format of the Annual Information from time to time as a result of a change in circumstances that arises from a change in legal requirements, change in law, or change in the identity, nature or status of the Authority, or type of business conducted; provided that (i) the certificate, as amended, would have complied with the requirements of Rule 15c2-12 at the time of the offering of the Series 2022-A Bonds, after taking into account any amendments or authoritative interpretations of the Rule, as well as any change in circumstances; and (ii) the amendment or change does not materially impair the interests of Holders, as determined either by a party unaffiliated with the Authority (such as bond counsel), or by the vote or consent of Holders of a majority in outstanding principal amount of the Series 2022-A Bonds on or prior to the time of such amendment or change.

Section 9. Termination of Obligation. This Certificate shall remain in full force and effect until such time as all principal of and interest on the Series 2022-A Bonds shall have been paid in full or legally defeased pursuant to the Agreement. Upon any such legal defeasance, the Authority shall provide notice of such defeasance to the EMMA System. Such notice shall state whether the Series 2022-A Bonds have been defeased to maturity or to redemption and the timing of such maturity or redemption.

Section 10. Governing Law. THIS CERTIFICATE SHALL BE GOVERNED BY THE LAWS OF CALIFORNIA DETERMINED WITHOUT REGARD TO PRINCIPLES OF CONFLICT OF LAW.

IN WITNESS WHEREOF, the undersigned has executed this Continuing Disclosure Certificate this [●] day of June, 2022.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By: _____
Name _____
Title _____

PRELIMINARY OFFICIAL STATEMENT DATED MAY [●], 2022

NEW ISSUE—BOOK-ENTRY ONLY
[DAC Logo]

Ratings: Moody's: "[●]"
S&P: "[●]"
See "RATINGS" herein.

In the opinion of Hawkins Delafield & Wood LLP, Bond Counsel to LACMTA, under existing statutes and court decisions and assuming continuing compliance with certain tax covenants described herein, (i) interest on the Series 2022-A Bonds is excluded from gross income for federal income tax purposes pursuant to Section 103 of the Internal Revenue Code of 1986, as amended (the "Code"), and (ii) interest on the Series 2022-A Bonds is not treated as a preference item in calculating the alternative minimum tax under the Code. In addition, in the opinion of Bond Counsel, under existing statutes, interest on the Series 2020-A Bonds is exempt from personal income taxes imposed by the State of California. For a more complete description, see "TAX MATTERS" herein.

§[PARA]*

**LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY**
**Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2022-A**

[LACMTA
Logo]

Dated: Date of Delivery

Due: As shown on the inside cover

The Los Angeles County Metropolitan Transportation Authority ("LACMTA") is issuing its Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A (the "Series 2022-A Bonds"). The Series 2022-A Bonds are being issued pursuant to the Amended and Restated Trust Agreement, dated as of January 1, 2010, as amended (the "Trust Agreement"), by and between LACMTA and U.S. Bank Trust Company, National Association, as successor in interest to U.S. Bank National Association, as trustee (the "Trustee"), and the Thirty-Third Supplemental Trust Agreement, to be dated as of June 1, 2022 (the "Thirty-Third Supplemental Agreement," and together with the Trust Agreement, the "Agreement"), by and between LACMTA and the Trustee. The Series 2022-A Bonds are limited obligations of LACMTA payable solely from and secured by a first lien on and pledge of "Pledged Revenues" and by other amounts held by the Trustee under the Agreement. "Pledged Revenues" are receipts from the Proposition C Sales Tax, less amounts described in this Official Statement. See "SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS" and "PROPOSITION C SALES TAX AND COLLECTIONS" herein. LACMTA will use the proceeds of the Series 2022-A Bonds and other available funds to (a) refund and defease the Refunded Bonds and (b) pay the costs of issuance of the Series 2022-A Bonds.

The Series 2022-A Bonds will be issued in denominations of \$5,000 and integral multiples thereof. The Series 2022-A Bonds will be issued in fully registered form and will be registered in the name of Cede & Co., as registered owner and nominee of The Depository Trust Company, New York, New York ("DTC"), the securities depository for the Series 2022-A Bonds. Individual purchases and sales of the Series 2022-A Bonds may be made in book-entry form only. See "APPENDIX G—BOOK-ENTRY-ONLY SYSTEM." The Series 2022-A Bonds will mature in the principal amounts and will bear interest at the rates set forth on the inside front cover. LACMTA will pay interest on the Series 2022-A Bonds on each January 1 and July 1, commencing on January 1, 2023.

The Series 2022-A Bonds are not subject to redemption prior to maturity.

Neither the faith and credit nor the taxing power of the County of Los Angeles, the State of California or any political subdivision or public agency thereof, other than LACMTA to the extent of the Pledged Revenues and certain other amounts held by the Trustee under the Agreement, is pledged to the payment of the principal of or interest on the Series 2022-A Bonds. Other than Pledged Revenues and such other amounts held by the Trustee under the Agreement, the general fund of LACMTA is not liable, and neither the credit nor the taxing power of LACMTA is pledged, to the payment of the principal of or interest on the Series 2022-A Bonds. LACMTA has no power to levy property taxes to pay the principal of or interest on the Series 2022-A Bonds.

This cover page contains certain information for general reference only. It is not intended to be a summary of the terms of, or the security for, the Series 2022-A Bonds. Investors are advised to read this Official Statement in its entirety to obtain information essential to the making of an informed investment decision. Capitalized terms used on this cover page and not otherwise defined have the meanings set forth herein.

LACMTA is offering the Series 2022-A Bonds when, as and if it issues the Series 2022-A Bonds. The issuance of the Series 2022-A Bonds is subject to the approval as to their validity by Hawkins Delafield & Wood LLP, Bond Counsel to LACMTA. The Los Angeles County Counsel, as General Counsel to LACMTA, and Kutak Rock LLP, as Disclosure Counsel, will pass on certain legal matters for LACMTA. Certain legal matters will be passed upon for the Underwriters by their counsel, [●]. LACMTA

* Preliminary; subject to change.
4880-2096-2321.5

anticipates that the Series 2022-A Bonds will be available for delivery through the book-entry facilities of DTC on or about June [●], 2022.

[Underwriters]

Date of Official Statement:

[INSERT MAP OF LACMTA SYSTEM]

MATURITY SCHEDULE*

**\$(PARA)*
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2022-A**

Maturity Date (July 1)*	Principal Amount*	Interest Rate	Yield	Price	CUSIP No.†
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* Preliminary; subject to change.

† CUSIP® is a registered trademark of the American Bankers Association. CUSIP Global Services (CGS) is managed on behalf of the American Bankers Association by FactSet Research Systems Inc. Copyright© 2022 CUSIP Global Services. All rights reserved. CUSIP® data herein is provided by CUSIP Global Services. This data is not intended to create a database and does not serve in any way as a substitute for the CGS database. CUSIP® numbers are provided for convenience of reference only. None of LACMTA, the Underwriters or their agents or counsel assume responsibility for the selection, accuracy or uses of such numbers, and no representation is made as to their correctness on the applicable Series 2022-A Bonds or as included herein. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Series 2022-A Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part or as a result of the procurement of secondary market portfolio insurance or other similar enhancement by investors that is applicable to all or a portion of certain maturities of the Series 2022-A Bonds.

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Board Members

Hilda L. Solis, Chair
Ara Najarian, First Vice-Chair
Jacquelyn Dupont-Walker, Second Vice Chair
Kathryn Barger
Mike Bonin
James T. Butts, Jr.
Fernando Dutra
Eric Garcetti
Janice Hahn
Paul Krekorian
Sheila Kuehl
Holly Mitchell
Tim Sandoval
Tony Tavares, Ex-Officio Member

LACMTA Officers

Stephanie N. Wiggins, Chief Executive Officer
Nalini Ahuja, Chief Financial Officer

LACMTA General Counsel

Office of the County Counsel
Los Angeles, California

MUNICIPAL ADVISOR

Public Resources Advisory Group
Los Angeles, California

BOND COUNSEL

Hawkins Delafield & Wood LLP

DISCLOSURE COUNSEL

Kutak Rock LLP

TRUSTEE

U.S. Bank Trust Company, National Association
Los Angeles, California

VERIFICATION AGENT

Robert Thomas CPA, LLC

LACMTA has not authorized any dealer, broker, salesperson or other person to give any information or to make any representation in connection with the offer or sale of the Series 2022-A Bonds other than as set forth in this Official Statement and, if given or made, such other information or representation must not be relied upon. This Official Statement does not constitute an offer to sell or the solicitation of an offer to buy, nor will there be any sale of the Series 2022-A Bonds, by a person in any jurisdiction in which it is unlawful for such person to make such an offer, solicitation or sale.

This Official Statement is not a contract with the purchasers or owners of the Series 2022-A Bonds. Statements contained in this Official Statement which involve estimates, projections or matters of opinion, whether or not expressly so described in this Official Statement, are intended solely as such and are not to be construed as representations of facts.

The Underwriters have provided the following sentence for inclusion in this Official Statement. The Underwriters have reviewed the information in this Official Statement in accordance with, and as part of, their respective responsibilities to investors under the federal securities laws as applied to the facts and circumstances of this transaction, but the Underwriters do not guarantee the accuracy or completeness of such information.

References to website addresses presented herein are for informational purposes only and may be in the form of a hyperlink solely for the reader's convenience. Unless specified otherwise, such websites and the information or links contained therein are not incorporated into, and are not part of, this Official Statement.

The information and expressions of opinion in this Official Statement are subject to change without notice, and the delivery of this Official Statement and any sale made pursuant to this Official Statement do not, under any circumstances, imply that the information and expressions of opinion in this Official Statement and other information regarding LACMTA have not changed since the date hereof. LACMTA is circulating this Official Statement in connection with the sale of the Series 2022-A Bonds and this Official Statement may not be reproduced or used, in whole or in part, for any other purpose.

In making an investment decision, investors must rely on their own examination of the terms of the offering and the security and sources of payment of the Series 2022-A Bonds, including the merits and risks involved. The Series 2022-A Bonds have not been registered under the Securities Act of 1933, as amended, nor has the Agreement been qualified under the Trust Indenture Act of 1939, as amended, in reliance upon exemptions contained in such acts. Neither the U.S. Securities and Exchange Commission nor any other federal, state or other governmental securities regulatory agency, has passed upon the merits of the Series 2022-A Bonds or the accuracy or completeness of this Official Statement. The Series 2022-A Bonds have not been recommended by any federal or state securities commission or regulatory authority. Any representation to the contrary may be a criminal offense.

This Official Statement contains statements relating to future results that are "forward looking statements." When used in this Official Statement, the words "estimate," "forecast," "projection," "intend," "expect" and similar expressions identify forward looking statements. Any forward looking statement is subject to uncertainty and risks that could cause actual results to differ, possibly materially, from those contemplated in such forward looking statements. Some assumptions used to develop forward looking statements inevitably will not be realized, and unanticipated events and circumstances may occur. Therefore, investors should be aware that there are likely to be differences between forward looking statements and actual results; those differences could be material.

The Underwriters may offer and sell the Series 2022-A Bonds to certain dealers and others at yields higher or prices lower than the public offering yields and/or prices stated on the inside cover page of this Official Statement, and such public offering yields and/or prices may be changed from time to time by the Underwriters.

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OFFICIAL STATEMENT

§[PARA]*
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2022-A

INTRODUCTION

This Official Statement, which includes the cover page and the appendices hereto, sets forth information in connection with the offering by the Los Angeles County Metropolitan Transportation Authority (“LACMTA”) of §[PARA]* aggregate principal amount of its Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A (the “Series 2022-A Bonds”). This Introduction is qualified by the more complete and detailed information contained in this entire Official Statement and the documents summarized or described in this Official Statement. Prospective investors should review this entire Official Statement, including the cover page and appendices, before they make an investment decision to purchase the Series 2022-A Bonds. LACMTA is only offering the Series 2022-A Bonds to potential investors by means of this entire Official Statement. Capitalized terms used but not defined herein have the meanings ascribed to them in “APPENDIX D—SUMMARY OF LEGAL DOCUMENTS; DEFINITIONS—DEFINITIONS.”

LACMTA

LACMTA was established in 1993 pursuant to the provisions of Section 130050.2 et seq. of the California Public Utilities Code (the “LACMTA Act”). LACMTA is the consolidated successor entity to both the Southern California Rapid Transit District (the “District”) and the Los Angeles County Transportation Commission (the “Commission”). As the consolidated successor entity, LACMTA succeeded to all powers, duties, rights, obligations, liabilities, indebtedness, bonded or otherwise, immunities and exemptions of the District and the Commission, including the Commission’s responsibility for planning, engineering and constructing a county wide rail transit system. The Commission was authorized, subject to approval by the electorate of the County of Los Angeles (the “County”), to adopt a retail transactions and use tax ordinance, with the revenues of such tax to be used for public transit purposes. On November 6, 1990, the voters of the County approved the “Proposition C Sales Tax.” The Proposition C Sales Tax is a one half of 1 percent sales tax imposed on the gross receipts of retailers from the sale of tangible personal property sold at retail in the County and a use tax at the same rate upon the storage, use or other consumption in the County of such property purchased from any retailer for storage, use or other consumption in the County, subject to certain limited exceptions, and is not limited in duration. For more information regarding the Proposition C Sales Tax, see “PROPOSITION C SALES TAX AND COLLECTIONS—The Proposition C Sales Tax.”

For further discussion of LACMTA, its other sources of revenues, the services it provides and the projects it is undertaking, see “APPENDIX A—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY.” The information provided in APPENDIX A is intended as general information only. The Series 2022-A Bonds are limited obligations of LACMTA payable from Pledged Revenues, which consist primarily of proceeds of the Proposition C Sales Tax. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS.” For certain economic and demographic

* Preliminary; subject to change.

data about the County, see “APPENDIX C—LOS ANGELES COUNTY ECONOMIC AND DEMOGRAPHIC INFORMATION.”

Purpose of the Series 2022-A Bonds

LACMTA will use the proceeds of the Series 2022-A Bonds, together with other available funds, to (a) refund and defease the Refunded Bonds (as defined under “PLAN OF REFUNDING AND APPLICATION OF THE SERIES 2022-A BOND PROCEEDS—Use of Proceeds; Plan of Refunding”), and (b) pay the costs of issuance of the Series 2022-A Bonds. For a more detailed description of LACMTA’s proposed use of the proceeds of the Series 2022-A Bonds, see “PLAN OF REFUNDING AND APPLICATION OF THE SERIES 2022-A BOND PROCEEDS.”

Description of the Series 2022-A Bonds

The Series 2022-A Bonds are limited obligations of LACMTA to be issued pursuant to, and secured under, the Amended and Restated Trust Agreement, dated as of January 1, 2010, as amended (the “Trust Agreement”), by and between LACMTA and U.S. Bank Trust Company, National Association, as successor in interest to U.S. Bank National Association, as trustee (the “Trustee”). In connection with the issuance of the Series 2022-A Bonds, LACMTA will enter into the Thirty-Third Supplemental Trust Agreement, to be dated as of June 1, 2022 (the “Thirty-Third Supplemental Agreement”), by and between LACMTA and the Trustee, to provide for the terms of the Series 2022-A Bonds and related matters. The Trust Agreement, as supplemented by the Thirty-Third Supplemental Agreement, is referred to in this Official Statement as the “Agreement.”

The Series 2022-A Bonds will be issued in registered form, in denominations of \$5,000 or any integral multiple thereof. The Series 2022-A Bonds will be dated their initial date of delivery and will mature on the dates and in the principal amounts and will bear interest at the rates per annum as shown on the inside cover page hereof, computed on the basis of a 360-day year consisting of twelve 30-day months. The Series 2022-A Bonds will be delivered in book-entry-only form and will be registered in the name of Cede & Co., as nominee for The Depository Trust Company, New York, New York (“DTC”), which will act as securities depository for the Series 2022-A Bonds. See “APPENDIX G—BOOK-ENTRY-ONLY SYSTEM.”

Security and Sources of Payment for the Series 2022-A Bonds

The Series 2022-A Bonds are limited obligations of LACMTA payable solely from and secured by a first lien on and pledge of “Pledged Revenues,” which are moneys collected as a result of the imposition of the Proposition C Sales Tax (the imposition of which is not limited in duration), less 20% thereof which is allocated to local jurisdictions for public transit, paratransit and related services (the “Local Allocation”), and less an administrative fee paid to the California Department of Tax and Fee Administration (formerly the California State Board of Equalization) (“CDTFA”) in connection with the collection and disbursement of the Proposition C Sales Tax (the “Pledged Tax”), plus interest, profits and other income received from the investment of such amounts held by the Trustee (other than amounts in the Rebate Fund). In addition, the Series 2022-A Bonds are secured by all other amounts held by the Trustee under the Agreement except for amounts held in any debt service reserve fund, the Rebate Fund and the Redemption Fund. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS” and “PROPOSITION C SALES TAX AND COLLECTIONS.”

Proposition C Sales Tax Obligations

Under the Agreement, LACMTA may issue Senior Bonds and incur debt and other obligations payable on a parity with Senior Bonds (“Senior Parity Debt,” described in greater detail in APPENDIX D), which are secured by a first lien on and pledge of Pledged Revenues. Senior Bonds and Senior Parity Debt are referred to collectively in this Official Statement as “Senior Obligations.” The Series 2022-A Bonds are Senior Bonds and are payable on a parity with all other Senior Bonds and any Senior Parity Debt. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—Proposition C Sales Tax Obligations.”

As of May 1, 2022, LACMTA had Senior Bonds outstanding in the aggregate principal amount of \$1,888,960,000, including the principal of the Refunded Bonds. See “PROPOSITION C SALES TAX OBLIGATIONS.” LACMTA presently does not have any Senior Parity Debt outstanding.

LACMTA may issue additional Senior Bonds and incur additional Senior Parity Debt upon the satisfaction of certain additional bonds tests contained in the Agreement. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—Proposition C Sales Tax Obligations—*Senior Obligations*.” LACMTA’s Short Range Financial Forecast assumes the issuance of approximately \$1.3 billion in additional Senior Bonds from Fiscal Year 2023 through Fiscal Year 2032. For further discussion of the Short Range Financial Forecast, see “FUTURE TRANSPORTATION IMPROVEMENTS—Capital Planning” in APPENDIX A.

LACMTA has covenanted in the Trust Agreement not to issue or incur any obligations with a pledge of or lien on Pledged Revenues prior or superior to that of the Senior Bonds (including the Series 2022-A Bonds) and any Senior Parity Debt.

Under the Agreement, LACMTA also is authorized to create a charge or lien on Pledged Revenues ranking junior and subordinate to the charge or lien of the Senior Obligations (including the Series 2022-A Bonds). Pursuant to the Subordinate Trust Agreement, dated as of June 1, 1993, as amended and supplemented (the “Subordinate Trust Agreement”), by and between LACMTA and U.S. Bank Trust Company, National Association, as successor in interest to U.S. Bank National Association, as trustee, LACMTA has issued obligations (the “Subordinate Lien Obligations”) which are payable from and secured by a pledge and lien on the Pledged Revenues remaining after the payment of the principal of and interest on the Senior Obligations and any Pledged Revenues required to fund a debt service reserve fund for the Senior Bonds (collectively, the “Net Pledged Revenues”). See “PROPOSITION C SALES TAX OBLIGATIONS—Subordinate Lien Obligations” for a description of LACMTA’s outstanding Subordinate Lien Obligations. See also “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—Proposition C Sales Tax Obligations—*Subordinate Lien Obligations*.”

In addition, LACMTA has incurred other obligations which are secured by the Proposition C Sales Tax revenues that remain after the payment of Senior Bonds, Senior Parity Debt and Subordinate Lien Obligations. See “PROPOSITION C SALES TAX OBLIGATIONS—Other Obligations.”

The Series 2022-A Bonds Are Limited Obligations of LACMTA Only

Neither the faith and credit nor the taxing power of the County, the State of California (the “State”) or any political subdivision or public agency thereof, other than LACMTA to the extent of the Pledged Revenues and certain other amounts held by the Trustee under the Agreement, is pledged to the payment of the principal of or interest on the Series 2022-A Bonds. LACMTA has no power to levy property taxes to pay the principal of or interest on the Series 2022-A Bonds.

The Series 2022-A Bonds are limited obligations of LACMTA and are payable, as to both principal and interest, solely from and secured by a first lien on and pledge of Pledged Revenues and certain other amounts held by the Trustee under the Agreement. Other than Pledged Revenues and such other amounts held by the Trustee under the Agreement, the general fund of LACMTA is not liable, and neither the credit nor the taxing power of LACMTA is pledged, to the payment of the principal of or interest on the Series 2022-A Bonds.

No Reserve Fund for the Series 2022-A Bonds

Prior to 2019, all of the Senior Bonds were supported by a reserve fund established by the Trust Agreement (the “Reserve Fund”), and the outstanding Senior Bonds issued on or prior to June 15, 2016 are secured by the Reserve Fund. However, the Series 2022-A Bonds will not be secured by the Reserve Fund or any other debt service reserve fund. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—The Series 2022-A Bonds Are Not Secured by Any Debt Service Reserve Fund.”

Continuing Disclosure

In connection with the issuance of the Series 2022-A Bonds, for purposes of assisting the Underwriters (as defined under “UNDERWRITING”) in complying with Rule 15c2-12 (the “Rule”) promulgated by the U.S. Securities and Exchange Commission (“SEC”) under the Securities Exchange Act of 1934, as amended, LACMTA will agree to provide, or cause to be provided, to the Municipal Securities Rulemaking Board’s Electronic Municipal Market Access system (the “EMMA System”), certain annual financial information and operating data relating to LACMTA and notice of certain enumerated events. See “CONTINUING DISCLOSURE” and “APPENDIX F—FORM OF CONTINUING DISCLOSURE CERTIFICATE.”

Impact of Global COVID-19 Outbreak

As a part of the State’s response to the global outbreak of a novel coronavirus (together with variants thereof, “COVID-19”), the Governor of the State (the “Governor”) declared a state of emergency in the State on March 4, 2020. On March 11, 2020, the World Health Organization declared the COVID-19 outbreak a global pandemic, and on March 13, 2020, the President of the United States declared a national state of emergency. The State, the City of Los Angeles and the County imposed significant restrictions on economic and other activity within the County beginning in March 2020. The economic shut-down caused by the COVID-19 pandemic and the related government restrictions on activity, materially reduced consumer spending and sales tax collections in the County. As of [May], 2022, nearly all restrictions imposed by the State, the City of Los Angeles, and the County (including physical distancing and capacity limits on businesses) have been terminated.

The Governor issued several executive orders in response to the COVID-19 pandemic. On March 12, 2020, the Governor issued Executive Order N-25-20, requiring CDTFA, which administers sales and use taxes in the State, to use its administrative powers where appropriate to provide extensions for filing, payment, audits, billing, notices, assessments, claims for refund, and relief from subsequent penalties and interest to individuals and businesses impacted by complying with a state or local public health official’s imposition or recommendation of social distancing measures related to COVID-19. On March 30, 2020, the Governor issued Executive Order N-40-20, which provided a three-month extension for tax returns and tax payments for all businesses filing a return for less than \$1,000,000 in taxes. This Order also extended the statute of limitations to file a claim for refund for taxes and fees administered by CDTFA, and extended the timeframe to file for appeal with CDTFA. On April 2, 2020, the Governor announced a one-year reprieve on the payment of sales and use taxes for small businesses allowing them to request to defer

payment on up to \$50,000 of sales and use tax liability. The executive orders described above have expired, but during their effectiveness, sales tax receipts payable to LACMTA (including Proposition C Sales Tax revenues) were negatively affected.

Proposition C Sales Tax receipts for Fiscal Year 2020 were \$836.7 million compared to \$865.9 million for Fiscal Year 2019, a 3.4% decrease. However, Proposition C Sales Tax receipts for Fiscal Year 2021 were \$869.2 million compared to \$865.9 million for Fiscal Year 2019, a 0.4% increase. The increase of Proposition C Sales Tax receipts in Fiscal Year 2021 was a direct result of COVID-19 vaccines becoming more widely available and restrictions on businesses being phased out. Proposition C Sales Tax receipts have continued to recover during Fiscal Year 2022. Proposition C Sales Tax receipts through the first ten months of Fiscal Year 2022 (July 2021 through April 2022) were \$891.5 million as compared to \$710.4 million for the same period in Fiscal Year 2021 (July 2020 through April 2021), a 25.5% increase. See “PROPOSITION C SALES TAX AND COLLECTIONS—Historical Proposition C Sales Tax Collections.”

During the COVID-19 pandemic, ridership on LACMTA’s bus and rail systems has declined significantly. Average weekday ridership for Fiscal Year 2021 was approximately 580,700 compared to 951,700 for Fiscal Year 2020, a 39.0% decrease. For the first nine months of Fiscal Year 2022, average weekly ridership on LACMTA’s bus and rail systems increased to approximately 771,600 compared to 558,100 for the first nine months of Fiscal Year 2021. LACMTA cannot predict when, if ever, ridership on its bus and rail systems will return to pre-COVID-19 levels. The Series 2022-A Bonds are limited obligations of LACMTA payable from Pledged Revenues, which consist primarily of proceeds of the Proposition C Sales Tax, and are not payable from farebox revenues collected from riders of LACMTA’s bus and rail systems or other revenues of LACMTA.

Beginning in Fiscal Year 2021, LACMTA has received federal grant assistance under the Coronavirus Aid, Relief, and Economic Security (“CARES”) Act, the Coronavirus Response and Relief Supplemental Appropriations Act (the “CRRSAA”) and the American Rescue Plan Act (“ARPA”) to partially offset losses in sales tax revenues and other operational and capital costs. Through March 31, 2022, LACMTA has received \$862 million in funding under the CARES Act, \$771 million under CRRSAA and \$657 million under ARPA. LACMTA continues to mitigate the risks of all its patrons and employees through the use of personal protective equipment and strengthened cleaning regimes on all vehicles, stations, and terminals.

The COVID-19 outbreak is ongoing, and its dynamic nature leads to uncertainties, including (i) the geographic spread of the virus; (ii) the severity of the disease; (iii) the duration of the outbreak; (iv) existing actions that have been taken, and new actions that may be taken in the future, by governmental authorities to contain or mitigate the outbreak; (v) the acceptance of and effectiveness (especially against any new variants of the virus) of vaccines; (vi) the impact of the outbreak on the local, national or global economy; (vii) the impact of the outbreak and actions taken in response to the outbreak on LACMTA’s revenues, expenses and financial condition; and (viii) temporary and permanent changes to consumers’ spending habits.

Additional Information

Brief descriptions of the Series 2022-A Bonds, the Agreement and certain other documents are included in this Official Statement and the appendices hereto. Such descriptions do not purport to be comprehensive or definitive. All references herein to such documents and any other documents, statutes, reports or other instruments described herein are qualified in their entirety by reference to each such document, statute, report or other instrument. The information herein is subject to change without notice, and the delivery of this Official Statement will under no circumstances create any implication that there has

been no change in the affairs of LACMTA since the date hereof. This Official Statement is not to be construed as a contract or agreement between LACMTA and the purchasers or Owners of any of the Series 2022-A Bonds. LACMTA maintains a website, an investor relations page through a third-party, and social media accounts, the information on which is not part of this Official Statement, has not and is not incorporated by reference herein, and should not be relied upon in deciding whether to invest in the Series 2022-A Bonds.

Copies of the Agreement may be obtained from LACMTA at One Gateway Plaza, 21st Floor, Treasury Department, Los Angeles, California 90012, or by emailing TreasuryDept@metro.net, or by calling (213) 922-2554.

PLAN OF REFUNDING AND APPLICATION OF THE SERIES 2022-A BOND PROCEEDS

Use of Proceeds; Plan of Refunding

LACMTA will use the proceeds of the Series 2022-A Bonds, together with other available funds to be released from funds and accounts related to the Refunded Bonds, to (a) refund and defease the Refunded Bonds and (b) pay the costs of issuance of the Series 2022-A Bonds.

LACMTA will apply a portion of the proceeds of the Series 2022-A Bonds, together with other available funds, to refund and defease all or a portion of its outstanding (a) Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A (the portion so refunded, the “Refunded Series 2012-A Bonds”), and (b) Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B (the portion so refunded, the “Refunded Series 2012-B Bonds,” and together with the Refunded Series 2012-A Bonds, the “Refunded Bonds”), as set forth in more detail in the following table. The specific amount, if any, to be refunded will depend on market conditions.

REFUNDED BONDS*

Series	Maturity Date (July 1)	Principal Amount	Interest Rate	Payment/Redemption Date	CUSIP Number ¹
2012-A	2027	\$ 7,210,000	3.000%	July 1, 2022	5447123Z3
2012-A	2028	7,425,000	3.125	July 1, 2022	5447124A7
2012-B	2022	12,175,000	5.000	July 1, 2022	5447124D1
2012-B	2023	12,720,000	5.000	July 1, 2022	5447124E9
2012-B	2024	13,300,000	5.000	July 1, 2022	5447124F6
2012-B	2025	13,915,000	5.000	July 1, 2022	5447124G4

* Preliminary; subject to change.

¹ CUSIP numbers are provided only for the convenience of the reader. LACMTA does not undertake any responsibility for the accuracy of such CUSIP numbers or for any changes or errors in the list of CUSIP numbers.

A portion of the proceeds of the Series 2022-A Bonds, together with other available funds, will be deposited with U.S. Bank [Trust Company], National Association, as trustee and escrow agent, and will be held in (i) an escrow account for the Refunded Series 2012-A Bonds (the “Series 2012-A Escrow Account”), and (ii) an escrow account for the Refunded Series 2012-B Bonds (the “Series 2012-B Escrow Account,” and together with the Series 2012-A Escrow Account, the “Escrow Accounts”) to be created under the terms of an escrow agreement to be entered into between LACMTA and U.S. Bank [Trust Company], National Association, as trustee and escrow agent. All amounts deposited into the Escrow

Accounts will be held uninvested and will be used on July 1, 2022 to (1) redeem the Refunded Bonds maturing on and after July 1, 2023 at a redemption price of 100% of the principal amount thereof, plus accrued interest thereon, and (2) pay the principal of and interest on the Refunded Series 2012-B Bonds maturing on July 1, 2022.

Robert Thomas CPA, LLC, will verify that the amounts deposited to the Escrow Accounts will be sufficient to pay the principal and redemption price of and interest on the Refunded Bonds on July 1, 2022. See “VERIFICATION OF MATHEMATICAL COMPUTATIONS” herein.

Estimated Sources and Uses of Funds

The following table sets forth the estimated sources and uses of funds in connection with the issuance of the Series 2022-A Bonds.

<u>Sources</u>	
Principal Amount	\$
Original Issue Premium/(Discount)	
Other Available Moneys ¹	_____
Total Sources	\$_____
<u>Uses</u>	
Deposit to Escrow Accounts	\$
Costs of Issuance ²	
Total Uses	\$_____

¹ Includes funds released from the Reserve Fund and from the debt service accounts for the Refunded Bonds.

² Includes Underwriter’s discount, legal fees, rating agency fees, municipal advisor fees, printer costs, and other costs of issuance.

RISK FACTORS

The following factors, together with all other information provided in this Official Statement, should be considered by potential investors in evaluating the purchase of the Series 2022-A Bonds. The discussion below does not purport to be, nor should it be construed to be, complete nor a summary of all factors which may affect LACMTA, the Proposition C Sales Tax revenues, or the Series 2022-A Bonds. In addition, the order in which the following information is presented is not intended to reflect the relative importance of any such risks.

Economic Factors May Cause Declines in Proposition C Sales Tax Revenues

The Series 2022-A Bonds are limited obligations of LACMTA payable solely from and secured by a first lien on and pledge of Pledged Revenues, consisting primarily of certain revenues of the Proposition C Sales Tax and other amounts that are held by the Trustee under the Agreement. The level of Proposition C Sales Tax revenues collected depends on the level of taxable sales transactions within the County, which, in turn, depends on the level of general economic activity in the County. In Fiscal Years 2009 and 2010, the national economic recession and regional general economic conditions resulted in reductions in economic activity and taxable sales within the County, and correspondingly Proposition C Sales Tax revenues received by LACMTA declined. Proposition C Sales Tax revenues increased in Fiscal Years 2011 through 2019.

The COVID-19 pandemic, and the resulting governmentally imposed business shutdowns, negatively affected the collection of Proposition C Sales Tax revenues during the last three months of Fiscal Year 2020 (April 2020 through June 2020) and the first nine months of Fiscal Year 2021. See “INTRODUCTION—Impact of Global COVID-19 Outbreak.” However, during the last three months of Fiscal Year 2021 and the first nine months of Fiscal Year 2022, as COVID-19 restrictions were eased and ultimately terminated, Proposition C Sales Tax revenues increased to historical levels. In the event of new outbreaks of COVID-19 variants and the reimposition of restrictions on businesses, Proposition C Sales Tax revenues could decline in the future, reducing amounts available to pay the principal of and interest on the Series 2022-A Bonds.

To project future Proposition C Sales Tax revenues for budgetary purposes, LACMTA incorporates actual long-term experience combined with forecasts from local economists and other publicly available sources of data. LACMTA does not itself develop forecasts of current or future economic conditions. Furthermore, CDTFA does not provide LACMTA with any forecasts of Proposition C Sales Tax revenues for future periods. Therefore, LACMTA is unable to predict with certainty future levels of Proposition C Sales Tax revenues. In addition, the County is located in a seismically active region. A major earthquake, pandemic, epidemic, or other natural disaster could adversely affect the economy of the County and the amount of Proposition C Sales Tax revenues. Future significant declines in the amount of Proposition C Sales Tax revenues could ultimately impair the ability of LACMTA to pay principal of and interest on the Series 2022-A Bonds. See “PROPOSITION C SALES TAX AND COLLECTIONS—Historical Proposition C Sales Tax Collections.” Also see “APPENDIX C—LOS ANGELES COUNTY ECONOMIC AND DEMOGRAPHIC INFORMATION.” Also see “INTRODUCTION—Impact of Global COVID-19 Outbreak.”

California State Legislature or Electorate or Federal Law May Change Items Subject to Proposition C Sales Tax

With limited exceptions, the Proposition C Sales Tax is imposed on the same transactions and items subject to the general sales tax levied throughout the State. In the past, the California State Legislature and the California State electorate have made changes to the transactions and items subject to the State’s general sales tax and, therefore, the Proposition C Sales Tax. In 1991, the California State Legislature enacted legislation which expanded the transactions and items subject to the general statewide sales tax to include fuel for aviation and shipping, bottled water, rental equipment and newspapers and magazines. In 1992, the California State electorate approved an initiative which eliminated candy, gum, bottled water and confectionery items as items subject to the California State’s general sales tax. In each case, the same changes were made to transactions or items subject to the Proposition C Sales Tax. In the future, the California State Legislature or the California State electorate could further change the transactions and items upon which the statewide general sales tax and the Proposition C Sales Tax are imposed. Such a change could either increase or decrease Proposition C Sales Tax revenues depending on the nature of the change. See “PROPOSITION C SALES TAX AND COLLECTIONS.”

Federal law may also cause transactions and items to be excluded from the State’s general sales tax, and, therefore, the Proposition C Sales Tax. For example, under federal law, local taxes on aviation fuel (except taxes in effect on December 30, 1987) must be used for airport-related purposes, as a condition for receiving federal funding for airports. On November 7, 2014, the Federal Aviation Administration (the “FAA”) adopted an amendment to its “Policy and Procedures Concerning the Use of Airport Revenue” (the “FAA Policy”), which clarifies that local sales taxes derived from aviation fuel are subject to the airport use restriction and must be used for airport-related purposes. The FAA definition of local sales tax includes the Proposition C Sales Tax, as well as the Measure R Sales Tax and the Measure M Sales Tax (see “PROPOSITION C SALES TAX AND COLLECTIONS—The Proposition C Sales Tax” for descriptions of these sales taxes). While LACMTA cannot be certain of the overall impact that the FAA Policy will

have on Proposition C Sales Tax revenues, it does not expect that Proposition C Sales Tax revenues will be reduced as a result of the FAA Policy since the amount of revenues that LACMTA expends on airport-related purposes exceeds the amount of local taxes, including Proposition C Sales Tax revenues, it derives from aviation fuel. However, LACMTA cannot guarantee that Proposition C Sales Tax revenues will not be adversely affected by the FAA Policy. The FAA Policy is illustrative of federal laws that may affect which transactions and items are subject to the State's general sales tax.

Increases in Sales Tax Rate May Cause Declines in Proposition C Sales Tax Revenues

Increases in sales tax rates, whether by the electorate of a municipality within the County, the County or the State or by the State Legislature, may affect consumer spending decisions and as a result adversely impact sales transactions in the County and, thereby, reduce Proposition C Sales Tax revenues. Several increases in sales tax rates have occurred in recent years.

In November 2008, County voters approved Measure R, which increased the sales tax rate within the County by $\frac{1}{2}$ of 1% for a period of 30 years to fund LACMTA transportation projects and operations. Collection of the additional sales tax rate (known as the Measure R Sales Tax) commenced in July 1, 2009.

At the election held on November 8, 2016, more than two-thirds of the electors of the County voting on the issue approved an additional transportation and use tax (known as the Measure M Sales Tax) to improve transportation and ease traffic congestion. The Measure M Sales Tax is a new one-half cent sales tax that started on July 1, 2017 that increases to one cent in 2039 when the Measure R Sales Tax expires. The Measure M Sales Tax does not have a scheduled expiration date. Proposition A Sales Tax (as defined herein) revenues, Measure R Sales Tax revenues and Measure M Sales Tax revenues are separate from Proposition C Sales Tax revenues and do not secure the Senior Bonds, including the Series 2022-A Bonds, or Senior Parity Debt.

On March 7, 2017, County voters approved a $\frac{1}{4}$ of 1% sales tax increase known as the Measure H Sales Tax for Homeless Services and Prevention to fund programs to assist the County's homeless population. The Measure H Sales Tax went into effect in October, 2017 and such tax expires in 2027. See "PROPOSITION C SALES TAX AND COLLECTIONS—The Proposition C Sales Tax" for further discussion of Measure H and other current sales taxes in the County.

Additional increases in sales tax rates that will impact the County, while not currently pending, can be expected to be proposed and imposed, from time to time.

Increased Internet Use May Reduce Proposition C Sales Tax Revenues

The increasing use of the Internet to conduct electronic commerce may affect the levels of Proposition C Sales Tax revenues. Internet sales of physical products by businesses located in the State, and Internet sales of physical products delivered to the State by businesses located outside of the State are generally subject to the retail transactions and use tax imposed by Proposition C. Legislation passed as part of the California Budget Act of 2011 imposes a use tax collection responsibility for certain out-of-state, and particularly Internet, retailers that meet certain criteria. The new responsibility took effect in September 2012.

Further, the Supreme Court of the United States (the "Supreme Court") decided a case on June 21, 2018 (*South Dakota v. Wayfair Inc., et al*) concerning out of jurisdiction collection of sales taxes. The Supreme Court ruled that state and local governments have the authority to require out-of-state vendors with no local physical presence in a state to collect and remit sales taxes to state and local governments. Since April 1, 2019, retailers located outside of California have been required to register with CDTFA,

collect the California use tax, and pay the tax to CDTFA based on the amount of their sales into California, even if they do not have a physical presence in the state, with exceptions for retailers with California sales below certain volume and dollar amount thresholds. Effective October 1, 2019, marketplace facilitators (such as Internet shopping websites) are treated as retailers for purposes of determining whether such thresholds are met, and marketplace facilitators are required to collect and remit sales and use tax on the sale of tangible personal property sold through their marketplace for delivery to California customers if they meet certain volume and dollar amount thresholds. LACMTA believes that some Internet transactions currently avoid taxation and in the future may continue to avoid taxation, and this potentially reduces the amount of Proposition C Sales Tax revenues.

No Acceleration of the Series 2022-A Bonds

In the event of a default by LACMTA, the Agreement does not contain a provision allowing for the acceleration of the principal of and interest due on the Series 2022-A Bonds. In the event of a default by LACMTA, each Owner of the Series 2022-A Bonds will have the right to exercise the remedies, subject to the limitations thereon, set forth in the Agreement. See “APPENDIX D—SUMMARY OF LEGAL DOCUMENTS; DEFINITIONS—TRUST AGREEMENT—Events of Default and Remedies.”

No Reserve Fund for the Series 2022-A Bonds

The Series 2022-A Bonds will not be secured by a debt service reserve fund.

Additional Senior Bonds

LACMTA expects to issue additional debt secured by Proposition C Sales Tax revenues, including additional Senior Bonds. The Short Range Financial Forecast assumes the issuance of approximately \$1.3 billion in additional Senior Bonds from Fiscal Year 2023 through Fiscal Year 2032. For further discussion of the Short Range Financial Forecast, see “APPENDIX A—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY—FUTURE TRANSPORTATION IMPROVEMENTS—Capital Planning.” LACMTA has several major transit projects under construction and has future plans for additional major capital projects. LACMTA may ultimately issue more Senior Bonds to finance these projects than its current plans presently anticipate, particularly if costs of completing projects are higher than expected or other funding sources are not available as planned. In addition, LACMTA is likely to undertake additional capital projects in the future, and additional Senior Bonds may be issued to finance these projects. LACMTA may issue additional Senior Bonds only if the additional bonds tests described under “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—Proposition C Sales Tax Obligations—*Senior Obligations*” are satisfied.

Impact of Bankruptcy of LACMTA

As a municipal entity, LACMTA is authorized to file a petition for relief under Chapter 9 of the United States Bankruptcy Code (“Chapter 9”) under certain circumstances. Should LACMTA file for bankruptcy relief, there could be adverse effects on the holders of the Series 2022-A Bonds.

If the Pledged Tax constitutes “special revenues” under the Bankruptcy Code, then Pledged Tax collected before and after the date of the bankruptcy filing should be subject to the lien of the Agreement. “Special revenues” are defined to include taxes specifically levied to finance one or more projects or systems, and also to include receipts from the ownership, operation, or disposition of projects or systems that are primarily used or intended to be used primarily to provide transportation, utility or other services, as well as other revenues or receipts derived from particular functions of the debtor, but the Bankruptcy

Code excludes receipts from general property, sales, or income taxes levied to finance the general purposes of the governmental entity.

The results of Chapter 9 bankruptcy proceedings are difficult to predict. If a court determined that the Proposition C Sales Tax was levied to finance the general purposes of LACMTA rather than specific projects, then the Pledged Tax would not be special revenues. No assurance can be given that a court would hold that the Pledged Tax constitutes special revenues or that the Series 2022-A Bonds are of a type protected by the “special revenues” provisions of the Bankruptcy Code. If a bankruptcy court were to determine that the Pledged Tax were not “special revenues,” then Pledged Tax collected after the commencement of the bankruptcy case would likely not be subject to the lien of the Agreement. If a bankruptcy court were to so hold, the owners of the Senior Bonds (including the Series 2022-A Bonds) would no longer be entitled to any special priority to the Pledged Tax and could be treated as general unsecured creditors of LACMTA without a lien as to the Pledged Tax. The holders of the Senior Bonds (including the Series 2022-A Bonds) may not be able to assert a claim against any property of LACMTA other than the Pledged Tax, and if the Pledged Tax were no longer subject to the lien of the Agreement, there may be no amounts from which the holders of the Senior Bonds (including the Series 2022-A Bonds) are entitled to be paid.

If the revenues pledged under the Agreement are determined to be special revenues, the Bankruptcy Code provides (in order to maintain the revenue-generating capacity of the municipal entity) that a special revenues lien is subject to the necessary operating expenses of the project or system from which the special revenues are derived, which expenses are to be paid before other obligations (including to bondholders). This rule applies regardless of the provisions of the transaction documents. The law is not clear, however, (i) as to whether, or to what extent, the Pledged Tax would be considered to be “derived” from a project or system, or (ii) precisely which expenses would constitute necessary operating expenses. To the extent that the Pledged Tax is determined to be derived from a project or system, LACMTA may be able to use Pledged Tax to pay necessary operating expenses, before the remaining Pledged Tax is turned over to the Trustee to pay amounts owed to the holders of the Series 2022-A Bonds.

If LACMTA files for relief under Chapter 9, the parties (including the Trustee and the holders of the Series 2022-A Bonds) may be prohibited from taking any action to collect any amount from LACMTA or to enforce any obligation of LACMTA, unless the permission of the bankruptcy court is obtained. These restrictions may also prevent the Trustee from making payments to the holders of the Series 2022-A Bonds from funds in the Trustee’s possession. In addition, the procedure pursuant to which the Pledged Tax is paid directly to the Trustee by CDTFA may no longer be enforceable, and LACMTA may be able to require that the Pledged Tax be paid directly to it by CDTFA.

If LACMTA has possession of Pledged Tax (whether collected before or after commencement of the bankruptcy case) and if LACMTA does not voluntarily pay such moneys to the Trustee, it is not entirely clear what procedures the Trustee or the holders of the Series 2022-A Bonds would have to follow to attempt to obtain possession of such Pledged Tax, how much time it would take for such procedures to be completed, or whether such procedures would ultimately be successful.

The obligations of LACMTA under the Agreement, including its obligations to pay principal of and interest on the Series 2022-A Bonds, are limited obligations and are payable solely from the Pledged Revenues and certain other amounts held by the Trustee under the Agreement. Accordingly, if LACMTA filed for relief under Chapter 9, the owners of the Series 2022-A Bonds may not have any recourse to any assets or revenues of LACMTA other than the Pledged Revenues and other amounts.

In the event of a LACMTA bankruptcy filing, LACMTA may be able to borrow additional money that is secured by a lien on any of its property (including the Pledged Revenues), which lien could have

priority over the lien of the Agreement, as long as the bankruptcy court determines that the rights of the owners of the Series 2022-A Bonds will be adequately protected. LACMTA may also be able to cause some of the Pledged Revenues to be released to it, free and clear of lien of the Agreement, as long as the bankruptcy court determines that the rights of the Trustee and the owners of the Series 2022-A Bonds will be adequately protected.

Through a Chapter 9 proceeding LACMTA may also be able, without the consent and over the objection of the Trustee and the owners of the Series 2022-A Bonds, to alter the priority, principal amount, interest rate, payment terms, collateral, maturity date, payment sources, covenants (including tax-related covenants), and other terms or provisions of the Agreement and the Series 2022-A Bonds, as long as the bankruptcy court determines that the alterations are fair and equitable.

As noted in its 2021 Financial Statements (as defined under “FINANCIAL STATEMENTS”), (see “Note III—DETAILED NOTES ON ALL FUNDS—I. Employees’ Retirement Plans” in the Notes to the Financial Statements and the related Required Supplementary Schedules in “APPENDIX B—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2021”), LACMTA has been informed that it has unfunded pension plan actuarial accrued liabilities. In a bankruptcy of LACMTA, the amounts of current and, if any, accrued (unpaid) contributions owed to the California Public Employees’ Retirement System (“CalPERS”), the LACMTA-administered plans, or to any other pension system (collectively the “Pension Systems”), as well as future material increases in required contributions, could create additional uncertainty as to LACMTA’s ability to pay debt service on the Series 2022-A Bonds. Given that municipal pension systems in California are usually administered pursuant to state constitutional provisions and, as applicable, other state and/or municipal law, the Pension Systems may take the position, among other possible arguments, that their claims enjoy a higher priority than all other claims, that Pension Systems are instrumentalities of the State and have the right to enforce payment by injunction or other proceedings outside of a LACMTA bankruptcy case, and that Pension System claims cannot be the subject of adjustment or other impairment under the Bankruptcy Code because that would purportedly constitute a violation of state statutory, constitutional and/or municipal law. It is uncertain how a bankruptcy judge in a bankruptcy of LACMTA would rule on these matters. In addition, this area of law is presently very unsettled. This is because, though the issues of pension underfunding claim priority, pension contribution enforcement, and related bankruptcy plan treatment of such claims (among other pension-related matters) have been the subject of litigation in the Chapter 9 cases of several California municipalities, including Stockton and San Bernardino, the relevant disputes have not been litigated to decision in the Federal circuit appellate courts, and thus there are no rulings from which definitive guidance can be taken on pension matters in Chapter 9.

There may be delays in payments on the Series 2022-A Bonds while the court considers any of these issues, and any of these issues could result in delays or reductions in payments on, or other losses with respect to, the Series 2022-A Bonds. There may be other possible effects of a bankruptcy of LACMTA that could result in delays or reductions in payments on the Series 2022-A Bonds, or result in losses to the holders of the Series 2022-A Bonds. Regardless of any specific adverse determinations in a LACMTA bankruptcy proceeding, the fact of a LACMTA bankruptcy proceeding could have an adverse effect on the liquidity and market value of the Series 2022-A Bonds.

Liability for CalPERS Retirement Funding

LACMTA participates in CalPERS, and is a member of the Southern California Regional Rail Authority (“Metrolink”), a joint powers authority that participates in CalPERS. Participants in CalPERS may terminate their participation, and CalPERS may, following notice and cure periods, terminate participants that fail to make required contributions or provide required information or no longer exist.

California law provides that a terminated agency is liable to CalPERS for any deficit in funding for earned benefits, plus interest and collection costs, and that CalPERS will have a lien on assets of the terminated participant, subject only to a prior lien for wages, for such deficit, interest and costs. Similar provisions impose liability and liens on members of joint powers authorities for the retirement obligations of the joint powers authority. As of June 30, 2021, LACMTA's net pension liability with respect to the CalPERS administered plan in which LACMTA participates was approximately \$201 million according to LACMTA's audited financial statements (see APPENDIX B) and as of June 30, 2021, Metrolink's net pension liability was approximately \$16 million, according to Metrolink's audited financial statements. While LACMTA expects to make its required contributions to CalPERS and to strive to ensure that no funding deficit exists in the event of the termination or dissolution of Metrolink or any other joint powers authority of which it becomes a member (or if a funding deficit does exist, to make alternate arrangements to address it), it is possible that a lien could be placed on all of LACMTA's assets, including the Proposition C Sales Tax Revenues, in the amount of any funding deficit, plus interest and collection costs, and any such lien on Proposition C Sales Tax Revenues would be senior to that securing the Senior Bonds. Also see "— Impact of Bankruptcy of LACMTA."

Voter Initiatives and California State Legislative Action May Impair Proposition C Sales Tax

Voters have the right to place measures before the electorate in the County or the State and the California State Legislature may take actions to limit the collection and use of the Proposition C Sales Tax. Such initiatives or actions may impact various aspects of the security, source of payment and other credit aspects of the Series 2022-A Bonds. See "PROPOSITION C SALES TAX AND COLLECTIONS— Initiatives and Changes to Proposition C Sales Tax."

DESCRIPTION OF THE SERIES 2022-A BONDS

General

The Series 2022-A Bonds are limited obligations of LACMTA to be issued pursuant to and secured under the Agreement. In connection with the issuance of the Series 2022-A Bonds, LACMTA will enter into the Thirty-Third Supplemental Agreement to provide the terms of the Series 2022-A Bonds and related matters.

The Series 2022-A Bonds will bear interest at the rates and mature in the principal amounts and on the dates shown on the inside cover of this Official Statement. LACMTA will pay interest on each January 1 and July 1, beginning January 1, 2023. Interest on the Series 2022-A Bonds will be calculated on the basis of a 360-day year consisting of twelve 30-day months.

The Series 2022-A Bonds will be issued in fully registered form in denominations of \$5,000 or any integral multiple thereof. Upon initial issuance, the Series 2022-A Bonds will be registered in the name of Cede & Co. as registered owner and nominee of DTC. As long as the Series 2022-A Bonds are registered in such name or in the name of a successor nominee, the ownership of the Series 2022-A Bonds will be evidenced by book-entry as described in "APPENDIX G—BOOK-ENTRY-ONLY SYSTEM." Purchasers will not receive certificated Series 2022-A Bonds. So long as Cede & Co. is the registered owner of the Series 2022-A Bonds, reference herein to the Bondholders or registered owners will mean Cede & Co. as aforesaid and will not mean the Beneficial Owners of the Series 2022-A Bonds.

So long as Cede & Co. is the registered owner of the Series 2022-A Bonds, principal of and interest on the Series 2022-A Bonds are payable by wire transfer of funds by the Trustee to Cede & Co., as nominee of DTC. DTC is obligated, in turn, to remit such amounts to its participants as described herein for subsequent disbursement to the Beneficial Owners. If the Series 2022-A Bonds cease to be held by DTC

or by a successor securities depository, the principal of the Series 2022-A Bonds will be payable at maturity upon presentation and surrender of the Series 2022-A Bonds at the corporate trust office or agency of the Trustee, and interest on the Series 2022-A Bonds will be payable by check mailed by first-class mail on each Interest Payment Date to the Owners of the Series 2022-A Bonds as of the Record Date; provided, that Owners of \$1,000,000 or more in aggregate principal amount of Series 2022-A Bonds may arrange for payment by wire transfer of immediately available funds upon written request given to the Trustee at least 15 days prior to an Interest Payment Date.

No Redemption

The Series 2022-A Bonds are not subject to redemption prior to maturity.

SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS

Security for the Series 2022-A Bonds

The Series 2022-A Bonds are limited obligations of LACMTA payable from and secured by a first lien on and pledge of the “Pledged Revenues,” which consist of Pledged Tax plus interest, profits and other income received from the investment of such amounts held by the Trustee (other than amounts in the Rebate Fund). “Pledged Tax” consists of moneys collected as a result of the imposition of the Proposition C Sales Tax, less 20% thereof which constitutes the Local Allocation, less an administrative fee paid to CDTFA in connection with the collection and disbursement of the Proposition C Sales Tax. In addition, the Series 2022-A Bonds are secured by all other amounts held by the Trustee under the Agreement except for amounts held in any debt service reserve fund, the Rebate Fund and the Redemption Fund. Additionally, the Agreement provides that Pledged Tax also includes any Local Allocation that a local jurisdiction authorizes to be pledged to secure the Series 2022-A Bonds, plus such additional sources of revenue, if any, which are hereafter pledged to pay the Series 2022-A Bonds under a subsequent supplemental trust agreement. As of the date of this Official Statement, no local jurisdiction has authorized to be pledged any of its Local Allocation to secure any Senior Bonds, including the Series 2022-A Bonds. Pledged Revenues do not include any Proposition C Sales Tax revenues that are released by the Trustee to (a) the payment of the Proposition C Revolving Obligations (as defined under “PROPOSITION C SALES TAX OBLIGATIONS—Subordinate Lien Obligations”) or any other Subordinate Lien Obligations; (b) LACMTA for the payment, if necessary, of the General Revenue Bonds (as defined under “PROPOSITION C SALES TAX OBLIGATIONS—Other Obligations”); or (c) LACMTA for any other lawful purposes of LACMTA. LACMTA is not obligated to make payments of principal of and interest on the Series 2022-A Bonds from any other source of funds. The Series 2022-A Bonds are payable from and secured by Pledged Revenues on a parity with LACMTA’s outstanding Senior Bonds and additional Senior Bonds and Senior Parity Debt that may be issued in the future. See “—Proposition C Sales Tax Obligations—Senior Obligations” and “PROPOSITION C SALES TAX OBLIGATIONS—Senior Bonds and Senior Parity Debt.” For a description of the Proposition C Sales Tax and collections related thereto, see “PROPOSITION C SALES TAX AND COLLECTIONS.”

Neither the faith and credit nor the taxing power of the County, the State or any political subdivision or public agency thereof, other than LACMTA to the extent of the Pledged Revenues and certain other amounts held by the Trustee under the Agreement, is pledged to the payment of the principal of or interest on the Series 2022-A Bonds. LACMTA has no power to levy property taxes to pay the principal of or interest on the Series 2022-A Bonds.

The Series 2022-A Bonds are limited obligations of LACMTA and are payable, as to both principal and interest, solely from a first lien on and pledge of the Pledged Revenues and certain other amounts held by the Trustee under the Agreement. Other than Pledged Revenues and such

other amounts held by the Trustee under the Agreement, the general fund of LACMTA is not liable, and neither the credit nor the taxing power of LACMTA is pledged, to the payment of the principal of or interest on the Series 2022-A Bonds.

Proposition C Sales Tax Obligations

Under the Agreement, LACMTA may issue Senior Bonds and incur Senior Parity Debt, which are secured by a first lien on and pledge of Pledged Revenues. The Series 2022-A Bonds are Senior Bonds. See “—*Senior Obligations*” below.

Pursuant to the Trust Agreement, LACMTA has covenanted and agreed not to issue or incur any obligations that would have a lien on Pledged Revenues senior to the Senior Bonds (including the Series 2022-A Bonds) or any Senior Parity Debt.

Under the Agreement, LACMTA also is authorized to create a charge or lien on Pledged Revenues ranking junior and subordinate to the charge or lien of the Senior Obligations (including the Series 2022-A Bonds). Pursuant to the Subordinate Trust Agreement, LACMTA has issued Subordinate Lien Obligations which are payable from and secured by a pledge and lien on Net Pledged Revenues. See “—*Subordinate Lien Obligations and Other Obligations*” below.

Senior Obligations. Pursuant to the Agreement, LACMTA may issue additional Senior Bonds or incur Senior Parity Debt, which would be payable from and secured by a first lien on and pledge of Pledged Revenues on a parity basis with the Series 2022-A Bonds, if LACMTA delivers to the Trustee a certificate prepared by a Consultant showing that the Pledged Tax collected for any 12 consecutive months out of the 18 consecutive months immediately preceding the issuance of such Senior Bonds or incurrence of Senior Parity Debt, as applicable, was at least equal to 130% of Maximum Annual Debt Service for all Senior Bonds and Senior Parity Debt which will be Outstanding immediately after the proposed issuance of Senior Bonds or incurrence of Senior Parity Debt. This certificate need not be delivered if the Senior Bonds or Senior Parity Debt are being issued or incurred for the purpose of refunding Outstanding Senior Bonds or Senior Parity Debt and certain conditions are met as described in “APPENDIX D—SUMMARY OF LEGAL DOCUMENTS; DEFINITIONS—TRUST AGREEMENT—Additional Senior Bonds.” For a description of the Senior Bonds currently outstanding, see “PROPOSITION C SALES TAX OBLIGATIONS—Senior Bonds and Senior Parity Debt.”

Under the Trust Agreement, “Maximum Annual Debt Service” generally means the greatest amount of principal and interest becoming due and payable on all Senior Bonds and Senior Parity Debt in the Fiscal Year in which the calculation is made or in any subsequent Fiscal Year. For the full definition of Maximum Annual Debt Service, including additional details regarding the process for calculation, see “APPENDIX D—SUMMARY OF LEGAL DOCUMENTS; DEFINITIONS—DEFINITIONS.”

Subordinate Lien Obligations and Other Obligations. Under the Agreement and the Subordinate Trust Agreement, LACMTA may issue additional Subordinate Lien Obligations secured by Net Pledged Revenues. See “PROPOSITION C SALES TAX OBLIGATIONS—Subordinate Lien Obligations.”

In addition, LACMTA has other outstanding obligations which are secured by certain “remaining” Proposition C Sales Tax cash receipts. See “PROPOSITION C SALES TAX OBLIGATIONS—Other Obligations.”

Flow of Funds

Pursuant to an agreement between LACMTA and CDTFA, CDTFA is required to remit the Proposition C Sale Tax receipts directly to the Trustee monthly after deducting CDTFA's costs of administering the Proposition C Sales Tax. The Trustee immediately transfers the Local Allocation (20% of net Proposition C Sales Tax cash receipts) to LACMTA for disbursement. Under the Agreement, the Trustee is required to deposit into the Revenue Fund and to apply the remaining moneys received from CDTFA (80% of net Proposition C Sales Tax cash receipts), as needed, taking into consideration any other funds previously deposited or applied in such month for such purposes, as follows:

FIRST, to the credit of the Senior Bond Interest Account, an amount equal to the Aggregate Accrued Senior Interest for the current calendar month (which, in general, is equal to 1/6 of the interest coming due on the next Interest Payment Date (see "APPENDIX D—SUMMARY OF LEGAL DOCUMENTS; DEFINITIONS—DEFINITIONS")) less any Senior Excess Deposit made with respect to the last preceding calendar month plus any Senior Deficiency existing on the first day of the calendar month plus any amount of interest which has become due and has not been paid and for which there are insufficient funds in the Senior Bond Interest Account or another special account to be used to make such payment;

SECOND, to the credit of the Senior Bond Principal Account, an amount equal to the Aggregate Accrued Senior Principal for the current calendar month (which, in general, is equal to 1/12 of the principal maturing within the next year (see "APPENDIX D—SUMMARY OF LEGAL DOCUMENTS; DEFINITIONS—DEFINITIONS")) less any Senior Excess Deposit made with respect to the last preceding calendar month plus any Accrued Senior Premium and any Senior Deficiency existing on the first day of such calendar month plus any amount of principal which has become due and has not been paid and for which there are insufficient funds in the Senior Bond Principal Account or another special account to be used to make such payment;

THIRD, to the credit of the Reserve Fund and any other Debt Service Reserve Funds such portion of the balance, if any, remaining after making the deposits to the Senior Bond Interest Account and the Senior Bond Principal Account as described above, to increase the amount on deposit in the Reserve Fund and such other Debt Service Reserve Funds to an amount equal to the Reserve Fund Requirement for all Reserve Fund Participating Bonds Outstanding and the applicable Debt Service Reserve Fund Requirements, respectively (including such amounts required to reimburse draws on any Reserve Fund Insurance Policy), or if the entire balance is less than the amount necessary, then the entire balance is to be deposited into the Reserve Fund and the Debt Service Reserve Funds on a pro-rata basis with respect to the Outstanding principal amounts of the applicable Senior Bonds secured by the Reserve Fund and the other Debt Service Reserve Funds, and such amounts are to be used to reimburse draws on the applicable Reserve Fund Insurance Policy prior to replenishing the cash or Permitted Investments formerly on deposit therein (The Series 2022-A Bonds are not secured by the Reserve Fund or any other Debt Service Reserve Fund. See "—The Series 2022-A Bonds Are Not Secured by Any Debt Service Reserve Fund"); and

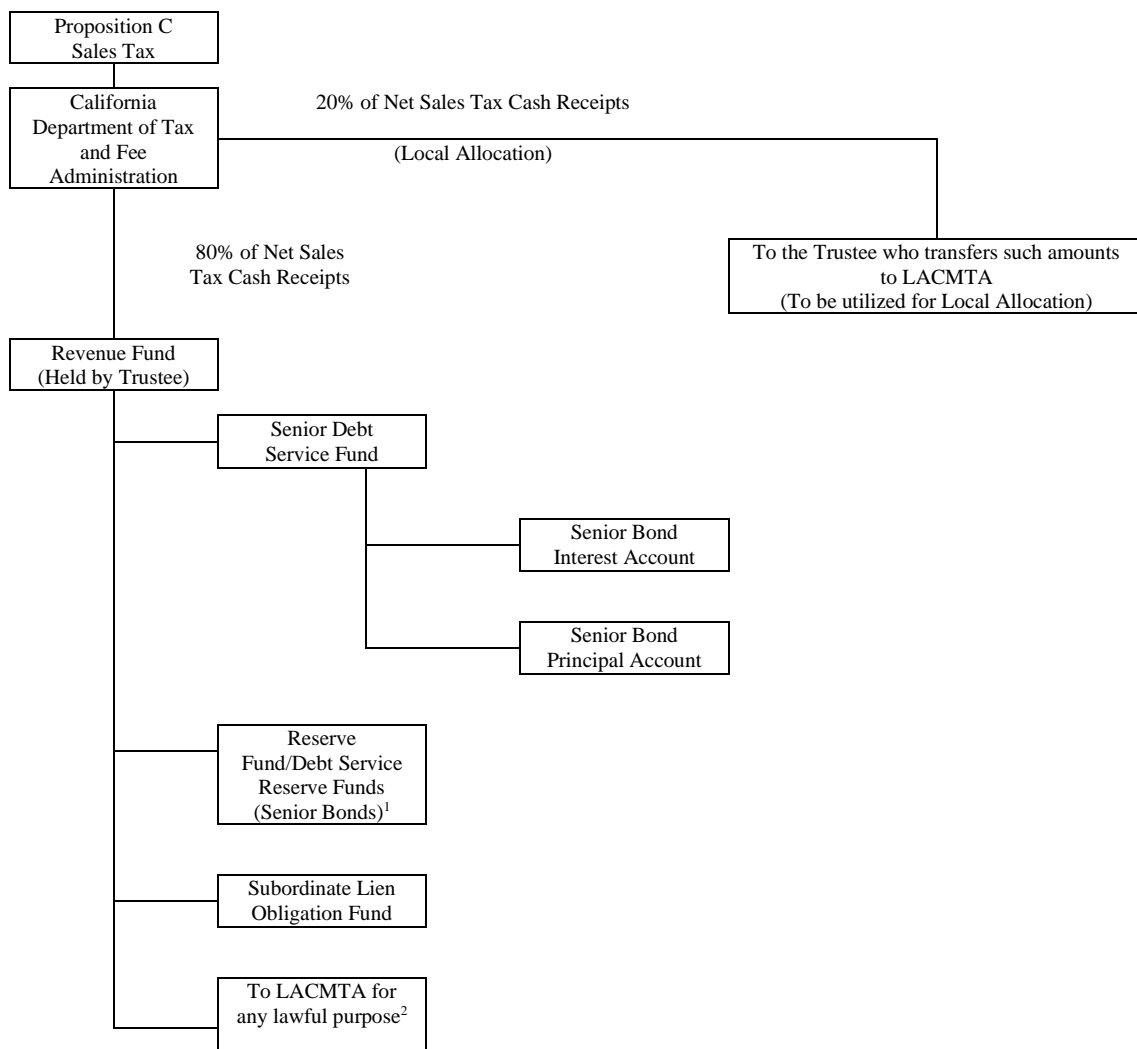
FOURTH, to the accounts in the Subordinate Lien Obligation Fund, amounts sufficient to pay the Subordinate Lien Obligations as further described in the Agreement. Notwithstanding the foregoing, however, if there are insufficient Pledged Revenues in any Fiscal Year to make all of the foregoing deposits, such Pledged Revenues will be allocated to the accounts within the Subordinate Lien Obligation Fund on a pro rata basis based on the amounts required to be deposited therein during such Fiscal Year among all such Subordinate Lien Obligations issued or entered into on a parity basis and in accordance with the rank of the pledge created by such Subordinate Lien Obligations.

After setting aside amounts to be deposited in the Rebate Fund, any remaining funds will then be transferred to LACMTA and will be available to be used for any lawful purpose (including the payment of General Revenue Bonds), and will no longer be pledged to pay debt service on the Senior Bonds.

For additional information regarding withdrawals from the Revenue Fund, see “APPENDIX D—SUMMARY OF LEGAL DOCUMENTS; DEFINITIONS—TRUST AGREEMENT—Funds and Accounts.”

The following table provides a graphic presentation of the flow of funds for Proposition C Sales Tax cash receipts as of the date of issuance of the Series 2022-A Bonds.

TABLE 1
Proposition C Sales Tax
Flow of Funds



¹ The Series 2022-A Bonds are not secured by the Reserve Fund or any other Debt Service Reserve Fund. See “—The Series 2022-A Bonds Are Not Secured by Any Debt Service Reserve Fund.”

² All remaining funds are transferred to LACMTA, are released from the lien established under the Trust Agreement, and are thereafter no longer Pledged Revenues under the Trust Agreement.

The Series 2022-A Bonds Are Not Secured by Any Debt Service Reserve Fund

The Series 2022-A Bonds are not secured by the Reserve Fund or any other Debt Service Reserve Fund. At the time of issuance of the Series 2022-A Bonds, only the outstanding Senior Bonds issued on or before June 15, 2016 will be secured by the Reserve Fund. See Table 5 under “PROPOSITION C SALES TAX OBLIGATIONS—Senior Bonds and Senior Parity Debt” for additional information on the Senior Bond secured by the Reserve Fund.

PROPOSITION C SALES TAX AND COLLECTIONS

The Proposition C Sales Tax

Under the California Public Utilities Code, LACMTA is authorized to adopt retail transactions and use tax ordinances applicable in the incorporated and unincorporated territory of the County in accordance with California’s Transaction and Use Tax Law (California Revenue and Taxation Code Section 7251 et seq.), upon authorization by a specified percentage of the electors voting on the issue. In accordance with the County Transportation Commissions Act (Section 130000 et seq. of the California Public Utilities Code (the “Transportation Commissions Act”)), the Commission, the predecessor to LACMTA, on August 8, 1990, adopted Ordinance No. 49 (“Ordinance No. 49”) which imposed a retail transactions and use tax for public transit purposes. Ordinance No. 49 was submitted to the electors of the County in the form of Proposition C (“Proposition C”) and approved at an election held on November 6, 1990. Ordinance No. 49 imposes a tax, effective April 1, 1991, of ½ of 1% of the gross receipts of retailers from the sale of tangible personal property sold at retail in the County and a use tax at the same rate upon the storage, use or other consumption in the County of such property purchased from any retailer for storage, use or other consumption in the County, subject to certain limited exceptions. The retail transactions and use tax imposed by Ordinance No. 49 and approved by the voters with the passage of Proposition C is referred to in this Official Statement as the “Proposition C Sales Tax.” As approved by the voters, the Proposition C Sales Tax is not limited in duration. The validity of the Proposition C Sales Tax was upheld in 1992 by the California Court of Appeal in *Vernon v. State Board of Equalization*. See “LITIGATION.” See also “APPENDIX A—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY—LITIGATION.”

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Collection of the Proposition C Sales Tax is administered by CDTFA, which imposes a charge for administration. Such charge is based on the actual costs incurred by CDTFA in connection with the administration of the collection of the Proposition C Sales Tax. In accordance with Ordinance No. 49, LACMTA is required to allocate the proceeds of the Proposition C Sales Tax as follows:

TABLE 2
Allocation of Proposition C Sales Tax

Uses	Percentage
To local jurisdictions for local transit based on population (Local Allocation)	20%
To LACMTA for construction and operation of the bus transit and rail system ¹	40
To LACMTA to expand rail and bus security	5
To LACMTA for commuter rail, construction of transit centers, park and ride lots and freeway bus stops	10
To LACMTA for transit related improvements to freeways and state highways	<u>25</u>
Total	<u>100%</u> ²

¹ Pursuant to the Act of 1998 (as defined below) LACMTA is prohibited from spending Proposition C Sales Tax revenues on the costs of planning, design, construction or operation of any New Subway (as defined below), including debt service on bonds, notes or other evidences of indebtedness issued for such purposes after March 30, 1998. See “—Initiatives and Changes to Proposition C Sales Tax—The Act of 1998” below. The Act of 1998 does not prohibit the use of Measure R Sales Tax or Measure M Sales Tax to pay costs of planning, design, construction or operation of a New Subway.

² Up to 1.5% of the non-Local Allocation portion of the Proposition C Sales Tax revenues received by LACMTA may be used by LACMTA to pay administrative costs. Administrative costs are payable only from Proposition C Sales Tax revenues that have been released to LACMTA and are no longer Pledged Revenues. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—Flow of Funds” above.

Source: LACMTA

CDTFA has agreed to remit the Proposition C Sale Tax receipts directly to the Trustee monthly after deducting CDTFA’s costs of administering the Proposition C Sales Tax. The Trustee immediately transfers the Local Allocation (20% of net Proposition C Sales Tax cash receipts) to LACMTA for disbursement. After application of the remaining amounts received from CDTFA (80% of net Proposition C Sales Tax receipts) to certain funds and accounts related to the Senior Bonds in accordance with the Agreement, the Trustee is required to transfer the remaining unapplied Proposition C Sales Tax revenues for deposit to the funds and accounts established and maintained for the Subordinate Lien Obligations. Any Proposition C Sales Tax revenues remaining after the deposits described above are released to LACMTA to be used by LACMTA first, if necessary, to pay debt service on the General Revenue Bonds, and second, for any lawful purposes (subject to the allocation requirements set forth in Ordinance No. 49). The Senior Bonds do not have a lien on and are not secured by any Proposition C Sales Tax revenues that are released by the Trustee and deposited to the funds and accounts established and maintained for the Subordinate Lien Obligations, or the General Revenue Bonds or transferred to LACMTA to be used for any lawful purposes of LACMTA.

The amount retained by CDTFA from collections of Proposition C Sales Tax is based on the total local entity cost reflected in the annual budget of the State, and includes direct, shared and central agency costs incurred by CDTFA. The amount retained by CDTFA is adjusted to account for the difference between CDTFA’s recovered costs and its actual costs during the prior two Fiscal Years. For Fiscal Years 2017 through 2021, CDTFA’s fee for administering the Proposition C Sales Tax was as follows:

Fiscal Year Ended (June 30)	Fee (\$'s in millions)	Percentage of Proposition C Sales Tax Receipts
2017	\$9.2	1.2%
2018	8.7	1.1
2019	8.9	1.0
2020	9.2	1.1
2021	7.1	0.8

Source: LACMTA

CDTFA has advised LACMTA that its fee for Fiscal Year 2022 is estimated to be \$8.7 million. LACMTA assumes that the CDTFA fee may increase incrementally each year. CDTFA can change the fee at its discretion in the future.

Under the Agreement, LACMTA covenants that (a) it will not take any action which will have a material adverse effect upon the Pledged Revenues or the pledge thereof under the Agreement, or the rights of the Owners of the Senior Bonds, including the Series 2022-A Bonds; and (b) it will be unconditionally and irrevocably obligated, so long as any of the Senior Bonds, including the Series 2022-A Bonds, are outstanding and unpaid, to take all lawful action necessary or required to continue to entitle LACMTA to receive the Pledged Revenues at the same rates as provided by law (as of October 1, 1992), to pay from the Pledged Revenues the principal of and interest on the Senior Bonds and to make the other payments provided for in the Agreement.

Under the Act, the State pledges to, and agrees with, the holders of any bonds issued under the Act and with those parties who may enter into contracts with LACMTA pursuant to the Act that the State will not limit or alter the rights vested by the Act in LACMTA until such bonds, together with the interest thereon, are fully met and discharged and the contracts are fully performed on the part of LACMTA. However, the State is not precluded from limiting or altering rights if and when adequate provision has been made by law for the protection of the bondholders or those entering into contracts with LACMTA. Further, such pledge and agreement does not preclude the State from changing the transactions and items subject to the statewide general sales tax and concurrently thereby altering the amount of Proposition C Sales Tax collected. See “RISK FACTORS—California State Legislature or Electorate or Federal Law May Change Items Subject to Proposition C Sales Tax.”

The ½ of 1% Proposition C Sales Tax imposed by LACMTA in the County is in addition to the general sales tax levied statewide by the State (currently 7.25%), the ½ of 1% sales tax imposed by LACMTA pursuant to Ordinance No. 16 of the Commission known as “Proposition A” (such sales tax is referred to herein as the “Proposition A Sales Tax”), the 30-year ½ of 1% sales tax approved by County voters in November 2008 to fund LACMTA transportation projects and operations known as the “Measure R Sales Tax,” the ½ of 1% (increasing to 1% upon the expiration of the Measure R Sales Tax) sales tax approved by County voters in November 2016 to fund LACMTA transportation projects and operations known as the “Measure M Sales Tax,” the 10-year ¼ of 1% sales tax approved by County voters in March 2017 to fund programs to assist the County’s homeless population known as “Measure H Sales Tax,” and the taxes that apply only within certain cities in the County. The cities of Avalon, Downey, El Monte, Inglewood and La Puente in the County have each enacted a sales tax of ½ of 1% applicable to transactions within their respective city limits. The cities of Alhambra, Arcadia, Azusa, Bell Gardens, Bellflower, Burbank, Carson, Commerce, Covina, Cudahy, Culver City, Duarte, Gardena, Glendale, Glendora, Hawaiian Gardens, Hawthorne, Huntington Park, Irwindale, La Verne, Lakewood, Lancaster, Lawndale,

Lomita, Monrovia, Montebello, Norwalk, Palmdale, Paramount, Pasadena, Pomona, San Fernando, San Gabriel, Sierra Madre, Signal Hill, Vernon, West Hollywood and Whittier in the County have each enacted a sales tax of $\frac{3}{4}$ of 1% applicable to transactions within their respective city limits. The cities of Compton, Long Beach, Lynwood, Pico Rivera, Santa Fe Springs, Santa Monica and South Gate in the County have each enacted a sales tax of 1% applicable to transactions within the city's limits. The combined various sales taxes described above results in (a) transactions within the County, and outside the cities of Avalon, Downey, El Monte, Inglewood, La Puente, Alhambra, Arcadia, Azusa, Bell Gardens, Bellflower, Burbank, Carson, Commerce, Covina, Cudahy, Culver City, Duarte, Gardena, Glendale, Glendora, Hawaiian Gardens, Hawthorne, Huntington Park, Irwindale, La Verne, Lakewood, Lancaster, Lawndale, Lomita, Monrovia, Montebello, Norwalk, Palmdale, Paramount, Pasadena, Pomona, San Fernando, San Gabriel, Sierra Madre, Signal Hill, Vernon, West Hollywood, Whittier, Compton, Long Beach, Lynwood, Pico Rivera, Santa Fe Springs, Santa Monica and South Gate currently being taxed at an effective rate of 9.50%, (b) transactions within the cities of Avalon, Downey, El Monte, Inglewood and La Puente currently being taxed at an effective rate of 10.00%, (c) transactions within the cities of Alhambra, Arcadia, Azusa, Bell Gardens, Bellflower, Burbank, Carson, Commerce, Covina, Cudahy, Culver City, Duarte, Gardena, Glendale, Glendora, Hawaiian Gardens, Hawthorne, Huntington Park, Irwindale, La Verne, Lakewood, Lancaster, Lawndale, Lomita, Monrovia, Montebello, Norwalk, Palmdale, Paramount, Pasadena, Pomona, San Fernando, San Gabriel, Sierra Madre, Signal Hill, Vernon, West Hollywood, Whittier, Compton, Long Beach, Lynwood, Pico Rivera, Santa Monica and South Gate currently being taxed at an effective rate of 10.25%, and (d) transactions within the city of Santa Fe Springs currently being taxed at an effective rate of 10.50% (the Measure H Sales Tax does not apply to transactions in Compton, Long Beach, Lynwood, Pico Rivera, Santa Monica and South Gate because in those cities the sales tax is already at the maximum allowed by law). These tax rates and the items subject to the Proposition C Sales Tax are subject to change. See "RISK FACTORS—California State Legislature or Electorate or Federal Law May Change Items Subject to Proposition C Sales Tax" and "—Increases in Sales Tax Rate May Cause Declines in Proposition C Sales Tax Revenues." See also "APPENDIX A—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY—OUTSTANDING DEBT."

Initiatives and Changes to Proposition C Sales Tax

Proposition 218. In 1996, the voters of the State approved Proposition 218, known as the "Right to Vote on Taxes Act." Proposition 218 added Articles XIIC and XIID to the California State Constitution. Among other things, Article XIIC removes limitations, if any, that exist on the initiative power in matters of local taxes, assessments, fees and charges. Even though LACMTA's enabling legislation did not limit the initiative power of the electorate prior to Proposition 218, Proposition 218 has affirmed the right of the voters to propose initiatives that could impact the Proposition C Sales Tax.

The Act of 1998. One such initiative was approved by the voters of the County in 1998 in the form of the "Metropolitan Transportation Authority Reform and Accountability Act of 1998" (the "Act of 1998"). The Act of 1998 prohibits the use of Proposition C Sales Tax and Proposition A Sales Tax (but not the use of Measure R Sales Tax or Measure M Sales Tax) to pay any costs of planning, design, construction or operation of any "New Subway," including debt service on bonds, notes or other evidences of indebtedness issued for such purposes after March 30, 1998. "New Subway" is defined in the Act of 1998 to mean any rail line which is in a tunnel below the grade level of the earth's surface (including any extension or operating segment thereof), except for Segment 1, Segment 2 and Segment 3 (North Hollywood) of the Red Line. The Act of 1998 does not limit the use of Proposition C Sales Tax or Proposition A Sales Tax revenues to provide public mass transit improvements to railroad right of ways. The Act of 1998 does not limit in any way the collection of the Proposition C Sales Tax or the Proposition A Sales Tax; it only limits the uses of such taxes. LACMTA believes that the proceeds of all obligations previously issued by LACMTA which are secured by the Proposition C Sales Tax and/or the Proposition A Sales Tax have been used for permitted purposes under the Act of 1998. **Therefore, the Act of 1998**

has no effect on LACMTA’s ability to continue to use the Proposition C Sales Tax or the Proposition A Sales Tax to secure payment of its outstanding obligations secured by the Proposition C Sales Tax or the Proposition A Sales Tax. Additionally, LACMTA will covenant not to use the proceeds of the Series 2022-A Bonds in a manner inconsistent with the provisions of the Act of 1998, and the Act of 1998 will not limit the ability of LACMTA to secure payment of the Series 2022-A Bonds with a pledge of the Proposition C Sales Tax.

As required by the Act of 1998, LACMTA contracted with an independent auditor to complete an audit with respect to the receipt and expenditure of Proposition A Sales Tax and Proposition C Sales Tax between the effective dates of Proposition A and Proposition C and June 30, 1998. The independent auditor completed the audit in November 1999. The Act of 1998 further requires LACMTA to contract for an independent audit each subsequent Fiscal Year to determine LACMTA’s compliance with the provisions of Proposition A, Proposition C and the Act of 1998 relating to the receipt and expenditure of Proposition A Sales Tax revenues and Proposition C Sales Tax revenues. For Fiscal Years 1999 through 2021, the independent auditors determined that LACMTA was in compliance with Proposition A, Proposition C and the Act of 1998 for each such respective Fiscal Year (the “Annual Act of 1998 Audit”).

In connection with each Annual Act of 1998 Audit, the independent auditor annually audits how LACMTA spends Proposition C Sales Tax revenues during the related Fiscal Year to ensure that it spends those revenues for the categories of use set forth in Proposition C. See “—The Proposition C Sales Tax” above. Each Fiscal Year, a substantial portion of the Proposition C Sales Tax revenues are spent on the payment of principal of and interest on the Senior Bonds. See “COMBINED SENIOR BONDS DEBT SERVICE SCHEDULE.” For purposes of determining LACMTA’s compliance with the categories of use set forth in Proposition C, LACMTA allocates the annual payments of principal and interest with respect to each series of Senior Bonds to the categories of use for which such series of Senior Bonds financed or refinanced.

The Act of 1998 also established the “Independent Citizens’ Advisory and Oversight Committee” (the “Committee”) whose responsibilities include reviewing LACMTA’s annual audit of its receipt and expenditure of Proposition C Sales Tax and Proposition A Sales Tax, the holding of public hearings regarding the annual audit and issuing reports based upon those audits and public hearings. The Committee is made up of five members, of which one member is appointed by the chair of the Los Angeles County Board of Supervisors, one member is appointed by the chair of the Board, one member is appointed by the Mayor of the City of Los Angeles, one member is appointed by the Mayor of the City of Long Beach, and one member is appointed by the Mayor of the City of Pasadena.

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Historical Proposition C Sales Tax Collections

The following table presents, among other things, collections of net Proposition C Sales Tax revenues and corresponding Pledged Revenues and Senior Bonds debt service coverage ratios for the Fiscal Years ended June 30, 2012 through June 30, 2021.

TABLE 3
Historical Net Proposition C Sales Tax Revenues,
Local Allocations, Pledged Revenues and Debt Service Coverage
(Dollars in Millions)¹

Fiscal Year Ended June 30	Net Sales Tax Revenue	Annual Percentage Change	Allocations to Local Governments	Pledged Revenues²	Senior Bonds Debt Service Coverage³
2012	\$648.8	7.78%	\$129.8	\$519.0	4.62x
2013	687.3	5.94	137.5	549.9	4.81
2014 ⁴	717.2	4.34	143.4	573.7	4.46
2015	745.6	3.96	149.1	596.5	4.40
2016	763.6	2.41	152.7	610.9	4.52
2017	789.3	3.37	157.9	631.4	4.44
2018	836.5	5.98	167.3	669.2	4.06 ⁵
2019	846.5	1.20	169.3	677.2	4.06
2020	824.6	(2.59)	164.9	659.7	3.58 ⁶
2021	911.3	10.51	182.3	729.0	4.23

¹ Reflects Proposition C Sales Tax revenues, reported according to accrual basis accounting, as presented in LACMTA's audited financial statements, less the administrative fee paid to CDTFA but before required allocations to local governments for transit purposes. Rounded to the closest \$100,000.

² Proposition C Sales Tax receipts for the Fiscal Years shown, reported according to accrual basis accounting, less required allocations to local governments for transit purposes and less the administrative fee paid to CDTFA.

³ Based on Senior Bonds debt service for the 12 months ending the immediately following July 1.

⁴ LACMTA's Fiscal Year 2014 audited financial statements include an increase in Proposition C Sales Tax revenues and Pledged Revenues of \$61.4 million due to an accounting accrual adjustment resulting in a one-time increase to the reported amount. Amounts shown for Fiscal Year 2014 in this Table 3 are reported and calculated excluding the \$61.4 million accounting accrual adjustment.

⁵ The decrease in coverage from Fiscal Year 2017 reflects the issuance of \$454.8 million of LACMTA's Proposition C Sales Tax Revenue Bonds, Senior Bonds, Series 2017-A in Fiscal Year 2017.

⁶ Coverage in Fiscal Year 2020 decreased because of the COVID-19 pandemic and the resulting economic shut-down that began in March 2020. See "INTRODUCTION—Impact of Global COVID-10 Outbreak."

Source: LACMTA

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The following table sets forth the amount of Proposition C Sales Tax receipts, on a cash basis, received for the most recent nine quarters and the changes in such amounts from the corresponding period in the prior year. Proposition C Sales Tax receipts, on a cash basis for a quarterly period, are determined by Proposition C Sales Tax revenues generated by sales activity generally occurring in the previous quarter, less any amount previously advanced, plus an advance for the first month of the next quarter. For example, for the quarter ending March 31, 2022, reported according to cash basis accounting, Proposition C Sales Tax receipts were approximately \$279.7 million, which receipts generally represented sales activity occurring in October, November and December 2021, less the advances previously received for those quarterly sales, plus an advance for January 2022 sales (received in March).

TABLE 4
Selected Actual Proposition C Sales Tax Receipts Information
(values are cash basis)

<u>Quarter Ended</u>	<u>Quarterly Receipts (\$ millions)</u>	<u>Change from Same Period of Prior Year</u>	<u>Rolling 12 Months Receipts (\$ millions)</u>	<u>Change from Same Period of Prior Year</u>
March 31, 2022	\$279.7 ¹	30.5%	\$1,041.6	30.2%
December 31, 2021	262.7 ¹	24.3	976.3	19.3
September 30, 2021	268.3 ¹	26.2	925.0	11.5
June 30, 2021	230.8 ¹	43.1	869.3	3.9
March 31, 2021	214.4 ²	(8.0)	799.7	(8.9)
December 31, 2020	211.4 ²	(5.0)	818.3	(5.8)
September 30, 2020	212.6 ²	(3.3)	829.4	(3.7)
June 30, 2020	161.3 ²	(20.3)	836.7	(3.4)
March 31, 2020	233.0	3.9	877.9	3.0

¹ Proposition C Sales Tax receipts began to recover after March 31, 2021 as COVID-19 vaccines became more widely available and restrictions on businesses were phased out. See “INTRODUCTION—Impact of Global COVID-10 Outbreak.”

² Proposition C Sales Tax receipts decreased between March 31, 2020 and March 31, 2021 because of the COVID-19 pandemic and the resulting economic shut-down that began in March 2020. See “INTRODUCTION—Impact of Global COVID-10 Outbreak.”

Source: LACMTA

Proposition C Sales Tax receipts fluctuate based on general economic conditions within the County. To project future Proposition C Sales Tax receipts for budgetary purposes, LACMTA relies on reports from local economists and other publicly available sources of data. LACMTA does not itself develop forecasts of current or future economic conditions. Furthermore, CDTFA does not provide LACMTA with any forecasts of Proposition C Sales Tax receipts for future periods. Therefore, LACMTA is unable to predict with certainty future levels of Proposition C Sales Tax receipts. See “RISK FACTORS—Economic Factors May Cause Declines in Proposition C Sales Tax Revenues” above. Also see “INTRODUCTION—Impact of Global COVID-19 Outbreak.”

PROPOSITION C SALES TAX OBLIGATIONS

General

LACMTA has two priority levels of obligations secured by the Proposition C Sales Tax: its Senior Bonds (which includes the Series 2022-A Bonds) and Senior Parity Debt, and its Subordinate Lien

Obligations. In addition, LACMTA has incurred other obligations, which are secured by certain “remaining” Proposition C Sales Tax cash receipts. See “—Other Obligations” below.

Senior Bonds and Senior Parity Debt

Senior Bonds. LACMTA had the following Senior Bonds outstanding as of May 1, 2022, all of which are fixed rate bonds:

TABLE 5
Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Bonds, Senior Bonds
(Outstanding as of May 1, 2022)

Senior Bonds	Outstanding Principal Amount
Sales Tax Revenue Bonds, Senior Bonds, Series 2021-A	\$ 321,905,000
Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2020-A	28,265,000
Sales Tax Revenue Bonds, Senior Bonds, Series 2019-A (Green Bonds)	418,575,000
Sales Tax Revenue Bonds, Senior Bonds, Series 2019-B	126,425,000
Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2019-C	36,625,000
Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2018-A	27,990,000
Sales Tax Revenue Bonds, Senior Bonds, Series 2017-A	413,775,000
Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2016-A ¹	62,210,000
Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2014-A ¹	61,180,000
Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2013-A ¹	33,170,000
Sales Tax Revenue Bonds, Senior Bonds, Series 2013-B ¹	253,005,000
Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2013-C ¹	31,090,000
Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A ^{1,2}	14,635,000
Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B ^{1,2}	<u>52,110,000</u>
Total	<u>\$1,880,960,000</u>

¹ Secured by Reserve Fund.

² Upon the issuance of the Series 2022-A Bonds, all or a portion of the Series 2012-A Bonds and/or the Series 2012-B Bonds will be refunded and defeased. See “PLAN OF REFUNDING AND APPLICATION OF THE SERIES 2022-A BOND PROCEEDS—Use of Proceeds; Plan of Refunding.”

Source: LACMTA

LACMTA may issue additional Senior Bonds upon the satisfaction of certain conditions contained in the Agreement. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—Proposition C Sales Tax Obligations—*Senior Obligations*.” See “FUTURE TRANSPORTATION IMPROVEMENTS—Capital Planning” in APPENDIX A for a discussion of the Short Range Financial Forecast and LACMTA’s expectation that it will issue additional Senior Bonds in the future to finance certain transit projects.

Senior Parity Debt. “Senior Parity Debt” would consist of indebtedness, installment sale obligations, lease obligations or other obligations for borrowed money, or payment obligations under interest swaps or other arrangements having an equal lien and charge upon Pledged Revenues and payable on parity with the Senior Bonds. LACMTA currently has no Senior Parity Debt outstanding. LACMTA may incur Senior Parity Debt upon the satisfaction of certain additional bonds tests. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—Proposition C Sales Tax Obligations—*Senior Obligations*.” Also see “APPENDIX D—SUMMARY OF LEGAL DOCUMENTS; DEFINITIONS—THE TRUST AGREEMENT—Additional Senior Bonds.”

Subordinate Lien Obligations

Proposition C Revolving Obligations. On June 9, 1993, the Board of Directors of LACMTA authorized the issuance of Subordinate Lien Obligations (in the form of bonds, commercial paper notes and other obligations) that may be outstanding, at any one time, in a principal amount not to exceed \$150,000,000. The Subordinate Lien Obligations are payable from and secured by Net Pledged Revenues. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—Proposition C Sales Tax Obligations—*Subordinate Lien Obligations*.” LACMTA is currently authorized to issue, from time to time, and have outstanding, at any one time, up to \$150,000,000 in aggregate principal amount of Subordinate Lien Obligations in the form of Subordinate Proposition C Sales Tax Revenue Revolving Obligations (the “Proposition C Revolving Obligations”). As of May 1, 2022, LACMTA had \$30 million in aggregate principal amount of the Proposition C Revolving Obligations outstanding. LACMTA expects to issue additional Proposition C Revolving Obligations in the future.

All Proposition C Revolving Obligations issued by LACMTA are currently purchased by Wells Fargo Bank, National Association, in accordance with the terms of a revolving credit agreement (the “Proposition C Revolving Credit Agreement”). The Proposition C Revolving Obligations bear interest at variable rates determined pursuant to the terms of the Proposition C Revolving Credit Agreement.

The following table sets forth certain terms of the Proposition C Revolving Obligations.

Proposition C Revolving Obligations¹

Revolving Obligations Bank	Wells Fargo Bank, National Association
Principal Amount	[\$150,000,000]
Expiration/Maturity Date	July 22, 2022 ²

¹ On or about June 1, 2022, LACMTA expects to replace the revolving credit agreement currently provided by Wells Fargo Bank, National Association, with a revolving credit agreement provided by Bank of the West. The revolving credit agreement expected to be provided by Bank of the West will be in the principal amount of \$150 million and will have an expiration/maturity date of [June 1, 2025].

² Can be converted to a term loan payable in equal quarterly installments beginning nine months after the Expiration/Maturity Date and ending five years after the Expiration/Maturity Date if specified conditions are satisfied.

Other Obligations

General Revenue Bonds. As of May 1, 2022, there was \$61,370,000 aggregate principal amount of LACMTA’s General Revenue Refunding Bonds (Union Station Gateway Project), Series 2015 (the “General Revenue Bonds”) outstanding. The General Revenue Bonds are secured by a pledge of farebox revenues, fee and advertising revenues (collectively, “General Revenues”) and Proposition A Sales Tax and Proposition C Sales Tax revenues that remain after the application of those revenues to the payment of principal and interest on certain Proposition A Sales Tax-secured obligations, in the case of the Proposition A Sales Tax, and the Senior Bonds (including the Series 2022-A Bonds), any Senior Parity Debt and the Subordinate Lien Obligations (including the Proposition C Revolving Obligations), in the case of the Proposition C Sales Tax. LACMTA’s obligation to pay principal of and interest on the General Revenue Bonds is secured by a lien on Proposition C Sales Tax that is junior and subordinate to the Senior Bonds (including the Series 2022-A Bonds), any Senior Parity Debt and the Subordinate Lien Obligations (including the Proposition C Revolving Obligations) as to the lien on and source and security for payment

from Pledged Revenues. See “APPENDIX A—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY—TRANSPORTATION SERVICES—Fareless System Initiative” for a discussion of a pilot program instituted by LACMTA that eliminates the collection of fares on LACMTA’s bus and rail transit system for K-12 and community college students that attend schools in districts that have agreed to participate in the pilot program.

Policy Limits on Additional Bonds

Besides the limitations of the additional bonds test noted above under “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—Proposition C Sales Tax Obligations—Senior Obligations,” the Board-adopted debt policy sets additional limits on the amount of debt secured by the Proposition C Sales Tax that can be issued. This debt policy is reviewed periodically, and sets limits on debt service as a percentage of the use of sales tax revenues for certain allocations of expenditures as set forth in Ordinance No. 49, which levied the tax. These limits are intended to ensure that LACMTA will be able to continue providing essential operational services while planning for replacement, rehabilitation and expansion of capital investments. Under its current debt policy, debt service on LACMTA obligations is limited to 43.75% of its share of Proposition C Sales Tax revenues, which would require a minimum of 2.28 times coverage of debt service. LACMTA annually monitors its compliance with its debt policy limits. LACMTA’s Board is not obligated to maintain its current debt policy and may modify it to allow the issuance of a greater amount of debt secured by the Proposition C Sales Tax in the future.

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COMBINED SENIOR BONDS DEBT SERVICE SCHEDULE

The following table shows the combined debt service requirements on LACMTA’s Senior Bonds (including the Refunded Bonds).

**TABLE 6
Los Angeles County Metropolitan Transportation Authority
Combined Proposition C Debt Service Schedule
Senior Bonds¹**

Bond Years Ending July 1	Previously Issued Senior Bonds Debt Service²	Series 2022-A Bonds Debt Service			Combined Total Debt Service Senior Bonds
		Principal	Interest	Total Debt Service	
2022	\$ 191,320,035				
2023	187,330,075				
2024	162,680,075				
2025	162,638,125				
2026	147,711,625				
2027	147,769,375				
2028	147,768,325				
2029	140,065,294				
2030	138,591,794				
2031	130,203,944				
2032	130,714,444				
2033	130,721,444				
2034	130,719,694				
2035	121,249,944				
2036	121,250,444				
2037	120,735,694				
2038	120,738,725				
2039	98,527,500				
2040	98,530,750				
2041	98,528,000				
2042	98,530,250				
2043	66,257,500				
2044	66,258,250				
2045	23,863,750				
2046	<u>23,866,500</u>				
Total	\$<u>3,006,571,556</u>				

¹ Totals may not add due to rounding.

² Includes debt service on the Refunded Bonds. See “PLAN OF REFUNDING AND APPLICATION OF THE SERIES 2022-A BOND PROCEEDS—Use of Proceeds; Plan of Refunding.”

Source: LACMTA and Public Resources Advisory Group

LITIGATION

There is no litigation pending or, to the knowledge of LACMTA, threatened, against LACMTA in any way questioning or affecting the validity of the Series 2022-A Bonds, the imposition and collection of the Proposition C Sales Tax or the pledge of the Pledged Revenues. On March 3, 1992, the California

Court of Appeal, in *Vernon v. State Board of Equalization*, upheld the validity of the Proposition C Sales Tax. Various claims of other types have been asserted against LACMTA. In the opinion of LACMTA, none of such pending claims will materially or adversely affect LACMTA's ability to pay the principal of and interest on the Series 2022-A Bonds. See "APPENDIX A—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY—LITIGATION"

LEGAL MATTERS

The validity of the Series 2022-A Bonds and certain other legal matters are subject to the approving opinion of Hawkins Delafield & Wood LLP, Bond Counsel to LACMTA. The proposed form of the opinion to be delivered by Bond Counsel is attached hereto as APPENDIX E. Bond Counsel undertakes no responsibility for the accuracy, completeness or fairness of this Official Statement. The Los Angeles County Counsel, as General Counsel to LACMTA, and Kutak Rock LLP, as Disclosure Counsel, will pass on certain legal matters for LACMTA. Certain legal matters will be passed upon for the Underwriters by their counsel [●].

TAX MATTERS

Opinion of Bond Counsel

In the opinion of Hawkins Delafield & Wood LLP, Bond Counsel to LACMTA, under existing statutes and court decisions and assuming continuing compliance with certain tax covenants described herein, (i) interest on the Series 2022-A Bonds is excluded from gross income for federal income tax purposes pursuant to Section 103 of the Internal Revenue Code of 1986, as amended (the "Code"), and (ii) interest on the Series 2022-A Bonds is not treated as a preference item in calculating the alternative minimum tax under the Code. In rendering its opinion, Bond Counsel has relied on certain representations, certifications of fact, and statements of reasonable expectations made by LACMTA in connection with the Series 2022-A Bonds, and Bond Counsel has assumed compliance by LACMTA with certain ongoing covenants to comply with applicable requirements of the Code to assure the exclusion of interest on the Series 2022-A Bonds from gross income under Section 103 of the Code.

In addition, in the opinion of Bond Counsel to LACMTA, under existing statutes, interest on the Series 2022-A Bonds is exempt from personal income taxes imposed by the State.

Bond Counsel expresses no opinion as to any other federal, state or local tax consequences arising with respect to the Series 2022-A Bonds, or the ownership or disposition thereof, except as stated above. Bond Counsel renders its opinion under existing statutes and court decisions as of the issue date, and assumes no obligation to update, revise or supplement its opinion to reflect any action thereafter taken or not taken, any fact or circumstance that may thereafter come to its attention, any change in law or interpretation thereof that may thereafter occur, or for any other reason. Bond Counsel expresses no opinion as to the consequence of any of the events described in the preceding sentence or the likelihood of their occurrence. In addition, Bond Counsel expresses no opinion on the effect of any action taken or not taken in reliance upon an opinion of other counsel regarding federal, state or local tax matters, including, without limitation, exclusion from gross income for federal income tax purposes of interest on the Series 2022-A Bonds.

Certain Ongoing Federal Tax Requirements and Covenants

The Code establishes certain ongoing requirements that must be met subsequent to the issuance and delivery of the Series 2022-A Bonds in order that interest on the Series 2022-A Bonds be and remain excluded from gross income under Section 103 of the Code. These requirements include, but are not limited

to, requirements relating to use and expenditure of gross proceeds of the Series 2022-A Bonds, yield and other restrictions on investments of gross proceeds, and the arbitrage rebate requirement that certain excess earnings on gross proceeds be rebated to the federal government. Noncompliance with such requirements may cause interest on the Series 2022-A Bonds to become included in gross income for federal income tax purposes retroactive to their issue date, irrespective of the date on which such noncompliance occurs or is discovered. LACMTA has covenanted to comply with certain applicable requirements of the Code to assure the exclusion of interest on the Series 2022-A Bonds from gross income under Section 103 of the Code.

Certain Collateral Federal Tax Consequences

The following is a brief discussion of certain collateral federal income tax matters with respect to the Series 2022-A Bonds. It does not purport to address all aspects of federal taxation that may be relevant to a particular owner of a Series 2022-A Bond. Prospective investors, particularly those who may be subject to special rules, are advised to consult their own tax advisors regarding the federal tax consequences of owning and disposing of the Series 2022-A Bonds.

Prospective owners of the Series 2022-A Bonds should be aware that the ownership of such obligations may result in collateral federal income tax consequences to various categories of persons, such as corporations (including S corporations and foreign corporations), financial institutions, property and casualty and life insurance companies, individual recipients of Social Security and railroad retirement benefits, individuals otherwise eligible for the earned income tax credit, and taxpayers deemed to have incurred or continued indebtedness to purchase or carry obligations the interest on which is excluded from gross income for federal income tax purposes. Interest on the Series 2022-A Bonds may be taken into account in determining the tax liability of foreign corporations subject to the branch profits tax imposed by Section 884 of the Code.

Bond Premium

In general, if an owner acquires a bond for a purchase price (excluding accrued interest) or otherwise at a tax basis that reflects a premium over the sum of all amounts payable on the bond after the acquisition date (excluding certain “qualified stated interest” that is unconditionally payable at least annually at prescribed rates), that premium constitutes “bond premium” on that bond (a “Premium Bond”). In general, under Section 171 of the Code, an owner of a Premium Bond must amortize the bond premium over the remaining term of the Premium Bond, based on the owner’s yield over the remaining term of the Premium Bond determined based on constant yield principles (in certain cases involving a Premium Bond callable prior to its stated maturity date, the amortization period and yield may be required to be determined on the basis of an earlier call date that results in the lowest yield on such bond). An owner of a Premium Bond must amortize the bond premium by offsetting the qualified stated interest allocable to each interest accrual period under the owner’s regular method of accounting against the bond premium allocable to that period. In the case of a tax-exempt Premium Bond, if the bond premium allocable to an accrual period exceeds the qualified stated interest allocable to that accrual period, the excess is a nondeductible loss. Under certain circumstances, the owner of a Premium Bond may realize a taxable gain upon disposition of the Premium Bond even though it is sold or redeemed for an amount less than or equal to the owner’s original acquisition cost. Owners of any Premium Bonds should consult their own tax advisors regarding the treatment of bond premium for federal income tax purposes, including various special rules relating thereto, and state and local tax consequences, in connection with the acquisition, ownership, amortization of bond premium on, sale, exchange, or other disposition of Premium Bonds.

Information Reporting and Backup Withholding

Information reporting requirements apply to interest paid on tax-exempt obligations, including the Series 2022-A Bonds. In general, such requirements are satisfied if the interest recipient completes, and provides the payor with, a Form W-9, “Request for Taxpayer Identification Number and Certification,” or if the recipient is one of a limited class of exempt recipients. A recipient not otherwise exempt from information reporting who fails to satisfy the information reporting requirements will be subject to “backup withholding,” which means that the payor is required to deduct and withhold a tax from the interest payment, calculated in the manner set forth in the Code. For the foregoing purpose, a “payor” generally refers to the person or entity from whom a recipient receives its payments of interest or who collects such payments on behalf of the recipient.

If an owner purchasing a Series 2022-A Bond through a brokerage account has executed a Form W-9 in connection with the establishment of such account, as generally can be expected, no backup withholding should occur. In any event, backup withholding does not affect the excludability of the interest on the Series 2022-A Bonds from gross income for federal income tax purposes. Any amounts withheld pursuant to backup withholding would be allowed as a refund or a credit against the owner’s federal income tax once the required information is furnished to the Internal Revenue Service.

Miscellaneous

Tax legislation, administrative actions taken by tax authorities, or court decisions, whether at the federal or state level, may adversely affect the tax-exempt status of interest on the Series 2022-A Bonds under federal or state law or otherwise prevent beneficial owners of the Series 2022-A Bonds from realizing the full current benefit of the tax status of such interest. In addition, such legislation or actions (whether currently proposed, proposed in the future, or enacted) and such decisions could affect the market price or marketability of the Series 2022-A Bonds.

Prospective purchasers of the Series 2022-A Bonds should consult their own tax advisors regarding the foregoing matters.

MUNICIPAL ADVISOR

LACMTA has retained Public Resources Advisory Group, as Municipal Advisor (the “Municipal Advisor”) for the sale of the Series 2022-A Bonds. The Municipal Advisor is not obligated to undertake, and has not undertaken to make, an independent verification, or to assume responsibility for the accuracy, completeness or fairness of the information contained in this Official Statement.

FINANCIAL STATEMENTS

The financial statements of LACMTA for the Fiscal Year ended June 30, 2021 and the Management’s Discussion and Analysis and certain supplementary information, and the Independent Auditors’ Report of Crowe LLP, independent accountants, dated December 23, 2021 (collectively, the “2021 Financial Statements”) are included as “APPENDIX B—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2021.” The 2021 Financial Statements, included in this Official Statement, have been audited by Crowe LLP, independent accountants, as stated in their Report appearing in APPENDIX B. LACMTA has not requested, nor has Crowe LLP given, Crowe LLP’s consent to the inclusion in APPENDIX B of its Report on such 2021 Financial Statements. In addition, Crowe LLP has not performed any post-audit review of the financial condition of LACMTA and has not reviewed this Official Statement.

CERTAIN ECONOMIC AND DEMOGRAPHIC INFORMATION

Certain economic and demographic information about the County is included in “APPENDIX C—LOS ANGELES COUNTY ECONOMIC AND DEMOGRAPHIC INFORMATION.” The economic and demographic information provided has been collected from sources that LACMTA considers to be reliable. Because it is difficult to obtain timely economic and demographic information, the economic condition of the County may not be fully apparent in all of the publicly available local and regional economic statistics provided herein. In particular, the economic statistics provided herein may not fully capture the impact of current economic conditions.

VERIFICATION OF MATHEMATICAL COMPUTATIONS

Robert Thomas CPA, LLC, will verify, from the information provided to them, the mathematical accuracy of the computations contained in the provided schedules to determine that the amounts to be held in the Escrow Accounts will be sufficient to pay the principal and redemption price of and interest on the Refunded Bonds on July 1, 2022. Robert Thomas CPA, LLC will express no opinion on the assumptions provided to them, nor as to the exemption from taxation of the interest on the Series 2022-A Bonds.

CONTINUING DISCLOSURE

At the time of issuance of the Series 2022-A Bonds, LACMTA will execute a Continuing Disclosure Certificate (the “Continuing Disclosure Certificate”), which will provide for disclosure obligations on the part of LACMTA. Under the Continuing Disclosure Certificate, LACMTA will covenant for the benefit of Owners and Beneficial Owners of the Series 2022-A Bonds to provide certain financial information and operating data relating to LACMTA (the “Annual Reports”) by not later than 195 days after the end of the prior Fiscal Year (resulting in a deadline of January 11 of each year), and to provide notices of the occurrence of certain enumerated events (the “Listed Events”). The Annual Reports and the notices of Listed Events will be filed with the MSRB through its EMMA System. See “APPENDIX F—FORM OF CONTINUING DISCLOSURE CERTIFICATE.” LACMTA has become aware that some information that was made available in a timely manner on the EMMA System pursuant to LACMTA’s continuing disclosure obligations was not linked to the CUSIP numbers for all affected series of bonds. LACMTA has corrected this issue. In addition, LACMTA has also become aware that the Trustee did not file a notice with respect to a defeasance that occurred in 2018 until 24 days after the defeasance occurred. Lastly, LACMTA has become aware that in a few instances, notices of changes in ratings on some of its bonds were not filed in a timely manner. LACMTA has made corrective filings regarding these ratings changes.

UNDERWRITING

The Series 2022-A Bonds will be purchased by [•] (collectively, the “Underwriters”), from LACMTA at a price of \$_____ (which represents the par amount of the Series 2022-A Bonds, plus an original issue premium of \$_____, less an original issue discount of \$_____, less an underwriters’ discount of \$_____), subject to the terms of a purchase contract (the “Purchase Contract”), between [•], as representative of the Underwriters, and LACMTA.

The Purchase Contract provides that the Underwriters will purchase all of the Series 2022-A Bonds if any are purchased, and that the obligation to make such purchase is subject to certain terms and conditions set forth in the Purchase Contract, the approval of certain legal matters by counsel, and certain other conditions. The initial public offering prices of the Series 2022-A Bonds set forth on the inside front cover hereof may be changed from time to time by the Underwriters. The Underwriters may offer and sell the

Series 2022-A Bonds into unit investment trusts or money market funds at prices lower than the public offering prices stated on the inside front cover hereof.

The Underwriters and their respective affiliates are full service financial institutions engaged in various activities, which may include securities trading, commercial and investment banking, financial advisory, investment management, principal investment, hedging, financing and brokerage activities. Certain of the Underwriters and their respective affiliates have, from time to time, performed, and may in the future perform, various investment banking services for LACMTA, for which they received or will receive customary fees and expenses.

In the ordinary course of their various business activities, the Underwriters and their respective affiliates may make or hold a broad array of investments and actively trade debt and equity securities (or related derivative securities) and financial instruments (which may include bank loans, credit cards and/or credit default swaps) for their own account and for the accounts of their customers and may at any time hold long and short positions in such securities and instruments. Such investment and securities activities may involve assets, securities and/or instruments of LACMTA. The Underwriters and their respective affiliates may also communicate independent investment recommendations, market color or trading ideas and/or publish or express independent research views in respect of such assets, securities and/or instruments and may at any time hold, or recommend to clients that they should acquire, long and/or short positions in such assets, securities and/or instruments.

RATINGS

Moody's Investors Service, Inc. ("Moody's") has assigned a rating of "[•]" ([•] outlook) and S&P Global Ratings ("S&P") has assigned a rating of "[•]" ([•] outlook) to the Series 2022-A Bonds. Such credit ratings reflect only the views of such organizations and any desired explanation of the meaning and significance of such credit ratings, including the methodology used and any outlook thereon, should be obtained from the rating agency furnishing the same, at the following addresses: Moody's, 7 World Trade Center, 250 Greenwich Street, 23rd Floor, New York, New York 10007; and S&P, 55 Water Street, New York, New York 10041. Other Senior Bonds have received ratings from other rating agencies. Generally, a rating agency bases its credit rating on the information and materials furnished to it and on investigations, studies and assumptions of its own. There is no assurance that the ratings will remain in effect for any given period of time or that any such rating will not be revised, either downward or upward, or withdrawn entirely, or a positive, negative or stable outlook announced, by the applicable rating agency, if, in its judgment, circumstances so warrant. LACMTA undertakes no responsibility to bring to the attention of the Owners of the Series 2022-A Bonds any announcement regarding the outlook of any rating agency with respect to the Series 2022-A Bonds. Any downward revision or withdrawal or announcement of negative outlook could have an adverse effect on the market price of the Series 2022-A Bonds. Maintenance of ratings will require periodic review of current financial data and other updated information by the assigning agencies.

ADDITIONAL INFORMATION

Additional information may be obtained upon request from the office of the Treasurer of the Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, California 90012, Attention: Treasury Department, Email: TreasuryDept@metro.net, Telephone: (213) 922-2554, or from LACMTA's Municipal Advisor, Public Resources Advisory Group, 11500 West Olympic Boulevard, Suite 400, Los Angeles, California 90064, Telephone: (310) 477-2786. LACMTA maintains a website at <http://www.metro.net> and certain social media sites. Information on such website and social media sites is not part of this Official Statement and such information has not been incorporated by reference in this Official Statement and should not be relied upon in deciding whether to invest in the Series 2022-A Bonds.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By _____
Deputy Executive Officer, Finance

APPENDIX A

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

GENERAL

Prospective purchasers of the Series 2022-A Bonds should be aware that the following discussion of the Los Angeles County Metropolitan Transportation Authority (“LACMTA”) is intended as general information only. The Series 2022-A Bonds are limited obligations of LACMTA payable from Pledged Revenues, which consist primarily of proceeds of the Proposition C Sales Tax. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS” in the front part of this Official Statement.

Establishment; Jurisdiction

LACMTA is the largest public transit operator west of Chicago. As the principal transit provider in the southern California region, LACMTA serves about 75% of all transit trips within its 1,433 square mile service area, carrying an estimated 562,000 passengers per weekday on buses and an estimated 179,000 passengers on rail for the quarter ended March 31, 2022. See “INTRODUCTION—Impact of COVID-19 Pandemic” in the front part of this Official Statement. LACMTA operates four light rail lines, serving 80 stations along 80 miles of track and two heavy rail lines that serve 16 stations along 17.4 miles of track. In addition to the transit services provided by LACMTA, it also provides funding to 40 other municipal operators that offer fixed route service and more than 100 other local return and non-profit agencies that provide community-based transportation. LACMTA also provides highway construction funding and traffic flow management.

LACMTA was established in 1993 pursuant to the provisions of Section 130050.2 et seq. of the California Public Utilities Code (the “LACMTA Act”). LACMTA is the consolidated successor entity to both the Southern California Rapid Transit District (the “District”) and the Los Angeles County Transportation Commission (the “Commission”). As the consolidated successor entity, LACMTA succeeded to all powers, duties, rights, obligations, liabilities, indebtedness, bonded or otherwise, immunities and exemptions of the Commission and the District, including the Commission’s responsibility for planning, engineering and constructing a county-wide rail transit system. The Commission was authorized, subject to approval by the electorate of the County of Los Angeles (the “County”), to adopt a retail transactions and use tax ordinance, with the revenues of such tax to be used for public transit purposes. On November 6, 1990, the voters of the County approved the Proposition C Sales Tax pursuant to Ordinance No. 49. The Proposition C Sales Tax is in addition to a ½ of 1 percent sales tax imposed by LACMTA beginning in 1980 known as “Proposition A Sales Tax,” a 30-year ½ of 1 percent sales tax imposed by LACMTA beginning in 2009 known as the “Measure R Sales Tax,” and a ½ of 1 percent sales tax imposed by LACMTA beginning in 2017 known as “Measure M Sales Tax.”

Board of Directors

LACMTA is governed by a 14-member Board of Directors (the “Board”). The Board is composed of the five members of the Board of Supervisors of the County of Los Angeles, the Mayor of the City of Los Angeles, two public members and one member of the City Council of the City of Los Angeles appointed by the Mayor of the City of Los Angeles, four members who are either a mayor or a member of a city council of a city in the County (other than the City of Los Angeles) and who have been appointed by the Los Angeles County City Selection Committee (comprised of individuals appointed by the Mayors of each city in the County), and a non-voting member appointed by the Governor.

The Board of LACMTA exclusively exercises and discharges the following powers and responsibilities: (a) establishment of overall goals and objectives, (b) adoption of the aggregate budget for all of its organizational units, (c) designation of additional municipal bus operators under criteria enumerated in the LACMTA Act, (d) approval of all final rail corridor selections, (e) final approval of labor contracts covering employees of LACMTA and its organizational units, (f) establishment of LACMTA’s organizational structure, (g) conducting hearings and setting fares for the operating organizational units, (h) approval of transportation zones, (i) approval of any debt instrument with a maturity date exceeding the end of the Fiscal Year in which it is issued, (j) approval of benefit assessment districts and assessment rates and (k) approval of contracts for construction and transit equipment acquisition which exceed \$5,000,000 and making findings in connection with certain procurement decisions.

The current members of the Board are provided below.

Member	Appointing Authority
Hilda L. Solis, <i>Chair</i>	Board of Supervisors of the County of Los Angeles, First Supervisorial District
Ara Najarian, <i>First Vice-Chair</i>	Member, Glendale City Council (appointee of Los Angeles County City Selection Committee)
Jacquelyn Dupont-Walker, <i>Second Vice-Chair</i>	Appointed by Mayor of Los Angeles
Kathryn Barger	Board of Supervisors of the County of Los Angeles, Fifth Supervisorial District
Mike Bonin	Los Angeles City Council (Appointed by Mayor of Los Angeles)
James T. Butts, Jr.	Mayor, City of Inglewood (appointee of Los Angeles County City Selection Committee)
Fernando Dutra	Member, Whittier City Council (appointee of Los Angeles County City Selection Committee)
Eric Garcetti	Mayor of Los Angeles
Janice Hahn	Board of Supervisors of the County of Los Angeles, Fourth Supervisorial District
Paul Krekorian	Los Angeles City Council (Appointed by Mayor of Los Angeles)
Sheila Kuehl	Board of Supervisors of the County of Los Angeles, Third Supervisorial District
Holly Mitchell	Board of Supervisors of the County of Los Angeles, Second Supervisorial District
Tim Sandoval	Mayor of Pomona (appointee of Los Angeles County City Selection Committee)
Tony Tavares, <i>Ex-Officio Member</i>	Director of the California Department of Transportation, District 7

Management

General. The management of LACMTA is carried out under the direction of its Chief Executive Officer, who performs any duties delegated to him or her by the Board. The Board also appoints a General Counsel, Inspector General, Chief Ethics Officer and Board Secretary. The Chief Executive Officer serves

at the pleasure of the Board, as do the General Counsel, Inspector General, Chief Ethics Officer and Board Secretary. Certain of LACMTA's executives and a brief biography of each executive are provided below.

Chief Executive Officer. Stephanie Wiggins became Chief Executive Officer of LACMTA in May 2021. Prior to becoming the Chief Executive Officer of LACMTA she was the Chief Executive Officer of Metrolink. Prior to joining Metrolink, Ms. Wiggins was the Deputy Chief Executive Officer of LACMTA, where she assisted the Chief Executive Officer in providing leadership and formulating and achieving strategic public transportation objectives, including the passage of Measure M. She received her Bachelor of Arts degree in Business Administration from Whittier College, and a Master of Business Administration from the USC Marshall School of Business.

Chief Financial Officer. Nalini Ahuja was appointed as Executive Director, Finance and Budget in February 2014 (renamed Chief Financial Officer in July 2016). Prior to her appointment as Executive Director, Finance and Budget, Ms. Ahuja served as LACMTA's Executive Director, Office of Management, Budget & Local Programming from 2010 to 2012, at which point her duties were expanded to include oversight of LACMTA's Transit Access Pass ("TAP") operations. As Chief Financial Officer, she is responsible for oversight of LACMTA's Office of Management, Budget, Local Programming & TAP operations and the agency's Financial Services including accounting and treasury functions. She has also served LACMTA as Director, Countywide Planning; Transportation Manager V, Local Programming; Acting Budget Director, Office of Management & Budget; and Project Manager, South Bay Area Team. Ms. Ahuja began her career with LACMTA's predecessor, the Los Angeles County Transportation Commission, in 1986, as a technical and administrative analyst, which led to her position as Project Manager with the South Bay Area Team in 1990. Ms. Ahuja earned a bachelor's degree in Economics from Miranda House, University of Delhi as well as a master's degree in Economics from Delhi School of Economics and a master's degree in Urban Planning from UCLA.

Public Transportation Services Corporation

In December 1996, LACMTA created the Public Transportation Services Corporation ("PTSC"), a nonprofit public benefit corporation organized under the laws of the State. PTSC was created in order to transfer certain functions, then performed by LACMTA, and the employees related to those functions, to this new corporation. As of May 1, 2022, approximately 2,434 employees of LACMTA belong to PTSC. The purpose of PTSC is to conduct essential public transportation activities including but not limited to the following: (a) to coordinate multimodal multi-jurisdictional transportation planning; (b) to program federal, State and local funds for transportation projects County-wide within the County; (c) to oversee construction; (d) to provide certain administrative services to the Los Angeles County Service Authority for Freeway Emergencies and the Southern California Regional Rail Authority; (e) to provide administrative support and security services for the foregoing and to the operation of LACMTA's bus and rail system; and (f) such other activities and services as it deems necessary. One advantage of PTSC is that it allows its employees, including those transferred from LACMTA, to participate in the California Public Employees' Retirement System.

TRANSPORTATION SERVICES

LACMTA is a multi-faceted transportation agency responsible for the coordination of transportation policy, funding and planning within the County as well as the development and operation of bus, light rail and heavy rail within the greater Los Angeles region. This breadth of services distinguishes LACMTA from other transportation agencies across the country.

The information about ridership provided below does not reflect the full impact of COVID-19 and surrounding events, which have caused LACMTA to experience declines in ridership on its bus and rail

systems. For further discussion, see “INTRODUCTION—Impact of COVID-19 Pandemic” in the front part of this Official Statement.

Bus System

LACMTA operates the second largest bus system in the United States. LACMTA provides bus service within its service area in the County and to portions of Orange and Ventura Counties, operating a vehicle fleet of approximately 2,500 buses. LACMTA’s bus system covers over 120 routes and serves over 13,000 bus stops, including two premium bus rapid transit dedicated busways. System-wide, LACMTA buses provide approximately 6.4 million revenue service hours annually with an average of approximately 533,400 boardings per weekday on a system-wide basis for the fiscal quarter ended March 31, 2022 and total boardings of 42.8 million for the fiscal quarter ended March 31, 2022. In addition, LACMTA contracts with outside service providers, with an average of approximately 28,600 boardings per weekday for the fiscal quarter ended March 31, 2022 and total boardings of 2.3 million for the fiscal quarter ended March 31, 2022. Virtually all of LACMTA’s bus fleet is composed of compressed-natural gas (“CNG”) powered buses. As of April 1, 2022, the average age of LACMTA’s bus fleet was approximately 6.4 years. In July 2017, the LACMTA Board approved the purchase of approximately 95 electric buses to be added to its fleet and LACMTA is targeting a conversion of the entire fleet to zero emission vehicles by 2030.

Metro Rapid Bus. In June 2000, LACMTA launched the Metro Rapid Demonstration Program (“Metro Rapid”). The Metro Rapid Program provides fast, frequent regional bus service throughout the County. Key features of the Metro Rapid Program include simple route layouts, frequent service, fewer stops, low-floor buses to facilitate boarding and alighting, color-coded buses and stations, and traffic signal priority. Initially, Metro Rapid consisted of two lines—one along Ventura Boulevard in the San Fernando Valley and the other along the Wilshire/Whittier transit corridor. Today, 25 Metro Rapid corridors are operating, covering approximately 400 miles in the City of Los Angeles, the County and 34 other cities. In addition to LACMTA, Santa Monica’s Big Blue Bus, Culver City Bus and Torrance Transit operate Metro Rapid.

Metro G Line (Orange Line). The Metro G Line (formerly known as the Metro Orange Line) is a 18-mile Bus Rapid Transit service that operates along an exclusive right-of way and transports thousands of commuters between Warner Center in the west San Fernando Valley to the Metro B Line subway station in North Hollywood. The Metro G Line buses operate in exclusive lanes along a 13-mile stretch of LACMTA-owned right-of-way and one mile in mixed flow traffic on public streets. The Metro G Line has 18 stations, each located roughly one mile apart, with park and ride facilities at seven stations providing approximately 4,700 parking spaces. The Metro G Line Extension Project, which opened in June 2012, extended the Metro G Line four-miles north from the Canoga park-and-ride lot to the Chatsworth Amtrak/Metrolink Station.

Highway/ExpressLanes System

The ExpressLanes Program is a cooperative effort between California Department of Transportation (“Caltrans”) and LACMTA, and was originally funded through a combination of federal, State and local resources. As part of a congestion reduction demonstration program, LACMTA converted I-10 and I-110 High Occupancy Vehicle (“HOV”) Lanes to Express Lanes and provided the choice for drivers of single occupant vehicles to pay to travel in a high occupancy lane, based on dynamic congestion pricing. The general-purpose lanes on these highways are not tolled. Current funding is provided by toll revenues generated by the Express Lanes. This program also includes improvements to the transit service along the freeways, and has funded transit facility and roadway improvements and provided funding to enhance system connectivity. In early 2017, the LACMTA Board approved a plan to convert additional existing HOV lanes to ExpressLanes in phases over the next 30 years.

Rail System

General. In 1992, the Commission developed a comprehensive rail rapid transit system development plan (the “Rail System”) which has been revised from time to time. The Rail System currently consists of four light rail lines: the Metro A Line (formerly known as the Metro Blue Line), Metro C Line (formerly known as the Metro Green Line), Metro L Line (formerly known as the Metro Gold Line), including the L Line Eastside Extension, and the Metro E Line (formerly known as the Exposition Line); and two heavy rail lines: Metro B Line (formerly known as the Metro Red Line) and the Metro D Line (formerly known as the Metro Purple Line). The Rail System covers 98 miles and serves 93 stations, with weekday estimated ridership of approximately 179,000 for the fiscal quarter ended March 31, 2022.

Metro A Line (Blue Line). The Metro A Line is an approximately 22 mile light rail line that extends from downtown Los Angeles, where it links to the Metro B Line, to the City of Long Beach. The Metro A Line passes through portions of the cities of Los Angeles, Long Beach, Compton, Carson and other cities, and certain unincorporated areas of the County. The Metro A Line consists of a dual-track line with 22 stations and a primary maintenance facility (which also supports vehicles from the Metro C Line) and yard located in Long Beach adjacent to the Long Beach Freeway with a storage and maintenance capacity of 89 vehicles. Passenger service began in July 1990. The Metro A Line had estimated ridership of approximately 2.7 million for the fiscal quarter ended March 31, 2022.

Metro C Line (Green Line). The Metro C Line is a 19.5-mile light rail line linking the El Segundo employment area near the Los Angeles International Airport to the City of Norwalk near the San Gabriel River Freeway. The Metro C Line has 14 stations including a station that intersects the Metro A Line and one that provides passenger connections to the Harbor Freeway Transitway, an elevated busway developed by Caltrans. The Metro C Line began operations in August 1995, and had estimated ridership of approximately 1.3 million for the fiscal quarter ended March 31, 2022.

Metro L Line (Gold Line). The Metro L Line is a 31-mile light rail line which links East Los Angeles to downtown Los Angeles (where it links to the Metro B Line) before heading northward into the San Gabriel Valley. The Metro L Line has undergone two extensions since operations originally began in July 2003. The Metro L Line currently consists of 26 stations. Estimated ridership for the entire Metro L Line was approximately 1.5 million for the fiscal quarter ended March 31, 2022.

The Metro L Line is being further extended as discussed below under “FUTURE TRANSPORTATION PROJECTS—Transit Projects—*L Line Foothill Extension.*”

Metro E Line (Exposition Line). The Metro E Line is an approximately 13.1 mile long light rail line that runs from downtown Los Angeles to Santa Monica along the Exposition Boulevard corridor. The first portion of the Metro E Line opened in June 2012 and extended approximately 8.6 miles from downtown Los Angeles to Culver City. The second portion, which began revenue operations in May 2016, extends 6.6 miles westward from Culver City to downtown Santa Monica and added seven stations to the Metro E Line. Estimated ridership for the Metro E Line was more than 2.5 million for the fiscal quarter ended March 31, 2022.

Metro B Line (Red Line) and Metro D Line (Purple Line). The Metro B Line and Metro D Line were designed as state-of-the-art, modern heavy rail subway lines comparable to transit systems in San Francisco, Atlanta and Washington, DC. The Metro B Line and Metro D Line are dual-rail steel-wheeled, high speed rapid subway systems that originally were to consist of a 19.7 mile 18-station line that was to connect the Los Angeles central business district to the San Fernando Valley, through the Wilshire Corridor and Hollywood, and to East Los Angeles through Union Station. However, due to the “Metropolitan Transportation Authority Reform and Accountability Act of 1998” (the “Act of 1998”) and federal and

State funding shortfalls, the development of the Metro B Line and the Metro D Line were significantly reduced, including the indefinite suspension of certain extensions. The Act of 1998 prohibits LACMTA from utilizing any of the Proposition A Sales Tax or the Proposition C Sales Tax revenues for the costs of planning, design, construction or operation of any new subway, including debt service on any obligations issued for such purposes after March 30, 1998. However, the Act of 1998 did not prohibit LACMTA from continuing the construction of the Metro B Line and the Metro D Line as long as such design, construction and operation are paid from other sources.

The Metro B Line was constructed in segments. Segment 1 from Union Station to Alvarado Street opened in January 1993. Segment 2 extended west from Alvarado Street to Vermont Avenue where it branches north to Hollywood Boulevard/Vine Street and west to Wilshire Boulevard/Western Avenue. The west branch became operational in July 1996 and was renamed the Metro Purple Line (now known as the Metro D Line) in August 2006. Segment 3 extending the north branch from Hollywood/Vine to North Hollywood opened in June 2000. The Metro B Line is 14.9 miles long with 14 stations. LACMTA is in the process of extending the Metro D Line from its current terminus at Wilshire/Western to the westside of Los Angeles. This project is described under “FUTURE TRANSPORTATION IMPROVEMENTS—Transit Projects” below. Estimated ridership for the entire Metro B and Metro D Lines was approximately 6.6 million for the fiscal quarter ended March 31, 2022.

Commuter Rail. The Southern California Regional Rail Authority (“SCRRA”) oversees commuter rail services in the region that includes Los Angeles, Riverside, Ventura, Orange, San Bernardino and San Diego Counties. SCRRA operates the Metrolink system, which consists of seven lines totaling 538 miles and 61 stations and is primarily geared toward providing commuter rail service from outlying communities to downtown Los Angeles. LACMTA is the Los Angeles County participant in SCRRA and contributes funds to SCRRA. Other participants include the Orange County Transportation Authority, the Riverside County Transportation Commission, the San Bernardino Association of Governments and the Ventura County Transportation Authority.

Transit System Enterprise Fund

LACMTA accounts for the revenues and expenses of its transit system as an enterprise fund, separate from accounting of its governmental funds, such as the Proposition A, Proposition C, Measure R and Measure M Sales Tax revenues. See “APPENDIX B—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2021.” As indicated in APPENDIX B and as is generally true with large transit systems, the operating expenses for LACMTA’s transit system greatly exceed operating revenues. The Proposition A, Proposition C, Measure R and Measure M Sales Tax revenues are a primary source of funding for the transit system. Additionally, LACMTA relies heavily on other local, State and federal sources to pay for operating expenses and capital improvements. LACMTA is currently undertaking future transit improvements to the transit system, which require substantial investment and increase operating costs. As the system expands, LACMTA is committed to looking for additional revenue sources, to re-prioritize existing and new programs, and to regularly reassessing the service provided to minimize duplication and improve efficiency. Proposition C Sales Tax revenues are available to pay operating expenses only after debt service on the Senior Bonds and certain other amounts are paid. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—Flow of Funds” in the front part of this Official Statement.

Fareless System Initiative

In September 2020, LACMTA established a taskforce to study the idea of eliminating the collection of fares on its bus and rail transit system, either for all riders or for specified subgroups. For the fiscal years

ended June 30, 2021, 2020 and 2019, LACMTA collected approximately \$20.4 million, \$184.6 million and \$265.2 million of fares from riders of its bus and rail transit system, respectively. In addition to the loss of farebox revenues, if LACMTA were to eliminate the collection of fares, it expects that operating and maintenance costs would increase because more people would ride the buses, light rail and subways which would result in additional costs for cleaning, security and maintenance of the bus and rail transit system. None of the Measure R Sales Tax Obligations, the Proposition A Sales Tax Obligations or the Proposition C Sales Tax Obligations are secured by or payable from farebox revenues. However, the General Revenue Bonds (as defined below) are secured by and are payable from the farebox revenues. Additionally, the General Revenue Bonds are secured by “remaining” Proposition A Sales Tax revenues and “remaining” Proposition C Sales Tax revenues in the event of a shortage of farebox revenues and certain other revenues pledged to the payment of the General Revenue Bonds. See “OUTSTANDING DEBT—Other Obligations—*General Revenue Bonds*” below. Farebox revenues, along with Measure R Sales Tax Revenues, Proposition A Sales Tax revenues and Proposition C Sales Tax revenues also are used to pay for certain operating and maintenance costs of LACMTA. In the event of the elimination or reduction of farebox revenues, additional Measure R Sales Tax revenues, Proposition A Sales Tax revenues and Proposition C Sales Tax revenues would need to be used to pay the operation and maintenance expenses of LACMTA. Such uses of Measure R Sales Tax revenues, Proposition A Sales Tax revenues and Proposition C Sales Tax revenues are subordinate to the payment of debt service on the Measure R Sales Tax Obligations, the Proposition A Sales Tax Obligations and the Proposition C Sales Tax Obligations (including the Series 2022-A Bonds).

In February 2021, the taskforce proposed instituting an eighteen month pilot program starting in January 2022 and running through June 2023 to further study the initiative. A subsequent proposal called for instituting a 23-month pilot program starting in August 2021 and running through June 2023. The pilot program would allow K-12 and community college students (“K-14 students”) to ride for free starting in August 2021 and low-income riders (which make up approximately 70% of the riders on LACMTA’s bus and rail transit system) to ride for free starting in January 2022.

LACMTA instead decided to institute a two-year pilot program, supported by ARPA funds, that includes a zero-fare GoPass program for K-14 students that attend schools within participating school districts. The school districts that participate in the program have entered into cost-sharing agreements with LACMTA and pay a fixed amount for each student enrolled in the district. LACMTA estimated that its cost associated with the zero-fare GoPass program for K-14 students is \$49.9 million for Fiscal Years 2022 and 2023 (\$33.5 million of which will be paid by LACMTA and \$16.4 million of which will be paid by municipal and local transit operators). Additionally, LACMTA introduced improvements to its “Low Income Fares are Easy” program, including a free 90-day regional transit pass as an incentive for new enrollees.

FUTURE TRANSPORTATION IMPROVEMENTS

LACMTA, as the State-designated planning and programming agency for the County, identifies future transportation needs and transportation funding and construction priorities in the County. LACMTA prepares a Long Range Transportation Plan that identifies the costs of major transportation projects and the anticipated funding sources. See “RISK FACTORS—Additional Senior Bonds” in the front part of this Official Statement.

Capital Planning

In September 2020, the Board approved the 2020 Long Range Transportation Plan (“2020 LRTP”) which updates the prior 2009 Long Range Transportation Plan. LACMTA’s capital program is built on two major planning documents, the Long Range Transportation Plan, which has a 40-year vision and a

financial forecast component, most recently updated for the 2020 LRTP (as updated, the “LRTP Financial Forecast”), and the “Short Range Financial Forecast,” a fifteen-year plan last updated for the Board in November 2019, that guides capital investment through 2034. These plans incorporate the mix of projects approved by voters in concert with the four sales tax measures that fund a large share of LACMTA’s operations and capital programs, and are amended as needed to reflect ongoing changes to project costs, revenue and expense projections, and actual financial results. Annually, LACMTA’s Office of Management and Budget reviews the active projects set forth in the LRTP Financial Forecast and the Short Range Financial Forecast, and prepares a proposed budget recommending project appropriations as part of the annual Capital Program, which is incorporated in LACMTA’s overall annual budget.

The LRTP Financial Forecast reflects LACMTA’s plans to build, operate, maintain and partner with third parties for improved mobility (as determined in the 2020 LRTP), and incorporates both the Measure R and Measure M “Expenditure Plans,” which identify the projects and programs to be pursued, and the amount and timing of sales tax expenditures.

The Short Range Financial Forecast, a fifteen-year component of the LRTP Financial Forecast, reflects LACMTA’s financial plan for operations and capital investments into the transit system and identifies a funding strategy from future transportation revenues. The Short Range Financial Forecast includes a financial baseline that addresses LACMTA’s current and known future operations, maintenance and capital financial commitment under a set of growth assumptions. The Short Range Financial Forecast will be updated in the fall 2022 as part of the 2022 Short Range Transportation Plan, which is an action plan for the 2020 LRTP that recommends near-term implementation steps over a fifteen-year timeframe (2023 to 2037) and reflects updated sales tax revenues and cost estimates, federal stimulus funding, and new projects and programs approved by the Board.

The LRTP Financial Forecast and the Short Range Financial Forecast are the guiding policies behind funding decisions on subsequent transportation projects and programs in the County and guide the programming of funds in the federally-mandated transportation improvement program (“TIP”). The TIP includes a listing of all transportation-related projects that require federal funding or other approval by the federal transportation agencies of USDOT. The TIP also lists non-federal, “regionally significant” projects for informational and air quality modeling purposes. Major capital projects and programs that are identified in the LRTP Financial Forecast and Short Range Financial Forecast have priority for future programming of funds, subject to the funding restrictions in the Expenditure Plans and Board-adopted funding policies. While these projects and programs require further Board approval at various stages of their development, they are priorities for further planning, design, construction and the pursuit of additional funding.

The Short Range Financial Forecast includes projections of debt financing by LACMTA composed of a combination of Proposition A, Proposition C, Measure R and Measure M secured debt. The Short Range Financial Forecast updates the assumptions about debt issuance and assumes approximately \$11.9 billion in new long-term debt financing from Fiscal Year 2023 through Fiscal Year 2032, not including capital grant receipt revenue debt or toll revenue debt. The Short Range Financial Forecast assumes the issuance of approximately \$715.0 million of Proposition A First Tier Senior Lien Bonds, \$1.3 billion of Proposition C Senior Bonds, \$2.2 billion of Measure R Senior Bonds, and \$7.7 billion of Measure M Senior Bonds from Fiscal Year 2023 through Fiscal Year 2032.

The LRTP, the LRTP Financial Forecast and the Short Range Financial Forecast are planning tools and therefore the timing and amount of any debt issuance is likely to change. The actual amount and timing of any debt issuance depends on a number of factors including the actual scope, timing and cost of transportation projects, the ability to obtain funding from other sources and the amount of Proposition A, Proposition C, Measure R and Measure M Sales Tax revenues available to fund the projects in the LRTP Financial Forecast and the Short Range Financial Forecast.

Transit Projects

LACMTA has several major transit projects in planning and under construction, including the Crenshaw/LAX Transit Project, the Regional Connector, the Metro D Line Westside Extension and the Metro L Line Foothill Extension. These projects currently have a total budget of approximately [\$12.9 billion]. The costs of the projects are expected to be paid from Proposition A Sales Tax revenues (including the proceeds of Proposition A secured debt), Proposition C Sales Tax revenues (including the proceeds of Proposition C secured debt), Measure R Sales Tax revenues (including the proceeds of Measure R secured debt), Measure M Sales Tax revenues (including the proceeds of Measure M secured debt), other local sources, and federal and State sources, as applicable.

Crenshaw/LAX Transit Project. The Crenshaw/LAX Transit Project is a north/south corridor that serves the cities of Los Angeles, Inglewood, Hawthorne and El Segundo as well as portions of unincorporated Los Angeles County. The line extends 8.5 miles, from the intersection of Crenshaw and Exposition Boulevards to a connection with the Metro C Line at the Aviation/LAX Station. The total project budget is currently \$2.15 billion. The costs of the project are expected to be paid from Measure R Sales Tax revenues, Proposition A Sales Tax revenues, Proposition C Sales Tax revenues, other local sources, and federal and State sources.

Regional Connector Transit Corridor Project. The Regional Connector is a 1.9-mile light rail line with three underground stations in downtown Los Angeles. The Project will provide a direct connection from the 7th/Metro Center Station to the existing Metro L Line tracks to the north and east of 1st and Alameda. This connection will provide through service between the Metro A Line, Metro L Line and Metro E Line corridors. The total project budget is currently \$1.82 billion. LACMTA has been awarded federal grants totaling \$751.0 million for the Regional Connector project. The remaining project costs are expected to be paid from Measure R Sales Tax revenues and federal, State and local sources.

Metro D Line Westside Extension. The Metro D Line Westside Extension (the “Metro D Line Extension”) is an extension of the Metro D Line from its current terminus at Wilshire/Western to the westside of Los Angeles. The Board has certified the Final Environmental Impact Report and has adopted the project definition for the nine-mile Metro D Line Extension. The Metro D Line Extension is being constructed in three sections.

Section 1 of the Metro D Line Extension is currently under construction and extends the existing Metro D Line by 3.92 miles beginning at the Wilshire/Western Station to the City of Beverly Hills and adds three stations, at Wilshire/La Brea, Wilshire/Fairfax and the Phase 1 terminus at Wilshire/La Cienega. The total budget for Section 1 of the Metro D Line Extension is \$2.94 billion, excluding finance charges and unallocated contingency. LACMTA has been awarded a \$1.25 billion federal grant for Section 1 of the Metro D Line Extension. The remaining project costs for Section 1 are expected to be paid from Measure R Sales Tax revenues, State sources and other local sources.

Section 2 of the Metro D Line Extension is currently under construction and extends the Metro D Line by 2.59 miles beginning at the future Section 1 Wilshire/La Cienega Station to Century City and adds two new stations, at Wilshire/Rodeo and the Phase 2 terminus at Century City/Constellation. The total budget for Section 2 of the Metro D Line Extension is \$2.32 billion, excluding finance charges and unallocated contingency. LACMTA has been awarded a \$1.187 billion federal grant for Section 2 of the Metro D Line Extension. The remaining project costs for Section 2 are expected to be paid from Measure R Sales Tax revenues, other Federal sources, and State sources.

Section 3 of the Metro D Line Extension is currently under construction and extends the Metro D Line by 2.56 miles beginning at the future Section 2 Century City/Constellation Station to the Westwood

VA Hospital and adds two new stations at Westwood/UCLA and the Phase 3 terminus at Westwood/VA Hospital. The budget for Section 3 of the Metro D Line Extension is \$2.96 billion, excluding finance charges and unallocated contingency. LACMTA has been awarded a \$1.3 billion federal grant for Section 3 of the Metro D Line Extension. The remaining project costs for Section 3 are expected to be paid from Measure R and Measure M Sales Tax Revenues, other Federal sources, State sources, and other local sources.

Metro L Line Foothill Extension. The Metro L Line Phase 2B Project proposed extending the Metro L Line east from Azusa to Claremont, and potentially extending the line to Montclair. However, the project is now expected to build out to an interim terminus at Pomona. LACMTA is working with the Gold Line Foothill Extension Construction Authority (“GLFECA”), an independent transportation planning and construction agency created in 1999 and tasked with designing and constructing the line. Once built, LACMTA will operate it in conjunction with existing LACMTA rail services. The total project budget for the extension to Claremont is \$1.4 billion. Project costs are expected to be paid primarily from Measure M Sales Tax Revenues and State sources. LACMTA staff is working with the GLFECA to seek funding to extend the project to Claremont. LACMTA will also coordinate with the GLFECA and San Bernardino County to support their development of an option to Montclair.

LABOR RELATIONS

General

As of May 1, 2022, LACMTA had approximately 9,274 employees, of which approximately 84% are covered by labor agreements. Full and part-time LACMTA bus and train operators are represented by the Sheet Metal, Air, Rail, Transportation, Transportation Division (formerly United Transportation Union) (“SMART-TD”); LACMTA mechanics and service attendants are members of the Amalgamated Transit Union (“ATU”); LACMTA clerks are members of the Transportation Communications Union (“TCU”); bus and rail transportation and maintenance supervisors are members of the American Federation of State County and Municipal Employees (“AFSCME”); and LACMTA security guards are members of the Teamsters Union. The following table summarizes the number of employees covered by the labor agreements of LACMTA with each of its employee bargaining units as of May 1, 2022 and the current expiration dates of the labor agreements. In July 2017, LACMTA signed five new contracts with its labor unions, the longest contracts in LACMTA’s history. Most of these contracts provide for annual salary increases of 4.2% over the five-year life of the contracts.

<u>Employee Bargaining Unit</u>	<u>Number of Employees</u>	<u>Contract Expiration Date¹</u>
Sheet Metal, Air, Rail and Transportation Division	3,770	06/30/22
Amalgamated Transit Union	2,333	06/30/22
Transportation Communications Union	864	06/30/22
Am. Fed. of State, County and Municipal Employees	791	06/30/22
Teamsters Union	142	06/30/22

¹ LACMTA is currently negotiating new collective bargaining agreements with all five employee bargaining units. Expiring labor agreements will remain in effect until new agreements are approved and executed.

Defined Benefit Pension Plan

LACMTA has a single-employer public employee retirement system that includes five defined benefit plans (the “Plans”) that cover substantially all employees (except PTSC employees) and provides

retirement, disability, and death benefits. The benefit provisions and all other requirements are established by State statute, ordinance, collective bargaining agreements or Board actions. Four of the Plans are restricted to specific union members, while the fifth provides benefits to non-represented employees and to members of the Teamsters Union. In addition, LACMTA provides pension benefits to most PTSC employees through a defined benefit plan administered by the California Public Employees' Retirement System ("PERS"), a multiple-employer pension system. PERS provides retirement and disability benefits, annual cost-of-living adjustments and death benefits to plan members and beneficiaries. For a description of these defined benefit plans and LACMTA's obligations to make contributions to these plans, see "Note III—DETAILED NOTES ON ALL FUNDS—I. Employees' Retirement Plans" in the Notes to the Financial Statements and related Required Supplementary Schedules in "APPENDIX B—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2021."

Other Post-Employment Benefits

LACMTA provides post-employment health care and life insurance benefits for retired employees and their families. Pursuant to Governmental Accounting Standards Board Pronouncement No. 74 and No. 75, "Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans" and "Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions" respectively, LACMTA is required to account for its expenses and a portion of the present value of future expenses related to these benefits. For a description of these benefits, LACMTA's obligations to account for certain projected future costs of these benefits and other matters regarding these benefits, see "Note III—DETAILED NOTES ON ALL FUNDS—J. Other Postemployment Benefits (OPEB)" in the Notes to the Financial Statements and the related Required Supplementary Schedules in "APPENDIX B—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2022."

OUTSTANDING DEBT

General

In addition to obligations issued by LACMTA that are secured by Proposition C Sales Tax, LACMTA has issued debt secured by the Proposition A Sales Tax, the Measure R Sales Tax, and other revenues of LACMTA, and may issue additional obligations so secured upon satisfaction of certain additional bonds tests in the applicable trust agreements providing for the issuance of such debt. The Series 2022-A Bonds are secured by and payable from the Proposition C Sales Tax, and are not secured by or payable from the Measure M Sales Tax, the Measure R Sales Tax, the Proposition A Sales Tax or any other revenues of LACMTA. See "FUTURE TRANSPORTATION IMPROVEMENTS—Capital Planning" above. See "SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS" in the front part of this Official Statement for a discussion of obligations secured by the Proposition C Sales Tax.

Debt and Interest Rate Swap Policies

In April 2021, the Board approved an updated Debt Policy for LACMTA (the "Debt Policy"). The Debt Policy sets forth guidelines for the issuance and management of LACMTA's debt. Among other things, the Debt Policy sets forth allowable uses of debt and debt policy maximums. It requires LACMTA to develop a capital improvement plan which includes the capital projects LACMTA plans to undertake in future years. The Debt Policy also sets forth guidance on the type of debt that may be incurred by LACMTA (e.g., long-term versus short-term), the source of payment for such debt, and other factors to be considered when incurring debt.

In April 2015, the Board approved an updated Interest Rate Swap Policy for LACMTA (the “Swap Policy”). The Swap Policy includes guidelines to be used by LACMTA when entering into interest rate swaps and management practices that address the special risks associated with interest rate swaps. The Swap Policy requires that LACMTA evaluate the risks, on an ongoing basis, of existing interest rate swaps. As of the date of this Official Statement, LACMTA has no interest rate swaps.

Proposition A Sales Tax Obligations

General. Obligations of LACMTA payable from the Proposition A Sales Tax consist of sales tax revenue bonds, commercial paper notes and other agreements. LACMTA has three priority levels of obligations for Proposition A Sales Tax revenues: its First Tier Senior Lien Bonds, its Second Tier Obligations (there are no Second Tier Obligations outstanding) and its Third Tier Obligations (which include the Proposition A Commercial Paper Notes). LACMTA has incurred other obligations which are secured by certain “remaining” Proposition A Sales Tax cash receipts.

Proposition A First Tier Senior Lien Bonds. LACMTA had the following Proposition A First Tier Senior Lien Bonds outstanding as of May 1, 2022. The Proposition A First Tier Senior Lien Bonds are payable from, and secured by a prior first lien on, Proposition A Sales Tax revenue.

**Los Angeles County Metropolitan Transportation Authority
Proposition A First Tier Senior Sales Tax Revenue Bonds
(Outstanding as of May 1, 2022)**

<u>Proposition A First Tier Senior Sales Tax Revenue Bonds</u>	<u>Outstanding Principal Amount</u>
Senior Sales Tax Revenue Refunding Bonds, Series 2019-A	\$ 40,740,000
Senior Sales Tax Revenue Refunding Bonds, Series 2018-A	11,515,000
Senior Sales Tax Revenue Bonds, Series 2017-A (Green Bonds)	471,395,000
Senior Sales Tax Revenue Refunding Bonds, Series 2017-B	85,455,000
Senior Sales Tax Revenue Refunding Bonds, Series 2016-A	119,190,000
Senior Sales Tax Revenue Refunding Bonds, Series 2015-A	19,435,000
Senior Sales Tax Revenue Refunding Bonds, Series 2014-A	99,515,000
Total	<u>\$847,245,000</u>

Source: LACMTA.

Proposition A Second Tier Obligations. There are no Proposition A Second Tier Obligations outstanding, nor are any additional Second Tier Obligations currently expected to be issued.

Proposition A Third Tier Obligations. LACMTA is authorized to issue and have outstanding, at any one time, up to \$350,000,000 aggregate principal amount of its Proposition A commercial paper notes (the “Proposition A Commercial Paper Notes”). As of May 1, 2022, \$97.5 million aggregate principal amount of Proposition A Commercial Paper Notes were outstanding.

The Proposition A Commercial Paper Notes can only be issued and outstanding if they are supported by a letter of credit. The Proposition A Commercial Paper Notes are currently supported by a letter of credit (the “Proposition A CP Letter of Credit”) issued by Barclays Bank PLC. The following table sets forth certain terms of the current Proposition A CP Letter of Credit.

Proposition A CP Letter of Credit¹

Letter of Credit Provider	Amount of Letter of Credit	Issuance Date	Expiration Date
Barclays Bank PLC	\$199,999,988 ²	April 25, 2019	July 22, 2022

¹ On or about June 1, 2022, LACMTA expects to replace the letter of credit currently provided by Barclays Bank PLC with a letter of credit to be provided by Bank of America, N.A. The letter of credit to be provided by Bank of America, N.A. will support \$150,000,000 of principal of and \$13,500,000 of interest on the Proposition A Commercial Paper Notes, and will have an expiration date of [June 1, 2025].

² Supports \$183,694,000 of principal of and \$16,305,988 of interest on the Proposition A Commercial Paper Notes.
Source: LACMTA

The Proposition A Commercial Paper Notes and the reimbursement obligations with respect to the Proposition A CP Letter of Credit constitute “Proposition A Third Tier Obligations,” and are payable from Proposition A Sales Tax revenues on a subordinate basis to the Proposition A First Tier Senior Lien Bonds and Proposition A Second Tier Obligations, if any.

Measure R Sales Tax Obligations

General. LACMTA has three priority levels of obligations secured by the Measure R Sales Tax: the senior lien (which currently secures its Measure R Senior Sales Tax Revenue Bonds), the subordinate lien (which currently secures its Measure R Subordinate Obligations), and the junior subordinate lien (which currently secures its Measure R Junior Subordinate Obligations).

Measure R Senior Sales Tax Revenue Bonds. LACMTA had the following Measure R Senior Sales Tax Revenue Bonds outstanding as of May 1, 2022. The Measure R Senior Sales Tax Revenue Bonds are payable from, and secured by a prior first lien on, Measure R Sales Tax revenue.

**Los Angeles County Metropolitan Transportation Authority
Measure R Senior Sales Tax Revenue Bonds
(Outstanding as of May 1, 2022)**

Measure R Senior Sales Tax Revenue Bonds	Outstanding Principal Amount
Senior Sales Tax Revenue Bonds, Series 2021-A	\$ 514,500,000
Senior Sales Tax Revenue Bonds, Series 2016-A	455,520,000
Senior Sales Tax Revenue Bonds, Series 2010-A	552,030,000
Total	<u>\$1,522,050,000</u>

Source: LACMTA.

Measure R Subordinate Obligations. On May 28, 2015, LACMTA received authorization to establish a short-term borrowing program (the “Measure R Short-Term Borrowing Program”) secured by the Measure R Sales Tax and in an aggregate principal amount not to exceed \$300,000,000. The obligations issued under the Measure R Short-Term Borrowing program are payable from the Measure R Sales Tax revenues on a subordinate basis to the Measure R Senior Sales Tax Revenue Bonds but senior to the Junior

Subordinate Obligations. Currently, the obligations issued under the Measure R Short-Term Borrowing Program are in the form of commercial paper notes (the “Measure R Commercial Paper Notes”). As of May 1, 2022, there were no Measure R Commercial Paper Notes outstanding.

The Measure R Commercial Paper Notes can only be issued and outstanding if they are supported by a letter of credit. The Measure R Commercial Paper Notes are supported by two letters of credit (collectively, the “Measure R CP Letters of Credit”) issued by Bank of America, N.A., and State Street Bank and Trust Company. LACMTA’s reimbursement obligations with respect to the Measure R CP Letters of Credit are payable from Measure R Sales Tax revenues on parity with the Measure R Commercial Paper Notes and on a subordinate basis to the Measure R Senior Bonds. The following table sets forth certain terms of the Measure R CP Letters of Credit.

Measure R CP Letter of Credit

<u>Letter of Credit Provider</u>	<u>Amount of Letter of Credit</u>	<u>Issuance Date</u>	<u>Expiration Date</u>
Bank of America, N.A.	\$ 97,989,042 ¹	October 28, 2020	October 27, 2022
State Street Bank and Trust Company	108,876,713 ²	October 28, 2020	October 27, 2022

¹ Supports \$90,000,000 of principal and \$7,989,042 of interest.

² Supports \$100,000,000 of principal and \$8,876,713 of interest.

Source: LACMTA

The Measure R Commercial Paper Notes and the reimbursement obligations with respect to the Measure R CP Letters of Credit constitute “Measure R Subordinate Obligations,” and are payable from Measure R Sales Tax revenues on a subordinate basis to the Measure R Senior Sales Tax Revenue Bonds.

Measure R Junior Subordinate Obligations and Other Obligations. On August 27, 2020, LACMTA issued \$1,356,095,000 aggregate principal amount of its Measure R Junior Subordinate Sales Tax Revenue Refunding Bonds, Series 2020-A (Green Bonds) (the “Series 2020 Measure R Junior Subordinate Bonds”) to repay and retire its obligations under four Transportation Infrastructure Finance and Innovation Act loan agreements and to finance certain rail projects. As of May 1, 2022, LACMTA had \$1,356,095,000 aggregate principal amount of the Series 2020 Measure R Junior Subordinate Bonds outstanding. The Series 2020 Measure R Junior Subordinate Bonds are payable from the Measure R Sales Tax revenues on a subordinate basis to the Measure R Senior Sales Tax Revenue Bonds and the Measure R Subordinate Obligations.

In addition, LACMTA has the ability to incur other obligations (the “Other Measure R Obligations”) which are secured by the Measure R Sales tax that remain after the payment of its senior lien obligations (which currently secures its Measure R Senior Bonds), the subordinate lien (which currently secures its Measure R Subordinate Obligations), and the junior subordinate lien (which currently secures its Series 2020 Measure R Junior Subordinate Bonds). As of May 1, 2022, LACMTA did not have any Other Measure R Obligations outstanding.

Measure M Sales Tax Obligations

LACMTA has not issued any debt secured by the Measure M Sales Tax. However, LACMTA anticipates issuing such debt in the future. The Short Range Financial Forecast assumes the issuance of approximately \$7.7 billion of Measure M Senior Bonds through Fiscal Year 2032.

INVESTMENT POLICY

General

Certain features of LACMTA’s Investment Policy are summarized in “Note III—DETAILED NOTES ON ALL FUNDS—A. Cash and Investments” in the Notes to the Financial Statements in “APPENDIX B—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2021.”

Investment Balances

As of March 31, 2022 (based on unaudited financial information), LACMTA had approximately \$736 million in market value deposited in non-discretionary bond proceeds and debt service trust accounts, primarily invested in U.S. Treasury securities, Federal Agencies, money market funds, forward purchase agreements. LACMTA had approximately \$3.1 billion in additional non-discretionary trust accounts, primarily for pension and OPEB.

Additionally, as of March 31, 2022, LACMTA had approximately \$3.3 billion (book value) deposited in discretionary/operating accounts. Such discretionary/operating accounts were invested in the investments summarized in the following table:

Discretionary/Operating Accounts Investments	Percentage of Total Book Value as of March 31, 2022
Local Agency Investment Fund	6.9%
Bank Deposits	6.9
Subtotal*	13.8%
Managed Investments	
U.S. Treasuries	28.1%
Commercial Paper	14.4
Money Market Funds	14.2
Federal Agencies	11.9
Corporate Notes	10.8
Municipal securities	3.0
Asset Backed Securities	2.3
Medium Term Notes	1.1
Certificates of Deposit	0.3
Subtotal Managed Investments*	86.2%
Total Cash and Investments*	100.0%

* Numbers may not add due to rounding.
Source: LACMTA

As of March 31, 2022, the liquid reserve of the discretionary accounts, which totaled approximately \$1.6 billion in market value, was managed internally by LACMTA and had an average maturity of 57 days.

Moneys released to LACMTA pursuant to the Agreement, including moneys in the discretionary/operating accounts, do not secure the Senior Bonds and LACMTA is not obligated to use such

amounts to pay debt service on the Senior Bonds. See “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—Flow of Funds.”

Additional information regarding LACMTA’s investments are included in “Note III—DETAILED NOTES ON ALL FUNDS—A. Cash and Investments” in the Notes to the Financial Statements in “APPENDIX B—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY COMPREHENSIVE ANNUAL FINANCIAL REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2021.”

LITIGATION

Sales Tax Litigation

On April 30, 1982, the California Supreme Court, in *Los Angeles County Transportation Commission v. Richmond*, upheld the constitutionality of the Proposition A Sales Tax. On March 3, 1992, the California Court of Appeal, in *Vernon v. State Board of Equalization*, upheld the validity of the Proposition C Sales Tax.

On September 28, 1995, the California Supreme Court affirmed the California Court of Appeal’s ruling in *Santa Clara County Local Transportation Authority v. Guardino*, which invalidated a half cent sales tax by the Santa Clara County Local Transportation Authority. LACMTA does not believe such decision has any effect on the validity of LACMTA’s Proposition C Sales Tax.

Other Litigation

In addition to the matters described herein, various other claims have been asserted against LACMTA. To the knowledge of LACMTA, none of such pending claims will materially and adversely affect LACMTA’s ability to pay the principal of and interest on any of its debt obligations.

[CALIFORNIA PUBLIC EMPLOYEES’ PENSION REFORM ACT OF 2013]

[Update to come]

In 2012, the State Legislature adopted and the Governor signed into law the Public Employees’ Pension Reform Act of 2013, Cal. Gov’t Code §7522, et seq. (“PEPRA”), which limits pension benefits and increases the retirement age for public employees, requires public employees hired after December 31, 2012 to pay for half of their pension costs, and stops abusive pension practices. Following enactment of PEPRA, several unions representing public transit employees in the State (including employees of LACMTA) asserted to the U.S. Department of Labor (“USDOL”) that PEPRA was inconsistent with collective bargaining rights that are protected under Section 13(c) of the Federal Transit Act. Section 13(c) requires the preservation of employees’ bargained for rights and continuation of these rights. Before a local government agency receives federal funds for a particular transit system, USDOL must certify that employees’ bargained for rights are preserved and their collective bargaining rights continue.

Soon after PEPRA’s passage, USDOL refused to certify federal grants to California transit agencies, including LACMTA, based on union objections that PEPRA violated Section 13(c) protections. On behalf of two affected transit agencies, the State successfully challenged USDOL’s decisions under the Administrative Procedure Act in federal court in 2013, and the court remanded the matter to USDOL for reconsideration. The State had enacted a temporary suspension of PEPRA while the litigation was in process. The temporary suspension allowed federal funds to flow during that period but ended on December 30, 2014 with the court’s ruling. In 2015, USDOL on remand again refused to certify the Federal

Transportation Administration (“FTA”) grants at issue. Again the State sought relief in federal court. Meanwhile, USDOL began certifying the FTA grants to LACMTA later in 2015 subject to new certification provisions requiring grantees to restore pre-PEPRA pension benefits or refund the amount of the grants received since January 1, 2015 in the event USDOL’s decisions were ultimately upheld by the court.

On January 24, 2018, the court resolved the dispute in favor of the State and enjoined USDOL from relying on PEPRA to deny transit funding to the two transit agencies whose federal grants were at issue in the litigation. However, the court declined the State’s request to enjoin USDOL from using PEPRA to deny Section 13(c) certification to *any other* California transit agency grantee. On March 8, 2019, USDOL represented to the court in a joint status report that it fully intends to comply with the court’s order.

In April 2019, a union representing LACMTA employees objected to certification of a \$2.5 million grant on the basis that PEPRA precludes LACMTA from continuing collective bargaining rights as required by Section 13(c). In light of the court’s decisions, USDOL reexamined its earlier determinations denying certification of FTA grants to LACMTA because of PEPRA’s impact on transit employees. Based on that reexamination, USDOL concluded on June 14, 2019 that PEPRA does not present a bar to certification under Section 13(c).

On August 22, 2019, the union whose objections were rejected by USDOL brought an action against USDOL in the U.S. District Court, District of Columbia, contending that the issuance of grant certifications to California transit agencies, over the union’s objections is contrary to law and in excess of USDOL’s statutory authority because PEPRA diminishes the collective bargaining rights of California transit employees. The State intervened and asked the court to transfer the case to the U.S. District Court for the Eastern District of California, where the prior proceedings concerning USDOL’s authority to issue grant certifications in light of PEPRA have taken place. The court granted the State’s motion and transferred the case to the Eastern District of California where it is currently pending trial. Cross-motions for summary judgment have been filed by the parties and a hearing with respect to such motions was scheduled for May 28, 2021. On May 19, 2021, the court (a) granted USDOL a short stay to permit it to reach a final decision about whether to reconsider its decision to grant certification to California transit agencies or request a remand, and (b) rescheduled the hearing with respect to the cross-motions for summary judgment to August 27, 2021.

FTA grants are a significant source of funding for LACMTA. [LACMTA expects to apply for an additional \$869.0 million of FTA grants through December 2021.] Assuming the court in the Eastern District of California reaffirms and adheres to its earlier determination that the application of PEPRA to transit employee pension plans does not preclude certification of FTA grants under Section 13(c), LACMTA expects to receive these grants. However, it is possible, though unlikely, that USDOL and/or the court may reverse their most recent determinations, in which case LACMTA may have to potentially delay or cancel projects or use alternate funding sources for projects, possibly including additional Senior Bonds or Senior Parity Obligations. Senior Bonds and Senior Parity Obligations may be issued only if the additional bonds tests described under “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS—Measure R Sales Tax Obligations—*Senior Obligations*” in the front part of this Official Statement are satisfied.

LACMTA’s collection of Proposition C Sales Tax revenues to pay debt service on the Senior Bonds, including the Series 2022-A Bonds, is not affected by the receipt of FTA grants.

APPENDIX B

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
COMPREHENSIVE ANNUAL FINANCIAL REPORT
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

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APPENDIX C

LOS ANGELES COUNTY ECONOMIC AND DEMOGRAPHIC INFORMATION

The Proposition C Sales Tax derives from a retail transaction and use tax applicable to all taxable sales throughout Los Angeles County. As such, sales tax revenues reflect a number of economic factors that influence taxable transactions, including population, employment and income. Some of those factors are described below.

The economic and demographic information provided below has been collected from sources that LACMTA considers to be reliable. Because it is difficult to obtain timely economic and demographic information, the economic condition of Los Angeles County may not be fully apparent in all of the publicly available local and regional economic statistics provided herein. In particular, the economic statistics provided herein may not fully capture the impact of current economic conditions. The information in this Appendix is historic in nature and generally predates the COVID-19 pandemic. It is not possible to predict whether the trends shown below will continue in the future. See “INTRODUCTION—Impact of Global COVID-19 Outbreak” in the front part of this Official Statement.

Los Angeles County

As of January 1, 2022, the County had an estimated population of 9.9 million. Los Angeles County is the largest County in the country by population, and includes over a quarter of the State of California’s (the “State”) population. The County covers 4,084 square miles, and includes 88 incorporated cities, with approximately 8.9 million residents, as well as unincorporated communities with approximately one million residents.

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Population

The table below summarizes the populations of the County and State, estimated as of January 1 of each year, except for the years 2000 and 2010 which are reported as of April 1 of such years. The population estimates for 2010 and later incorporate 2010 Census counts as the benchmark.

**Table C-1
COUNTY AND STATE POPULATION STATISTICS**

	County of Los Angeles	Annual Growth Rate¹	State of California	Annual Growth Rate¹
2000	9,519,330	–	33,873,086	–
2010	9,818,605	0.00%	37,253,956	0.76%
2013	10,025,721	–	38,269,864	–
2014	10,078,942	0.53%	38,556,731	0.75%
2015	10,124,800	0.47	38,865,532	0.81
2016	10,150,386	0.31	39,103,587	0.67
2017	10,181,162	0.35	39,352,398	0.68
2018	10,192,593	0.16	39,519,535	0.48
2019	10,163,139	(0.25)	39,605,361	0.27
2020	10,135,614	(0.11)	39,648,938	0.22
2021	9,931,338	(2.00)	39,303,157	(0.90)
2022	9,861,224	(0.70)	39,185,605	(0.30)

¹ For five-year time series, figures represent average annual growth rate for each of the five years.

Source: Census Counts, Sacramento, California - 2000 and 2010. State of California, Department of Finance, E-4 Population Estimates for Cities, Counties, and the State, 2013-2022, May 2022.

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Industry and Employment

The following table summarizes the average number of employed and unemployed residents of the County, based on the annual “benchmark,” an annual revision process in which monthly labor force and payroll employment data, which are based on estimates, are updated based on detailed tax records.

The California Employment Development Department has reported final unemployment figures for 2021 of 7.3% statewide (not seasonally adjusted) and 8.9% for Los Angeles County (not seasonally adjusted). The U.S. Bureau of Labor, Department of Labor Statistics, has reported final unemployment figures for 2021 of 5.3% nationwide (not seasonally adjusted).

Table C-2
ESTIMATED AVERAGE ANNUAL EMPLOYMENT AND
UNEMPLOYMENT OF RESIDENT LABOR FORCE

	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<u>Civilian Labor Force</u>					
County of Los Angeles					
Employed	4,864,100	4,885,300	4,926,100	4,355,900	4,548,900
Unemployed	245,700	235,900	227,000	613,000	445,200
Total	<u>5,109,800</u>	<u>5,121,300</u>	<u>5,153,100</u>	<u>4,968,900</u>	<u>4,994,100</u>
<u>Unemployment Rates</u>					
County	4.8%	4.6%	4.4%	12.3%	8.9%
State	4.8	4.3	4.1	10.2	7.3
United States	4.4	3.9	3.7	8.1	5.3

Source: California Employment Development Department, Labor Market Information Division for the State and County; U.S. Bureau of Labor, Department of Labor Statistics for the U.S. Items may not add to totals due to rounding.

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The table below summarizes the California Employment Development Department’s most recent estimated average annual employment for the County, which includes full-time and part-time workers who receive wages, salaries, commissions, tips, payment in kind, or piece rates. Percentages indicate the percentage of the total employment for each type of employment for the given year. For purposes of comparison, the most recent annual employment data for the State is also summarized.

Table C-3
LOS ANGELES COUNTY
ESTIMATED 2021 INDUSTRY EMPLOYMENT¹

	County		State of California	
	Number of Employees	% of Total	Number of Employees	% of Total
Total Farm	4,500	0.1%	342,400	2.1%
Mining and Logging	1,600	0.0	18,600	0.1
Construction	149,300	3.6	867,000	5.2
Manufacturing	311,200	7.4	1,261,000	7.6
Trade, Transportation and Utilities	806,500	19.3	2,982,400	17.9
Information	199,400	4.8	544,000	3.3
Financial Activities	210,000	5.0	816,700	4.9
Professional and Business Services	612,200	14.6	2,651,400	15.9
Educational and Health Services	832,700	19.9	2,786,600	16.8
Leisure and Hospitality	375,500	9.0	1,433,000	8.6
Other Services	125,100	3.0	474,000	2.8
Government	557,200	13.3	2,454,500	14.8
Total ²	4,185,200	100.0%	16,631,600	100.0%

¹ The California Economic Development Department has converted employer records from the Standard Industrial Classification coding system to the North American Industry Classification System.

² Total may not equal sum of parts due to independent rounding.

Note: Based on surveys distributed to employers; not directly comparable to Civilian Labor Force data reported in Table C-2.

Source: California Employment Development Department, Labor Market Information Division. Based on March 2021 Benchmark report released April 15, 2022.

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Personal Income

The U.S. Census Bureau defines personal income as the income received by all persons from all sources, and is the sum of “net earnings,” rental income, dividend income, interest income, and transfer receipts. “Net earnings” is defined as wages and salaries, supplements to wages and salaries, and proprietors’ income, less contributions for government social insurance, before deduction of personal income and other taxes.

The following table sets forth the estimates of personal income and per capita personal income for the County, the State and the United States for 2016 through 2020.

**Table C-4
COUNTY, STATE AND U.S.
PERSONAL INCOME¹**

<u>Year and Area</u>	<u>Personal Income (thousands of dollars)</u>	<u>Per Capita Personal Income (dollars)</u>
2016		
County	\$ 562,665,355	\$55,738
State	2,218,457,774	56,667
United States	16,092,713,000	49,812
2017		
County	\$ 580,826,819	\$ 57,551
State	2,318,644,417	58,942
United States	16,845,028,000	51,811
2018		
County	\$ 602,428,812	\$ 59,874
State	2,431,821,953	61,663
United States	17,681,159,000	54,098
2019		
County	\$ 631,161,849	\$ 63,043
State	2,544,234,978	64,513
United States	18,402,004,000	64,513
2020		
County	\$ 678,829,092	\$ 68,272
State	2,763,311,977	70,192
United States	19,607,447,000	59,510

¹ Last updated: November 16, 2021 - new statistics for 2020; revised statistics for 2016-2019. Source: U.S. Bureau of Economic Analysis, “Table CAINC1 - Personal Income Summary” (accessed March 8, 2022).

Retail Sales

The following table sets forth taxable sales for the County for calendar years 2017 through 2021.

Table C-5
COUNTY OF LOS ANGELES
TAXABLE SALES
(in thousands)

	2017	2018	2019	2020	2021
Motor Vehicle and Parts Dealers	\$18,564,128	\$18,935,861	\$18,954,470	\$18,534,326	\$23,555,049
Home Furnishings and Appliance Stores	7,608,577	7,536,953	7,308,501	6,608,482	8,177,309
Building Material & Garden Equipment & Supplies Dealers	8,033,659	8,446,279	8,698,495	9,556,946	10,450,158
Food and Beverage Stores	6,922,446	7,106,527	7,255,361	7,650,294	7,861,401
Gasoline Stations	10,962,033	12,553,326	12,491,790	8,132,307	12,405,237
Clothing and Clothing Accessories Stores	11,554,711	12,258,410	12,536,982	9,498,705	13,957,944
General Merchandise Stores	12,268,162	12,583,909	12,910,844	12,263,784	14,541,309
Food Services and Drinking Places	23,199,041	24,016,431	25,097,944	17,006,158	23,577,050
Other Retail Group	15,185,803	15,707,358	17,190,290	24,164,972	24,407,441
Total Retail and Food Services	114,298,560	119,145,054	122,444,678	113,415,974	138,932,925
All Other Outlets ¹	45,981,570	48,878,742	49,868,925	44,322,010	53,340,253
TOTAL ALL OUTLETS²	\$160,280,130	\$166,023,796	\$172,313,603	\$157,737,984	\$192,273,178

¹ Primarily manufacturing and wholesale businesses.

² Items may not add to totals due to rounding.

Source: California Department of Tax and Fee Administration, Research and Statistics Division.

APPENDIX D

SUMMARY OF LEGAL DOCUMENTS; DEFINITIONS

APPENDIX E

FORM OF BOND COUNSEL APPROVING OPINION

APPENDIX F

FORM OF CONTINUING DISCLOSURE CERTIFICATE

This Continuing Disclosure Certificate (the “Certificate”) is executed and delivered by the Los Angeles County Metropolitan Transportation Authority (the “Authority”) in connection with the issuance of its \$_____ Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A (the “Series 2022-A Bonds”) pursuant to the terms of the Agreement (as defined herein). The Authority covenants and agrees as follows:

Section 1. Definitions.

“*Agreement*” means, collectively, the Amended and Restated Trust Agreement, dated as of January 1, 2010, as amended, by and between the Authority and U.S. Bank Trust Company, as successor in interest to U.S. Bank National Association, as trustee (the “Trustee”), and the Thirty-Third Supplemental Trust Agreement, dated as of June 1, 2022, by and between the Authority and the Trustee.

“*Annual Information*” means the information specified in Section 4 hereof.

“*EMMA System*” means the MSRB’s Electronic Municipal Market Access system or any successor nationally recognized municipal securities information repositories recognized by the Securities and Exchange Commission for the purposes referred to in Rule 15c2-12.

“*Financial Obligation*” means (i) debt obligation; (ii) derivative instrument entered into in connection with, or pledged as security or a source of payment for, an existing or planned debt obligation; or (iii) guarantee of (i) or (ii). The term Financial Obligation shall not include municipal securities as to which a final official statement has been provided to the MSRB consistent with Rule 15c2-12.

“*Holder*” means any registered owner of Series 2022-A Bonds and any beneficial owner of Series 2022-A Bonds within the meaning of Rule 13d-3 under the Securities Exchange Act of 1934, as amended.

“*Listed Events*” means any of the events listed in Section 5 hereof.

“*MSRB*” means the Municipal Securities Rulemaking Board established in accordance with the provisions of Section 15B(b)(1) of the Securities Exchange Act of 1934, as amended.

“*Official Statement*” means the Official Statement, dated _____, 2022, prepared and distributed in connection with the initial sale of the Series 2022-A Bonds.

“*Rule 15c2-12*” means Rule 15c2-12, as amended through the date of this Certificate, as promulgated by the Securities and Exchange Commission pursuant to the Securities Exchange Act of 1934, as amended.

Section 2. Purpose of the Certificate. This Certificate is being executed and delivered by the Authority pursuant to Rule 15c2-12 for the benefit of the Holders of the Series 2022-A Bonds in order to assist the participating underwriters in complying with Rule 15c2-12.

Section 3. Provision of Annual Information.

(a) The Authority shall, not later than 195 days following the end of each Fiscal Year of the Authority (which Fiscal Year currently ends on June 30) (resulting in a deadline of January 11 of each year), commencing with the report for Fiscal Year ended June 30, 2022 (which is due no later than January 11, 2023), provide to the MSRB through the EMMA System, in an electronic format and accompanied by identifying information all as prescribed by the MSRB, the Annual Information relating to the immediately preceding Fiscal Year that is consistent with the requirements of Section 4 hereof, which Annual Information may be submitted as a single document or as separate documents comprising a package, and may cross-reference other information as provided in Section 4 hereof; provided that any audited financial statements may be submitted separately from the balance of the Annual Information and later than the date required above for the filing of the Annual Information if they are not available by that date. If the Fiscal Year for the Authority changes, the Authority shall give notice of such change in the same manner as for a Listed Event under Section 5(e) hereof.

(b) If in any year, the Authority does not provide the Annual Information to the MSRB by the time specified above, the Authority shall instead timely file a notice to the MSRB through the EMMA System stating that the Annual Information has not been timely completed and, if known, stating the date by which the Authority expects to file the Annual Information.

Section 4. Content of Annual Information. The Annual Information shall contain or incorporate by reference the following:

(a) The audited financial statements of the Authority for the prior Fiscal Year, prepared in accordance with generally accepted accounting principles as in effect from time to time and as applied to governmental units. If the Authority's audited financial statements are not available by the time the Annual Information is required to be filed pursuant to Section 3(a) hereof, the Annual Information shall contain unaudited financial statements and the audited financial statements shall be filed in the same manner as the Annual Information when they become available.

(b) Updated historical information of the type set forth in "TABLE 3—Historical Net Proposition C Sales Tax Revenues, Local Allocations, Pledged Revenues and Debt Service Coverage" of the Official Statement; and

(c) Updated information of the type set forth in "TABLE 6—Los Angeles County Metropolitan Transportation Authority, Combined Proposition C Debt Service Schedule Senior Bonds" of the Official Statement, but only the information in the column entitled "Total Debt Service" and the information under the column entitled "Combined Total Debt Service Senior Bonds" and only to the extent the information in these columns has changed.

Any or all of the items listed above may be included by specific reference to other documents, including official statements of debt issues of the Authority or related public entities, that have been submitted to the MSRB through the EMMA System.

Section 5. Reporting of Listed Events.

(a) The Authority shall give, or cause to be given, notice of the occurrence of any of the following events with respect to the Series 2022-A Bonds not later than ten business days after the occurrence of the event:

1. Principal and interest payment delinquencies;
2. Unscheduled draws on debt service reserves reflecting financial difficulties;
3. Unscheduled draws on credit enhancements reflecting financial difficulties;
4. Substitution of credit or liquidity providers, or their failure to perform;
5. Adverse tax opinions with respect to the tax status of the Series 2022-A Bonds or the issuance by the Internal Revenue Service of proposed or final determination of taxability or of a Notice of Proposed Issue (IRS Form 5701 TEB) with respect to the Series 2022-A Bonds;
6. Tender offers;
7. Defeasances;
8. Rating changes;
9. Bankruptcy, insolvency, receivership or similar event of the Authority; or

Note: For the purposes of the event identified in subparagraph (a)(9), the event is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent or similar officer for the Authority in a proceeding under the U.S. Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the Authority, or if such jurisdiction has been assumed by leaving the existing governmental body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the Authority.

10. Default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a Financial Obligation of the Authority, any of which reflect financial difficulties.

(b) The Authority shall give, or cause to be given, notice of the occurrence of any of the following events with respect to the Series 2022-A Bonds, if material, not later than ten business days after the occurrence of the event:

1. Unless described in paragraph 5(a)(5), adverse tax opinions or other material notices or determinations by the Internal Revenue Service with respect to the tax status of the Series 2022-A Bonds or other material events affecting the tax status of the Series 2022-A Bonds;
2. Modifications to rights of the Owners of the Series 2022-A Bonds;
3. Optional, unscheduled or contingent bond calls;

4. Release, substitution or sale of property securing repayment of the Series 2022-A Bonds;
5. Non-payment related defaults;
6. The consummation of a merger, consolidation, or acquisition involving the Authority or the sale of all or substantially all of the assets of the Authority, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms;
7. Appointment of a successor or additional trustee or the change of name of a trustee; or
8. Incurrence of a Financial Obligation of the Authority, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a Financial Obligation of the Authority, any of which affect security holders.

(c) The Authority shall give, or cause to be given, in a timely manner, notice of a failure to provide the annual financial information on or before the date specified in Section 3(a) hereof, as provided in Section 3 hereof.

(d) Whenever the Authority obtains knowledge of the occurrence of a Listed Event described in Section 5(b) hereof, the Authority shall determine if such event would be material under applicable federal securities laws.

(e) If the Authority learns of an occurrence of a Listed Event described in Section 5(a) hereof, or determines that knowledge of a Listed Event described in Section 5(b) hereof would be material under applicable federal securities laws, the Authority shall within ten business days of occurrence file a notice of such occurrence with the MSRB through the EMMA System in electronic format, accompanied by such identifying information as is prescribed by the MSRB. Notwithstanding the foregoing, notice of the Listed Event described in subsections (a)(7) or (b)(3) need not be given under this subsection any earlier than the notice (if any) of the underlying event is given to Holders of affected Series 2022-A Bonds pursuant to the Agreement.

Section 6. Remedies. If the Authority shall fail to comply with any provision of this Certificate, then any Holder may enforce, for the equal benefit and protection of all Holders similarly situated, by mandamus or other suit or proceeding in law or in equity, this Certificate against the Authority and any of the officers, agents and employees of the Authority, and may compel the Authority or any such officers, agents or employees to perform and carry out their duties under this Certificate; provided that the sole and exclusive remedy for breach of this Certificate shall be an action to compel specific performance of the obligations of the Authority hereunder and no person or entity shall be entitled to recover monetary damages hereunder under any circumstances, and, provided further, that any challenge to the adequacy of any information provided pursuant to Section 4 or 5 hereof may be brought only by the Holders of 25% in aggregate principal amount of the Series 2022-A Bonds at the time outstanding. A failure by the Authority to comply with the provisions of this Certificate shall not constitute an Event of Default under the Agreement.

Section 7. Parties in Interest. This Certificate is executed and delivered solely for the benefit of the Holders. No other person shall have any right to enforce the provisions hereof or any other rights hereunder.

Section 8. Amendment. Without the consent of any Holders of Series 2022-A Bonds, the Authority at any time and from time to time may enter into any amendments or changes to this Certificate for any of the following purposes:

- (a) to comply with or conform to any changes in Rule 15c2-12 or any authoritative interpretations thereof by the Securities and Exchange Commission or its staff (whether required or optional);
- (b) to add a dissemination agent for the information required to be provided hereby and to make any necessary or desirable provisions with respect thereto;
- (c) to evidence the succession of another person to the Authority and the assumption by any such successor of the covenants of the Authority hereunder;
- (d) to add to the covenants of the Authority for the benefit of the Holders, or to surrender any right or power herein conferred upon the Authority; or
- (e) to modify the contents, presentation and format of the Annual Information from time to time as a result of a change in circumstances that arises from a change in legal requirements, change in law, or change in the identity, nature or status of the Authority, or type of business conducted; provided that (i) the certificate, as amended, would have complied with the requirements of Rule 15c2-12 at the time of the offering of the Series 2022-A Bonds, after taking into account any amendments or authoritative interpretations of the Rule, as well as any change in circumstances; and (ii) the amendment or change does not materially impair the interests of Holders, as determined either by a party unaffiliated with the Authority (such as bond counsel), or by the vote or consent of Holders of a majority in outstanding principal amount of the Series 2022-A Bonds on or prior to the time of such amendment or change.

Section 9. Termination of Obligation. This Certificate shall remain in full force and effect until such time as all principal of and interest on the Series 2022-A Bonds shall have been paid in full or legally defeased pursuant to the Agreement. Upon any such legal defeasance, the Authority shall provide notice of such defeasance to the EMMA System. Such notice shall state whether the Series 2022-A Bonds have been defeased to maturity or to redemption and the timing of such maturity or redemption.

Section 10. Governing Law. THIS CERTIFICATE SHALL BE GOVERNED BY THE LAWS OF CALIFORNIA DETERMINED WITHOUT REGARD TO PRINCIPLES OF CONFLICT OF LAW.

IN WITNESS WHEREOF, the undersigned has executed this Continuing Disclosure Certificate this [●] day of June, 2022.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By: _____
Name _____
Title _____

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APPENDIX G

BOOK-ENTRY-ONLY SYSTEM

Introduction

Unless otherwise noted, the information contained under the subcaption “—General” below has been provided by DTC. LACMTA makes no representations as to the accuracy or completeness of such information. Further, LACMTA undertakes no responsibility for and makes no representations as to the accuracy or the completeness of the content of such material contained on DTC’s websites as described under “—General,” including, but not limited to, updates of such information or links to other Internet sites accessed through the aforementioned websites. The beneficial owners of the Series 2022-A Bonds should confirm the following information with DTC, the Direct Participants or the Indirect Participants.

NEITHER LACMTA NOR THE TRUSTEE WILL HAVE ANY RESPONSIBILITY OR OBLIGATION TO DIRECT PARTICIPANTS, TO INDIRECT PARTICIPANTS OR TO ANY BENEFICIAL OWNER WITH RESPECT TO (A) THE ACCURACY OF ANY RECORDS MAINTAINED BY DTC, ANY DIRECT PARTICIPANT OR ANY INDIRECT PARTICIPANT; (B) ANY NOTICE THAT IS PERMITTED OR REQUIRED TO BE GIVEN TO THE OWNERS OF THE SERIES 2022-A BONDS UNDER THE AGREEMENT; (C) THE SELECTION BY DTC OR ANY DIRECT PARTICIPANT OR INDIRECT PARTICIPANT OF ANY PERSON TO RECEIVE PAYMENT IN THE EVENT OF A PARTIAL REDEMPTION OF THE SERIES 2022-A BONDS; (D) THE PAYMENT BY DTC OR ANY DIRECT PARTICIPANT OR INDIRECT PARTICIPANT OF ANY AMOUNT TO THE OWNERS OF THE SERIES 2022-A BONDS; (E) ANY CONSENT GIVEN OR OTHER ACTION TAKEN BY DTC AS THE OWNER OF SERIES 2022-A BONDS; OR (F) ANY OTHER MATTER REGARDING DTC.

General

The Depository Trust Company (“DTC”), New York, New York, will act as securities depository for the Series 2022-A Bonds. The Series 2022-A Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC’s partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully registered Bond certificate will be issued for each maturity of the Series 2022-A Bonds, each in the aggregate principal amount of such maturity, and will be deposited with DTC or held by the Trustee.

DTC, the world’s largest securities depository, is a limited-purpose trust company organized under the New York Banking Law, a “banking organization” within the meaning of the New York Banking Law, a member of the Federal Reserve System, a “clearing corporation” within the meaning of the New York Uniform Commercial Code, and a “clearing agency” registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC’s participants (“Direct Participants”) deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants’ accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation (“DTCC”). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others

such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly (“Indirect Participants”). DTC has a Standard & Poor’s rating of “AA+.” The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com.

Purchases of the Series 2022-A Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Series 2022-A Bonds on DTC’s records. The ownership interest of each actual purchaser of each Series 2022-A Bond (“Beneficial Owner”) is in turn to be recorded on the Direct and Indirect Participants’ records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Series 2022-A Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in the Series 2022-A Bonds, except in the event that use of the book-entry system for the Series 2022-A Bonds is discontinued.

To facilitate subsequent transfers, all Series 2022-A Bonds deposited by Direct Participants with DTC are registered in the name of DTC’s partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of the Series 2022-A Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Series 2022-A Bonds; DTC’s records reflect only the identity of the Direct Participants to whose accounts such Series 2022-A Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of Series 2022-A Bonds may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the Series 2022-A Bonds, such as redemptions, tenders, defaults and proposed amendments to the Series 2022-A Bond documents. For example, Beneficial Owners of Series 2022-A Bonds may wish to ascertain that the nominee holding the Series 2022-A Bonds for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of the notices be provided directly to them.

While the Series 2022-A Bonds are in the book-entry-only system, redemption notices will be sent to DTC. If less than all of the Series 2022-A Bonds within a maturity are being redeemed, DTC’s practice is to determine by lot the amount of the interest of each Direct Participant in such maturity to be redeemed.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Series 2022-A Bonds unless authorized by a Direct Participant in accordance with DTC’s MMI Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to LACMTA as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.’s consenting or voting rights to those Direct Participants to whose accounts the Series 2022-A Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Principal of and interest payments on the Series 2022-A Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC’s practice is to

credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detail information from LACMTA or the Trustee, on payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC, LACMTA, or the Trustee, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of principal and interest to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of LACMTA or the Trustee, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as depository with respect to the Series 2022-A Bonds at any time by giving reasonable notice to LACMTA or the Trustee. Under such circumstances, in the event that a successor depository is not obtained, Series 2022-A Bond certificates are required to be printed and delivered.

LACMTA may decide to discontinue use of the system of book-entry-only transfers through DTC (or a successor securities depository). In that event, Series 2022-A Bond certificates will be printed and delivered to DTC.

The information in this APPENDIX G concerning DTC and DTC's book-entry system has been obtained from sources that LACMTA believes to be reliable, but LACMTA takes no responsibility for the accuracy thereof.

BENEFICIAL OWNERS WILL NOT RECEIVE PHYSICAL DELIVERY OF SERIES 2022-A BONDS AND WILL NOT BE RECOGNIZED BY THE TRUSTEE AS OWNERS THEREOF, AND BENEFICIAL OWNERS WILL BE PERMITTED TO EXERCISE THE RIGHTS OF OWNERS ONLY INDIRECTLY THROUGH DTC AND THE PARTICIPANTS.

In the event that the book-entry-only system is discontinued, payments of principal of and interest on the Series 2022-A Bonds will be payable as described in the front part of this Official Statement under the caption "DESCRIPTION OF THE SERIES 2022-A BONDS—General."

PURCHASE CONTRACT

**[\$[Principal Amount]
Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A**

[Pricing Date]

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 21st Floor
Los Angeles, CA 90012

Ladies and Gentlemen:

The undersigned, [Lead Senior Underwriter] (the “**Representative**”), on its own behalf and on behalf of the other underwriters listed on the signature page hereof (collectively with the Representative, the “**Underwriters**”), offers to enter into this Purchase Contract (this “**Purchase Contract**”) with the Los Angeles County Metropolitan Transportation Authority (the “**Authority**”). The offer made hereby is subject to the written acceptance by the Authority, and delivery of an executed counterpart of this Purchase Contract to the Representative at or before 11:59 p.m., California time, on or before the date hereof, and, if not so accepted, will be subject to withdrawal by the Representative upon notice delivered to the Deputy Executive Officer, Finance of the Authority at any time before acceptance. Upon acceptance and delivery of such acceptance to the Representative, this Purchase Contract shall be in full force and effect in accordance with its terms and shall be binding upon the Authority and the Underwriters. All capitalized terms used herein and not otherwise defined shall have the meanings given to such terms in the Amended and Restated Trust Agreement, dated as of January 1, 2010, as amended and supplemented (the “**Trust Agreement**”), by and between the Authority and U.S. Bank National Association, as trustee (the “**Trustee**”), and the Thirty-Third Supplemental Trust Agreement, to be dated as of June 1, 2022 (the “**Thirty-Third Supplemental Trust Agreement**,” and, together with the Trust Agreement, the “**Agreement**”) by and between the Authority and the Trustee.

Section 1. Purchase and Sale of the Series 2022A Bonds. Subject to the terms and conditions and in reliance upon the representations, warranties, covenants and agreements hereinafter set forth, the Underwriters, jointly and severally, hereby agree to purchase from the Authority, and the Authority agrees to sell to the Underwriters, all (but not less than all) of the \$[Principal Amount] Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A (the “**Series 2022A Bonds**”).

The Underwriters agree to purchase the Series 2022A Bonds at the aggregate purchase price of \$[Purchase Price] (representing the principal amount of the Series 2022A Bonds of \$[Principal Amount], plus a [net] original issue premium of \$[OIP], less an Underwriters’ discount of \$[UW Discount]) (the “**Purchase Price**”).

The Underwriters have designated the Representative to act as their representatives, and the Representative hereby represents that they are duly authorized to execute this Purchase Contract for and on behalf of the Underwriters.

Section 2. The Series 2022A Bonds. The Series 2022A Bonds shall be issued pursuant to and in accordance with the provisions of Chapter 5 of Division 12 of the Public Utilities Code of the State of California (the “*Act*”), Ordinance No. 49, adopted by the Los Angeles County Transportation Commission (the predecessor to the Authority) on August 8, 1990 and approved by the voters of Los Angeles County, California on November 6, 1990 (“*Proposition C*”), the Resolution (as hereinafter defined) and the Agreement.

The Series 2022A Bonds shall be substantially in the form described in, shall be issued and secured under the provisions of, and shall be payable as provided in the Agreement. The Series 2022A Bonds shall be limited obligations of the Authority payable solely from and secured by a first lien on and pledge of Pledged Revenues, and shall be additionally payable from certain other amounts, all as provided under the Agreement. Neither the faith and credit nor the taxing power of the County of Los Angeles, the State of California (the “*State*”) or any political subdivision or public agency thereof, other than the Authority to the extent of the Pledged Revenues and certain other amounts held by the Trustee under the Agreement, is pledged to the payment of the principal of and interest on, the Series 2022A Bonds.

The Series 2022A Bonds shall be issued in fully registered form without coupons in denominations of \$5,000 and integral multiples thereof. The Series 2022A Bonds shall be dated their date of delivery and shall mature, subject to prior redemption, in the principal amounts on the dates and shall bear interest at the rates payable on the dates, as shown on Schedule I hereto.

The proceeds from the sale of the Series 2022A Bonds will be used by the Authority to (a) together with other available funds, refund and defease all or a portion of its outstanding Proposition C Sales Tax Refunding Revenue Bonds, Senior Bonds, Series 2012-A Bonds and Proposition C Sales Tax Refunding Revenue Bonds, Senior Bonds, Series 2012-B Bonds (the portion so refunded, the “*Refunded Bonds*”) and (b) pay the costs of issuance of the Series 2022A Bonds. To provide for the defeasance of the Refunded Bonds, a portion of the proceeds of the Series 2022A Bonds [and other available funds] will be deposited into the escrow fund created under an Escrow Agreement, dated as of (the “*Escrow Agreement*”), by and between the Authority and U.S. Bank National Association, as escrow agent thereunder (the “*Escrow Agent*”).

Section 3. Offering. It shall be a condition to the Authority’s obligations to sell and deliver the Series 2022A Bonds to the Underwriters, and a condition to the Underwriters’ obligations to purchase, accept delivery of and pay for the Series 2022A Bonds, that the entire aggregate principal amount of the Series 2022A Bonds referred to in Section 1 hereof shall be issued, sold and delivered by the Authority and purchased, accepted and paid for by the Underwriters at the Closing (defined herein).

The Underwriters agree to make a *bona fide* public offering of all the Series 2022A Bonds, at prices not in excess of the initial public offering prices or at yields not lower than the yields set forth on the inside cover page of the Official Statement (as hereinafter defined); provided that the Underwriters reserve the right from time to time as the Underwriters, in their sole discretion, deem

necessary or desirable, to offer and sell the Series 2022A Bonds to certain dealers (including dealers depositing the Series 2022A Bonds into investment trusts) and others at prices lower than the initial offering prices or at yields higher than the initial yields set forth on the inside cover page of the Official Statement (but in all respects, subject to the provisions of Section 3 hereof). The Authority has authorized the use by the Underwriters, in connection with the public offering and sale of the Series 2022A Bonds, of the Resolution, the Agreement, the Continuing Disclosure Certificate (as hereinafter defined) and this Purchase Contract and any supplements or amendments thereto, and the Preliminary Official Statement (as hereinafter defined) and the Official Statement and the information contained in each of such documents (including the appendices thereto).

Section 4. Establishment of Issue Price.

(a) The Representative, on behalf of the Underwriters, agree to assist the Authority in establishing the issue price of Series 2022A Bonds and shall execute and deliver to the Authority at Closing an “issue price” or similar certificate, together with the supporting pricing wires or equivalent communications, substantially in the form attached hereto as Appendix A, with such modifications as may be appropriate or necessary, in the reasonable judgment of the Representative, the Authority and Bond Counsel (as hereinafter defined), to accurately reflect, as applicable, the sales price or prices or the initial offering price or prices to the public of Series 2022A Bonds.

(b) [Except for the Hold-the-Price Maturities described in subsection (c) below and Schedule I attached hereto,] the Authority will treat the first price at which 10% of each maturity of Series 2022A Bonds (the “**10% test**”) is sold to the public as the issue price of that maturity. Schedule I attached hereto sets forth the maturities of the Series 2022A Bonds for which the 10% test has been satisfied as of the date of this Purchase Contract (the “**10% Test Maturities (Sale Date)**”) and the prices at which the Underwriters have sold such 10% Test Maturities (Sale Date) to the public.

[If at that time the 10% test has not been satisfied as to any maturity of the Series 2022A Bonds, the Representative agree to promptly report to the Authority the prices at which each such maturity of the Series 2022A Bonds have been sold by the Underwriters to the public. That reporting obligation shall continue for each such maturity of the Series 2022A Bonds, whether or not the Closing Date (as hereinafter defined) has occurred, until either (i) all Series 2022A Bonds of that maturity have been sold, or (ii) the 10% test has been satisfied as to Series 2022A Bonds of that maturity, provided that the Underwriters’ reporting obligation after the Closing Date may be at reasonable periodic intervals or otherwise upon request of the Representative, the Authority or Bonds Counsel. Schedule I attached hereto sets forth, as of the date of this Purchase Contract, the maturities of the Series 2022A Bonds that are neither 10% Test Maturities (Sale Date) nor Hold-the-Price Maturities (the “**10% Test Maturities (Closing Date)**,” and together with the 10% Test Maturities (Sale Date), the “**10% Test Maturities**”).]

For purposes of this Section, if Series 2022A Bonds mature on the same date but have different interest rates, each separate CUSIP number within that maturity will be treated as a separate maturity of the Series 2022A Bonds.

(c) [With respect to the maturities of the Series 2022A Bonds that are not 10% Test Maturities, as described in Schedule I attached hereto (the “**Hold-the-Price Maturities**”), the Representative confirm that the Underwriters have offered such maturities of the Series 2022A Bonds to the public on or before the date of this Purchase Contract at the offering price or prices (the “**initial offering price**”), or at the corresponding yield or yields, set forth in Schedule I attached hereto. The Authority and the Representative, on behalf of the Underwriters, agree that the restrictions set forth in the next sentence shall apply to the Hold-the-Price Maturities, which will allow the Authority to treat the initial offering price to the public of each such maturity as of the sale date as the issue price of that maturity (the “**hold-the-offering-price rule**”). So long as the hold-the-offering-price rule remains applicable to any maturity of the Hold-the-Price Maturities, the Underwriters will neither offer nor sell unsold Series 2022A Bonds of such maturity of the Hold-the-Price Maturities to any person at a price that is higher than the initial offering price to the public during the period starting on the sale date and ending on the earlier of the following:

- (i) the close of the fifth (5th) business day after the sale date; or
- (ii) the date on which the Underwriters have sold at least 10% of that maturity of the Hold-the-Price Maturities to the public at a price that is no higher than the initial offering price to the public.

The Representative will advise the Authority promptly after the close of the fifth (5th) business day after the sale date whether it has sold 10% of each maturity of the Hold-the-Price Maturities to the public at a price that is no higher than the initial offering price to the public.]

(d) The Representative confirms that:

(i) any agreement among underwriters, any selling group agreement and each third-party distribution agreement (to which the Representative are a party) relating to the initial sale of the Series 2022A Bonds to the public, together with the related pricing wires, contains or will contain language obligating each Underwriter, each dealer who is a member of the selling group, and each broker-dealer that is a party to such third-party distribution agreement, as applicable,

(A) (1) to report the prices at which it sells to the public the unsold Series 2022A Bonds of each maturity allocated to it, whether or not the Closing Date (as hereinafter defined) has occurred, until either all Series 2022A Bonds of that maturity allocated to it have been sold or it is notified by the Representative that the 10% test has been satisfied as to the Series 2022A Bonds of that maturity, provided that, the reporting obligation after the Closing Date may be at reasonable periodic intervals or otherwise upon request of the Representative, and (2) to comply with the hold-the-offering-price rule, if applicable, if and for so long as directed by the Representative and as set forth in the related pricing wires,

(B) to promptly notify the Representative of any sales of Series 2022A Bonds that, to its knowledge, are made to a purchaser who is a related party to an underwriter participating in the initial sale of the Series 2022A Bonds to the public, and

(C) to acknowledge that, unless otherwise advised by the Underwriter, dealer or broker-dealer, the Representative shall assume that each order submitted by the Underwriter, dealer or broker-dealer is a sale to the public.

(ii) any agreement among underwriters or selling group agreement relating to the initial sale of the Series 2022A Bonds to the public, together with the related pricing wires, contains or will contain language obligating each Underwriter or dealer that is a party to a third-party distribution agreement to be employed in connection with the initial sale of the Series 2022A Bonds to the public to require each broker-dealer that is a party to such third-party distribution agreement to (A) report the prices at which it sells to the public the unsold Series 2022A Bonds of each maturity allocated to it, whether or not the Closing Date has occurred, until either all Series 2022A Bonds of that maturity allocated to it have been sold or it is notified by the Representative or such Underwriter or dealer that the 10% test has been satisfied as to the Series 2022A Bonds of that maturity, provided that, the reporting obligation after the Closing Date may be at reasonable periodic intervals or otherwise upon request of the Representative or such Underwriter or dealer, and (B) comply with the hold-the-offering-price rule, if applicable, if and for so long as directed by the Representative or the Underwriter or the dealer and as set forth in the related pricing wires.

(e) The Authority acknowledges that, in making the representations set forth in this section, the Representative will rely on (i) the agreement of each Underwriter to comply with the requirements for establishing issue price of the Series 2022A Bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Series 2022A Bonds, as set forth in an agreement among underwriters and the related pricing wires, (ii) in the event a selling group has been created in connection with the initial sale of the Series 2022A Bonds to the public, the agreement of each dealer who is a member of the selling group to comply with the requirements for establishing issue price of the Series 2022A Bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Series 2022A Bonds, as set forth in a selling group agreement and the related pricing wires, and (iii) in the event that an Underwriter or dealer who is a member of the selling group is a party to a third-party distribution agreement that was employed in connection with the initial sale of the Series 2022A Bonds to the public, the agreement of each broker-dealer that is a party to such agreement to comply with the requirements for establishing issue price of the Series 2022A Bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Series 2022A Bonds, as set forth in the third-party distribution agreement and the related pricing wires. The Authority further acknowledges that each Underwriter shall be solely liable for its failure to comply with its agreement regarding the requirements for establishing issue price of the Series 2022A Bonds,

including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Series 2022A Bonds, and that no Underwriter shall be liable for the failure of any other Underwriter, or of any dealer who is a member of a selling group, or of any broker-dealer that is a party to a third-party distribution agreement, to comply with its corresponding agreement to comply with the requirements for establishing issue price of the Series 2022A Bonds, including, but not limited to, its agreement to comply with the hold-the-offering-price rule, if applicable to the Series 2022A Bonds.

(f) The Underwriters acknowledge that sales of any Series 2022A Bonds to any person that is a related party to an underwriter participating in the initial sale of the Series 2022A Bonds to the public (each such term being used as defined below) shall not constitute sales to the public for purposes of this section. Further, for purposes of this section:

(i) “public” means any person (including an individual, trust, estate, partnership, association, company or corporation) other than an underwriter or a related party to an underwriter,

(ii) “underwriter” means (A) any person that agrees pursuant to a written contract with the Authority (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of Series 2022A Bonds to the public and (B) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (A) to participate in the initial sale of Series 2022A Bonds to the public (including a member of a selling group or a party to a third-party distribution agreement participating in the initial sale of Series 2022A Bonds to the public),

(iii) a purchaser of any of the Series 2022A Bonds is a “related party” to an underwriter if the underwriter and the purchaser are subject, directly or indirectly, to (A) more than 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (B) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (C) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other), and,

(iv) “sale date” means the date of execution of this Purchase Contract by all parties.

Section 5. Use of Preliminary Official Statement and Official Statement; Continuing Disclosure. The Authority has heretofore delivered to the Underwriters the Preliminary Official Statement dated [POS Date], relating to the Series 2022A Bonds (as disseminated in its printed physical form or in electronic form in all respects materially consistent with such physical form, the “*Preliminary Official Statement*”), which the Authority has deemed

final as of its date, except for the omission of such information as is permitted to be omitted in accordance with paragraph (b)(1) of Rule 15c2-12 promulgated under the Securities Exchange Act of 1934, as amended (“**Rule 15c2-12**”). The Authority shall prepare and deliver to the Underwriters, as promptly as practicable, but in no event later than seven business days from the date hereof and at least two business days prior to the Closing Date, whichever occurs first, a final official statement, with such changes and amendments as may be agreed to by the Representative (such official statement, including the cover page, the inside cover page and appendices thereto, and as disseminated in its printed physical form or in electronic form in all respects materially consistent with such physical form is herein referred to as the “**Official Statement**”), in “the designated electronic format” (as defined in Rule G-32 of the MSRB (herein defined)), in order to permit the Underwriters to comply with paragraph (b)(4) of Rule 15c2-12 and the rules of the Municipal Securities Rulemaking Board. The Authority hereby ratifies, confirms and approves the use and distribution by the Underwriters prior to the date hereof of the Preliminary Official Statement and hereby authorizes the Underwriters to use and distribute the Official Statement, the Agreement and this Purchase Contract, and all information contained in each, and all other documents, certificates and statements furnished by the Authority to the Underwriters with respect to the transactions contemplated by this Purchase Contract, in connection with the offer and sale of the Series 2022A Bonds. The Representative agree to promptly file a copy of the Official Statement, including any supplements prepared by the Authority, with the Municipal Securities Rulemaking Board and a nationally recognized municipal securities information repository.

The Authority will undertake pursuant to a Continuing Disclosure Certificate, to be dated as of the date of issuance of the Series 2022A Bonds (the “**Continuing Disclosure Certificate**”), to provide certain annual financial and operating information and certain material event notices. A description of this undertaking will be set forth in the Official Statement.

Section 6. Representations, Warranties and Covenants of the Authority. The Authority represents, warrants and covenants to the Underwriters (and it shall be a condition of the obligation of the Underwriters to purchase and accept delivery of the Series 2022A Bonds) that the representations and warranties contained herein shall be true and correct on the date hereof and on the Closing Date, as if made on and at the Closing. The Authority represents, warrants, covenants and agrees that:

(a) The Authority is, and will be on the Closing Date, a county transportation commission or a political subdivision that has the powers granted to a county transportation commission as of the date hereof, duly organized and validly existing under the laws of the State, with full legal right, powers and authority to issue the Series 2022A Bonds pursuant to the Act.

(b) The Authority has or had at the time of execution or adoption, as applicable, full legal right, power and authority to (i) execute this Purchase Contract, (ii) execute the Agreement, the Escrow Agreement and the Continuing Disclosure Certificate (collectively, the “**Authority Documents**”); (iii) adopt the resolution entitled “RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE ISSUANCE AND SALE OF ONE OR MORE SERIES OF ITS LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY PROPOSITION C SALES TAX REVENUE REFUNDING BONDS, APPROVING THE

EXECUTION AND DELIVERY OF A SUPPLEMENTAL TRUST AGREEMENT, CONTINUING DISCLOSURE CERTIFICATE, NOTICE OF INTENTION TO SELL BONDS, NOTICE INVITING BIDS, BOND PURCHASE AGREEMENT, AS APPLICABLE, ESCROW AGREEMENT, PRELIMINARY AND FINAL OFFICIAL STATEMENT, AND THE TAKING OF ALL OTHER ACTIONS NECESSARY IN CONNECTION THEREWITH,” which was adopted by the Board of Directors of the Authority on April __, 2022 (the “**Resolution**”); (iv) deliver the Preliminary Official Statement and execute and deliver the Official Statement; (v) sell, issue and deliver the Series 2022A Bonds to the Underwriters as provided herein; and (vi) carry out and consummate the transactions contemplated by this Purchase Contract, the Authority Documents, the Resolution and the Official Statement.

(c) The Authority has complied, and will at Closing be in compliance in all respects, with the terms of the Act and the Resolution and with its obligations in connection with the issuance of the Series 2022A Bonds as contained in the Series 2022A Bonds, this Purchase Contract and the Authority Documents.

(d) By all necessary official action, the Authority has duly adopted the Resolution, has duly authorized and approved the Official Statement and the delivery thereof to the Underwriters, has duly authorized and approved the execution and delivery of, and the performance by the Authority of the obligations in connection with the issuance of the Series 2022A Bonds on its part contained in the Series 2022A Bonds, this Purchase Contract and the Authority Documents and the consummation by it of all other transactions contemplated by this Purchase Contract and the Authority Documents in connection with the issuance of the Series 2022A Bonds; and this Purchase Contract and each of the Authority Documents, upon execution and delivery thereof, will constitute the legal, valid and binding obligations of the Authority, enforceable in accordance with their respective terms, subject to applicable bankruptcy, insolvency and similar laws affecting creditors’ rights generally and subject, as to enforceability, to general principles of equity (regardless of whether enforcement is sought in a proceeding in equity or at law), to limitations on remedies imposed in actions against public entities in the State and to any principles of law or public policy limiting the enforceability of indemnification provisions or the waiver of jury trial.

(e) To the best knowledge of the Authority, after reasonable investigation, (i) the Authority is not in breach of or default in any material respect under any applicable constitutional provision, law or administrative regulation of the State or the United States or any applicable judgment or decree or any loan agreement, indenture, bond, note, ordinance, agreement or other instrument to which the Authority is a party or to which the Authority or any of its property or assets is otherwise subject, which would materially adversely affect the financial position or operations of the Authority or the ability of the Authority to pay principal and interest on the Bonds (as defined in the Trust Agreement) as and when due, or to perform its obligations under the Authority Documents or this Purchase Contract; and (ii) no event has occurred and is continuing which, with the passage of time or the giving of notice, or both, would constitute a material default or event of default under any such instrument, which would materially adversely affect the financial position or operations of the Authority or the ability of the Authority to pay principal of

and interest on the Bonds as and when due. To the best knowledge of the Authority, after reasonable investigation, the execution and delivery of the Series 2022A Bonds, this Purchase Contract and the Authority Documents and the adoption of the Resolution and compliance with the provisions on the Authority's part contained in this Purchase Contract, the Series 2022A Bonds and the Authority Documents, will not materially conflict with or constitute a material breach of or default under any constitutional provision, law, administrative regulation, judgment, decree, loan agreement, indenture, bond, note, ordinance, agreement or other instrument to which the Authority is a party or to which the Authority or any of its property or assets is otherwise subject, nor will any such execution, delivery, adoption or compliance result in the creation or imposition of any lien, charge or other security interest or encumbrance of any nature whatsoever upon any of the property or assets of the Authority or under the terms of any such law, regulation or instrument, except as provided by the Series 2022A Bonds, this Purchase Contract and the Authority Documents.

(f) When delivered to and paid for by the Underwriters on the Closing Date in accordance with the provisions of this Purchase Contract, the Series 2022A Bonds will have been duly authorized, executed and delivered and will constitute valid and binding limited obligations of the Authority in conformity with and entitled to the benefit and security of the Agreement enforceable in accordance with their terms, except as enforcement may be limited by bankruptcy, insolvency, reorganization, moratorium or similar laws or equitable principles relating to or affecting creditors rights generally, by the application of equitable principles if equitable remedies are sought, and by limitations on remedies imposed in actions against public entities in the State.

(g) All authorizations, approvals, licenses, permits, consents and orders of any governmental authority, legislative body, board, agency or commission having jurisdiction over the matter which are required for the due authorization of, which would constitute a condition precedent to or the absence of which would materially adversely affect the due performance by the Authority of its obligations in connection with the issuance, sale and delivery of the Series 2022A Bonds under this Purchase Contract and the Agreement have been duly obtained, except for such approvals, consents and orders as may be required under the Blue Sky or securities laws of any state in connection with the offering and sale of the Series 2022A Bonds; and, except as described in or contemplated by the Official Statement, all authorizations, approvals, licenses, permits, consents and orders of any governmental authority, board, agency or commission having jurisdiction in the matter which are required for the due authorization of, which would constitute a condition precedent to or the absence of which would materially adversely affect the due performance by the Authority of its respective obligations under this Purchase Contract and the Authority Documents have been duly obtained.

(h) On the date hereof and at the Closing, the Authority will be in compliance with the covenants and agreements contained in this Purchase Contract and the Authority Documents, and no event of default and no event which, with the lapse of time or giving of notice, or both, would constitute an event of default thereunder, shall have occurred and be continuing.

(i) As of the date hereof, there is no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, government agency, public board or body, pending or, to the best knowledge of the Authority, threatened against the Authority, affecting the corporate existence of the Authority or the titles of its officers to their respective offices, or affecting or seeking to prohibit, restrain or enjoin the sale, issuance or delivery of the Series 2022A Bonds or the levy or collection by the Authority of the Proposition C Sales Tax or application of the Pledged Revenues or other money to be pledged to pay the principal of and interest on the Series 2022A Bonds, or contesting or affecting as to the Authority the validity or enforceability of the Act, the Series 2022A Bonds, the Resolution, this Purchase Contract or any Authority Documents, or contesting the tax-exempt status of interest on the Series 2022A Bonds, or contesting the completeness or accuracy of the Official Statement or any supplement or amendment thereto, or contesting the powers of the Authority or any authority for the issuance of the Series 2022A Bonds, the adoption of the Resolution, the collection of the Proposition C Sales Tax, the pledge of the Pledged Revenues or the execution and delivery by the Authority of this Purchase Contract or any Authority Document, nor, to the best knowledge of the Authority, is there any basis for any such action, suit, proceeding, inquiry or investigation, wherein an unfavorable decision, ruling or finding would affect in any way the validity or enforceability of the Act as to the Authority or materially and adversely affect the authorization, execution, delivery or performance by the Authority of the Series 2022A Bonds, any Authority Document or this Purchase Contract, the collection of the Proposition C Sales Tax or the pledge of the Pledged Revenues or the adoption of the Resolution.

(j) The Series 2022A Bonds, when issued, will conform in all material respects to the description thereof contained in the Preliminary Official Statement and the Official Statement under the captions “DESCRIPTION OF THE SERIES 2022-A BONDS” and “APPENDIX D—SUMMARY OF LEGAL DOCUMENTS; DEFINITIONS”; the proceeds of the Series 2022A Bonds, when issued, will be applied generally as described in the Preliminary Official Statement and the Official Statement under the captions “INTRODUCTION—Purpose of the Series 2022A Bonds” and “PLAN OF REFUNDING AND APPLICATION OF THE SERIES 2022-A BOND PROCEEDS;” and the Authority Documents conform in all material respects to the descriptions thereof contained in the Preliminary Official Statement and the Official Statement.

(k) The Preliminary Official Statement (other than information allowed to be omitted by Rule 15c2-12), as of its date and as of the date hereof, did not and does not contain any untrue statement of a material fact or omit to state a material fact necessary in order to make the statements therein, in the light of the circumstances under which they were made, not misleading (excluding therefrom the information contained under the caption “UNDERWRITING” and under “APPENDIX G—BOOK-ENTRY-ONLY SYSTEM” as to which no representations or warranties are made).

(l) The financial statements of the Authority as of June 30, 2021, attached to the Official Statement as Appendix B, fairly represent the revenues, expenditures, assets, liabilities and fund balances of such amounts and, insofar as presented, other funds of the Authority as of the dates and for the periods therein set forth. Except as disclosed in the Official Statement or otherwise disclosed in writing to the Representative, there has not

been any materially adverse change in the financial condition of the Authority or in its operations since June 30, 2021 and there has been no occurrence, circumstance or combination thereof which is reasonably expected to result in any such materially adverse change.

(m) At all times upon the delivery thereof and subsequent to the date of delivery thereof (up to and including the Closing Date), the Official Statement, as supplemented and amended, did not and will not, except for brief periods between changes in any relevant circumstances and the timely amendment or supplement of the Official Statement to reflect such change, contain any untrue statement of a material fact or omit to state a material fact necessary in order to make the statements made therein, in the light of the circumstances under which they were made, not misleading (excluding therefrom the information contained under the caption “UNDERWRITING” and under “APPENDIX G—BOOK-ENTRY-ONLY SYSTEM” as to which no representations or warranties are made).

(n) If, subsequent to the date hereof and prior to the Closing, an event occurs affecting the Authority which is materially adverse for the purpose for which the Official Statement, as then supplemented or amended, is to be used and such event is not disclosed in the Official Statement, the Authority shall notify the Representative and if in the mutual opinion of the Authority and the Representative such event requires a supplement or amendment to the Official Statement, the Authority will supplement or amend the Official Statement in a form and manner approved by the Representative.

(o) After the Closing, the Authority will not participate in the delivery of any amendment of or supplement to the Official Statement, to which, after being furnished with a copy, the Representative shall reasonably object in writing and which shall be disapproved by the Representative, [Underwriters’ Counsel], counsel to the Underwriters (“*Underwriters’ Counsel*”), Hawkins Delafield & Wood LLP, as bond counsel to the Authority (“*Bond Counsel*”) or Kutak Rock LLP, as disclosure counsel to the Authority (“*Disclosure Counsel*”) and if any event relating to or affecting the Authority shall occur during the period through and including the twenty-fifth day after the “underwriting period” (as defined in Rule 15c2-12) as a result of which it is necessary, in the opinion of the Authority, the Representative, or their respective counsel, to amend or supplement the Official Statement in order to make the Official Statement not misleading in the light of the circumstances existing at the time it is delivered to a prospective purchaser, the Authority will forthwith prepare and furnish to the Underwriters (at the expense of the Authority), a reasonable number of copies of an amendment of or supplement to the Official Statement (in form and substance satisfactory to Underwriters’ Counsel, Bond Counsel and Disclosure Counsel) which will amend or supplement the Official Statement so that it will not contain an untrue statement of a material fact or omit to state a material fact necessary in order to make the statements therein, in the light of the circumstances existing at the time the Official Statement is delivered to prospective purchasers, not misleading.

(p) If the information contained in the Official Statement is amended or supplemented pursuant to Section 6(o) hereof, at the time of each supplement or amendment thereto and (unless subsequently supplemented or amended pursuant to such

clause) at all times subsequent thereto up to and including 25 days after the end of the “underwriting period,” the Official Statement, as supplemented and amended, will not, except for brief periods between changes in any relevant circumstances and the timely amendment or supplement of the Official Statement to reflect such change, contain any untrue statement of a material fact or omit to state a material fact necessary in order to make the statements made therein, in the light of the circumstances under which they were made, not misleading (excluding therefrom the information contained under the caption “UNDERWRITING” and under “APPENDIX G—BOOK-ENTRY-ONLY SYSTEM” as to which no representations or warranties are made).

(q) The Authority will furnish such information, execute such instruments and take such other action not inconsistent with applicable law in cooperation with the Underwriters as the Representative may deem necessary in order (i) to qualify the Series 2022A Bonds for offer and sale under the Blue Sky or other securities laws and regulations of such states and other jurisdictions of the United States of America as the Representative may designate; and (ii) to determine the eligibility of the Series 2022A Bonds for investment under the laws of such states and other jurisdictions, and will use its best efforts to continue such qualification in effect so long as required for distribution of the Series 2022A Bonds; provided, however, that in no event shall the Authority be required to take any action which would subject it to service of process in any jurisdiction in which it is not now so subject or be required to register as a dealer or broker or qualify to do business as a foreign corporation or to comply with any other similar requirements deemed by the Authority to be unduly burdensome.

(r) Between the date of this Purchase Contract and the Closing Date, the Authority will not, without the prior written consent of the Representative, except as disclosed in the Official Statement, offer or issue any bonds, notes or other obligations for borrowed money, or incur any material liabilities, direct or contingent, secured by the Proposition C Sales Tax.

(s) The Authority is not currently in default, and has not within the last 10 years defaulted in the payment of principal of or interest on any bond, note or other obligation for borrowed money nor is it currently in default in any material respect under any agreement or instrument under which such obligation for borrowed moneys has been issued, and no event of which the Authority has notice or knowledge has occurred and is continuing under the provisions of any such agreement or instrument which, with or without the lapse of time or the giving of notice, or both, constitutes or would constitute a default thereunder.

(t) Except as described in the Preliminary Official Statement and the Official Statement, the Authority has complied with all previous continuing disclosure undertakings required pursuant to Rule 15c2-12 for the past five years.

(u) Any certificate signed by any authorized official of the Authority, and delivered to the Underwriters in connection with the execution and delivery of the Series 2022A Bonds, shall be deemed a representation and warranty by the Authority to the Underwriters as to the statements made therein.

(v) The Authority acknowledges and agrees that (i) the purchase and sale of the Series 2022A Bonds pursuant to this Purchase Contract is an arm's-length commercial transaction between the Authority and the Underwriters and that the Underwriters have financial and other interests that differ from those of the Authority, (ii) in connection therewith and with the discussions, undertakings and procedures leading up to the consummation of such transaction, the Underwriters are and have been acting solely as principals and are not acting as the municipal advisors, financial advisors, agents or fiduciaries of the Authority, (iii) the Underwriters (individually or collectively) have not assumed an advisory or fiduciary responsibility in favor of the Authority with respect to the offering contemplated hereby or the discussions, undertakings and procedures leading thereto (irrespective of whether the Underwriters have provided other services or is currently providing other services to the Authority on other matters) and the Underwriters have no obligation to the Authority with respect to the offering contemplated hereby except the obligations expressly set forth in this Purchase Contract and under applicable laws and regulations and (iv) the Authority has consulted its own municipal, legal, accounting, tax, financial and other advisors to the extent it has deemed appropriate.

Section 7. Closing. At 8:00 a.m., California Time, on [Closing Date], or at such other date or time as shall have been mutually agreed upon by the Authority and the Representative (the "**Closing Date**"), the Authority will, subject to the terms and conditions hereof, issue and deliver the Series 2022A Bonds; and the Underwriters will accept such delivery and pay the Purchase Price set forth in Section 1 hereof, in immediately available funds to or on the order of the Authority. Payment for the Series 2022A Bonds shall be made at a place designated by the Authority, with the consent of the Representative. The Series 2022A Bonds will be delivered to the account of the Underwriters through The Depository Trust Company, New York, New York ("**DTC**") as fully registered bonds registered in the name of Cede & Co., as nominee of DTC. Physical delivery of the Series 2022A Bonds shall be made to the Trustee, as agent for DTC under the Fast Automated Securities Transfer system, or as otherwise instructed by the Authority or the Trustee. Such payment and delivery is referred to herein as the "**Closing**." The Series 2022A Bonds shall be made available to the Underwriters for inspection not later than one business day before the Closing Date. It is anticipated that CUSIP identification numbers will be printed on the Series 2022A Bonds, but neither the failure to print such numbers on any Series 2022A Bonds nor any error with respect thereto shall constitute cause for a failure or refusal by the Underwriters to accept delivery of and pay for the Series 2022A Bonds in accordance with the terms of this Purchase Contract.

Section 8. Closing Conditions. The Underwriters hereby enter into this Purchase Contract in reliance upon the representations, warranties and covenants of the Authority contained herein and the representations and warranties contained in the documents and instruments to be delivered at the Closing and upon the performance by the Authority of its obligations both on and as of the date hereof and as of the Closing Date. Accordingly, the Underwriters' obligations under this Purchase Contract to purchase, to accept delivery of and to pay for the Series 2022A Bonds shall be subject to the accuracy of the representations and warranties of the Authority contained herein as of the date hereof and as of the Closing Date, to the accuracy of the statements of the officers and other officials of the Authority made in any certificate or other document furnished pursuant to the provisions hereof, to the performance by the Authority of its obligations to be

performed hereunder and under all documents and instruments furnished pursuant to the provisions hereof at or prior to the Closing Date, and are also subject to the following additional conditions:

(a) at the time of the Closing, this Purchase Contract and the Authority Documents shall have been duly authorized, executed and delivered and shall not have been revised, amended, modified or supplemented subsequent to the date hereof except as may have been agreed to by the Representative;

(b) at the time of Closing, all official action of the Authority related to this Purchase Contract, the Authority Documents and the sale of the Series 2022A Bonds shall be in full force and effect and this Purchase Contract and the Authority Documents shall not have been amended, modified, supplemented or repealed;

(c) at the time of Closing, the Authority shall have made timely payment of principal and/or interest when due on all of its outstanding indebtedness;

(d) as of the date hereof and at the time of Closing, trading in any securities of the Authority shall not have been suspended on any national securities exchange; nor shall any proceeding be pending or threatened by the Securities and Exchange Commission against the Authority;

(e) the Authority shall perform, or have performed at or prior to the time of the Closing, all of its obligations required under or specified in this Purchase Contract and the Authority Documents, as amended to the Closing Date, to be performed at or prior to the Closing;

(f) subsequent to the date hereof, up to and including the time of Closing, there shall not have occurred any change in or particularly affecting the Authority, the Act, Proposition C, the Pledged Revenues, the Series 2022A Bonds, the Resolution or the Authority Documents as the foregoing matters are described in the Official Statement, which in the reasonable professional judgment of the Underwriters materially impairs the investment quality of the Series 2022A Bonds;

(g) Subsequent to the date hereof, up to and including the time of Closing, the California Department of Tax and Fee Administration (“CDTFA”) shall not have suspended or advised the Authority of suspension of the collection of the Proposition C Sales Tax or the escrow of any proceeds thereof by the CDTFA, and counsel to the Authority shall not have been advised of the suspension of the collection of the Proposition C Sales Tax or the escrow of any proceeds thereof by the CDTFA or have CDTFA question the validity of the Proposition C Sales Tax; and

(h) at or prior to the Closing, the Underwriters shall receive, among other items, the following in each case satisfactory in form and substance to the Representative and Underwriters’ Counsel:

(i) a copy of the Official Statement and each supplement or amendment thereto, manually executed on behalf of the Authority by its Treasurer or another

duly authorized officer of the Authority, together with a copy of same in “the designated electronic format” (as defined in Rule G-32 of the MSRB);

(ii) a certified copy of the Resolution, which certificate shall state that such Resolution is in full force and effect as of the Closing Date and has not been amended, modified or rescinded since initial adoption;

(iii) duly executed copies of the Authority Documents and specimen copies of the Series 2022A Bonds;

(iv) an executed copy of the Tax Compliance Certificate, executed by the Authority, and evidence of the preparation for filing of IRS Form 8038-G;

(v) an opinion of Bond Counsel, dated the Closing Date and addressed to the Authority, substantially to the effect of the form included in the Official Statement as Appendix E, together with a letter of such counsel, dated the date of the Closing and addressed to the Underwriters, to the effect that the foregoing opinion addressed to the Authority may be relied upon by the Underwriters to the same extent as if such opinion were addressed to them;

(vi) an opinion of Bond Counsel, dated the Closing Date and addressed to the Authority and the Underwriters, to the effect that (A) the Series 2022A Bonds are exempt from registration pursuant to the Securities Act of 1933, as amended (the “*Securities Act*”); (B) the Purchase Contract and the Continuing Disclosure Certificate have each been duly authorized, executed and delivered by the Authority, and assuming due authorization, execution and delivery by the other parties thereto, as applicable, the Purchase Contract and the Continuing Disclosure Certificate constitute legal, valid and binding agreements of the Authority enforceable in accordance with their respective terms, subject to (1) bankruptcy, insolvency, reorganization, moratorium or similar laws affecting creditors’ rights generally (including, without limitation, fraudulent conveyance laws), (2) general principles of equity, including without limitation, concepts of materiality, reasonableness, good faith and fair dealing and the possible unavailability of specific performance or injunctive relief, regardless of whether considered in a proceeding in equity or at law, (3) the exercise of judicial discretion in appropriate cases, (4) the limitations on legal remedies imposed on actions against public entities in the State of California, and (5) the application of California laws relating to conflicts of interest to which public entities are subject, and no opinion is expressed on indemnification provisions; (C) the Agreement is exempt from qualification pursuant to the Trust Indenture Act of 1939, as amended (the “*Trust Indenture Act*”); and (D) the statements contained in the Official Statement under the captions “DESCRIPTION OF THE SERIES 2022-A BONDS,” “SECURITY AND SOURCES OF PAYMENT FOR THE SERIES 2022-A BONDS” and “TAX MATTERS” and in “APPENDIX D—SUMMARY OF LEGAL DOCUMENTS; DEFINITIONS” and APPENDIX E—FORM OF BOND COUNSEL APPROVING OPINION,” insofar as the statements purport to summarize certain

provisions of the Series 2022A Bonds, the Authority Documents and the approving opinion of Bond Counsel, are accurate in all material respects;

(vii) an opinion, dated the Closing Date and addressed to the Authority and the Underwriters, of Disclosure Counsel to the effect that based upon information made available to them in the course of their preparation of the Preliminary Official Statement and the Official Statement and without passing on and without assuming any responsibility for the accuracy, completeness or fairness of the statements contained in the Preliminary Official Statement and the Official Statement, and having made no independent investigation or verification thereof, nothing has come to the attention of attorneys in their firm rendering legal services as Disclosure Counsel in connection with the Preliminary Official Statement and the Official Statement which caused them to believe that the Preliminary Official Statement and the Official Statement (excluding therefrom (i) with respect to the Preliminary Official Statement, any omissions permitted pursuant to Rule 15c2-12 and (ii) with respect to both the Preliminary Official Statement and the Official Statement, any CUSIP numbers, financial, statistical, economic or demographic data or forecasts, numbers, charts, tables, graphs, estimates, projections, assumption or expressions of opinion contained therein, information regarding DTC and its book-entry system, any information contained or referred to in the section entitled “TAX MATTERS” or information concerning the tax-exempt status of the Series 2022A Bonds, statements under the caption “UNDERWRITING” and in Appendices thereto other than Appendices A and G, as to which no view need be expressed) as of their respective dates and with respect to the Preliminary Official Statement, as of the date of the Purchase Contract, and with respect to the Official Statement, as of the Closing Date, contained or contains any untrue statement of a material fact or omitted or omits to state a material fact necessary in order to make the statements therein, in the light of the circumstances under which they were made, not misleading;

(viii) an opinion, dated the date of the Closing, and addressed to the Underwriters, of Los Angeles County Counsel (“*County Counsel*”), to the effect that:

(A) the Authority is a county transportation commission, duly organized and validly existing under the laws of the State;

(B) the Resolution of the Authority authorizing the issuance of the Series 2022A Bonds and the execution and delivery of the Purchase Contract and the execution and delivery of the Thirty-Third Supplemental Trust Agreement, the Continuing Disclosure Certificate and the Escrow Agreement (collectively, the “*Financing Documents*”) was duly adopted at a meeting of the Board of Directors of the Authority on April __, 2020, which was called and held pursuant to law and with all public notice required by law and at which a quorum was present and acting at the time of adoption;

(C) except as disclosed in the Official Statement, there is no action, suit, proceeding or investigation at law or in equity before or by any court, or public body, pending or, to the best of our knowledge, threatened against the Authority, to restrain or enjoin the execution, issuance or delivery of the Series 2022A Bonds, the Purchase Contract or the Financing Documents or the Authority's performance of its obligations under the Series 2022A Bonds, this Purchase Contract, the Trust Agreement or the Financing Documents, the collection of the revenues pledged under the Agreement, or in any way contesting or affecting any authority for the issuance of the Series 2022A Bonds or the validity or enforceability of the Series 2022A Bonds, the Purchase Contract, the Trust Agreement or the Financing Documents, or in any way contesting the existence or powers of the Authority with respect to the issuance of the Series 2022A Bonds or the execution of the Purchase Contract and the Financing Documents or the security therefor wherein an unfavorable decision, ruling or finding would materially adversely affect the transactions contemplated by the Official Statement, the Purchase Contract, the Trust Agreement and the Financing Documents, or the validity of the Series 2022A Bonds;

(D) to the best of our knowledge, after due inquiry, the execution and delivery of the Series 2022A Bonds, the Purchase Contract and the Financing Documents and compliance with the foregoing, as appropriate, under the circumstances contemplated thereby, do not in any material respect conflict with or constitute on the part of the Authority a breach of or a default under any agreement or other instrument to which the Authority is a party (and of which we are aware) or by which it is bound (and of which we are aware) or any existing law, regulation, court order or consent decree to which the Authority is subject;

(E) the Purchase Contract, the Trust Agreement and the Financing Documents (collectively, the "**Referenced Documents**") and the Series 2022A Bonds were duly authorized by the Authority and were duly executed and delivered by officers of the Authority having all necessary power and authority to do so on behalf of the Authority and in its name. The Referenced Documents and the Series 2022A Bonds have been duly authorized, executed and delivered by the Authority and, assuming due authorization, execution and delivery of the Referenced Documents by the parties thereto other than the Authority, the Referenced Documents and the Series 2022A Bonds constitute, legal, valid and binding obligations of the Authority, enforceable against the Authority in accordance with their respective terms, except as enforcement may be limited by bankruptcy, insolvency and other laws affecting the enforcement of creditors' rights and remedies in general, including any limitations on legal remedies against public entities in the State, by any principles of law or public policy limiting the enforceability of indemnification provisions or the waiver of jury trial, and by the application of equitable principles if equitable remedies are sought. We express no opinion concerning waivers (including waiver of

jury trial) or the availability of equitable remedies in connection with the enforcement of the Referenced Documents or the Series 2022A Bonds;

(F) there is no authorization, approval, consent or other order of, or filing with, or certification by, the State or any other governmental authority or agency within the State having jurisdiction over the Authority required for the issuance of the Series 2022A Bonds or the consummation by the Authority of the other financial transactions contemplated by the Official Statement and the Referenced Documents (other than regulatory approvals in the normal course of the Authority's transit operations and other than qualification under the "Blue Sky" or securities laws of the United States or any state); and

(G) the preparation and distribution of the Preliminary Official Statement and the Official Statement have been duly authorized by the Authority. The information in the Preliminary Official Statement and the Official Statement under the captions entitled "LITIGATION" and "APPENDIX A—LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY—LITIGATION AND OTHER REGULATORY ACTIONS" as of the date thereof and, with respect to the Preliminary Official Statement, as of the date of the Purchase Contract, and, with respect to the Official Statement, as of the Closing Date, does not contain any untrue statement of a material fact or omit to state a material fact necessary in order to make the statements therein, in the light of the circumstances under which they were made, not misleading;

(ix) an opinion of Underwriters' Counsel, dated the Closing Date and addressed to the Underwriters, in form and substance acceptable to the Underwriters;

(x) a certificate of the Authority, dated the date of the Closing, signed on behalf of the Authority by an Authorized Authority Representative or other duly authorized officer of the Authority to the effect that (in lieu of or in conjunction with such certificate the Representative may, in their sole discretion, accept certificates or opinions of County Counsel or any deputy thereof, or of other counsel acceptable to the Representative, to the effect that in the opinion of such counsel the issues raised in any pending or threatened litigation referred to in such certificate are without substance or that the contentions of all plaintiffs therein are without merit):

(A) the representations and warranties of the Authority contained in the Purchase Contract are true, complete and correct on and as of the Closing Date as though made on the Closing Date;

(B) after reasonable investigation, no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, government agency, public board or body, is pending or, to the best

knowledge of the Authority, threatened against the Authority, affecting the corporate existence of the Authority or the titles of its officers to their respective offices, or affecting or seeking to prohibit, restrain or enjoin the sale, issuance or delivery of the Series 2022A Bonds or the levy or collection of the Proposition C Sales Tax or the application of the Pledged Revenues or other moneys pledged to pay the principal of and interest on the Series 2022A Bonds, or in any way contesting or affecting as to the Authority the validity or enforceability of the Act, the Series 2022A Bonds, the Resolution, the Purchase Contract, the Trust Agreement or the Authority Documents, or contesting the tax-exempt status of interest on the Series 2022A Bonds, or contesting the completeness or accuracy of the Preliminary Official Statement or the Official Statement or any supplement or amendment thereto, or contesting the powers of the Authority or any authority for the issuance of the Series 2022A Bonds, the adoption of the Resolution, the collection of the Proposition C Sales Tax, the pledge of the Pledged Revenues or the execution and delivery by the Authority of the Purchase Contract and the Authority Documents nor, to the best knowledge of the Authority, is there any basis for any such action, suit, proceeding, inquiry or investigation wherein an unfavorable decision, ruling or finding would affect in any way the validity or enforceability of the Act as to the Authority or materially and adversely affect the authorization, execution, delivery or performance by the Authority of the Series 2022A Bonds, the Purchase Contract, the Trust Agreement or the Authority Documents or the adoption of the Resolution. Additionally, no litigation, which in the aggregate would have a material adverse effect on the financial condition of the Authority, is pending, nor, to the best knowledge of the Authority, is there any basis therefor;

(C) no event affecting the Authority has occurred since the date of the Official Statement which should be disclosed in the Official Statement so that the Official Statement does not contain any untrue statement of a material fact or omit to state a material fact necessary in order to make the statements therein, in the light of the circumstances under which they were made, not misleading, and which has not been disclosed in a supplement or amendment to the Official Statement; and

(D) the Authority has complied with all the material agreements and satisfied all the conditions on its part to be performed or satisfied at or prior to the Closing Date pursuant to the Purchase Contract, the Trust Agreement and the Resolution with respect to the issuance of the Series 2022A Bonds;

(xi) evidence that the Series 2022A Bonds have been rated “___” by Moody’s Investor Services, Inc. (“**Moody’s**”) and “___” by S&P Global Ratings, a division of Standard & Poor’s Financial Services LLC (“**S&P**”).

(xii) a certificate of an authorized officer of U.S. Bank National Association (“US Bank”), dated the Closing Date, to the effect that (A) US Bank is a national banking association duly organized and validly existing under the laws of the United States of America having full power and being qualified to enter into, accept and agree to the provisions of the Agreement and the Escrow Agreement, to perform its obligations under the Agreement and the Escrow Agreement and to authenticate the Series 2022A Bonds; (B) all approvals, consents and orders of any governmental authority or agency having jurisdiction in this matter that would constitute a condition precedent to the performance by US Bank of its trusts, duties and obligations under the Agreement and the Escrow Agreement have been obtained and are in full force and effect; (C) US Bank has duly accepted the duties and obligations of US Bank under the Agreement and the Escrow Agreement, which are legal, valid and binding obligations of US Bank; (D) acceptance of the duties and obligations of US Bank under the Agreement and the Escrow Agreement and the consummation of the transactions on the part of US Bank contemplated therein, and the compliance by US Bank, as applicable, with the terms, conditions and provisions of the Agreement and the Escrow Agreement do not contravene any provisions of applicable law or regulation or any order or decree, writ or injunction or the articles of incorporation or bylaws of US Bank, and, to the best knowledge of such officer, will not require the consent under or result in a breach of or a default under, any resolution, agreement or other instrument to which US Bank a party or by which it may be bound and (E) US Bank has not been served with any action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, governmental agency, public board or body, nor to the best knowledge of US Bank is any such action or other proceeding threatened against US Bank, as such but not in its individual capacity, affecting the existence of US Bank, or the titles of its officers to their respective offices or seeking to prohibit, restrain or enjoin the collection of Proposition C Sales Tax to be applied to pay the principal and interest on the Series 2022A Bonds, or the pledge thereof, or in any way contesting or affecting the validity or enforceability of the Agreement and the Escrow Agreement, or contesting the powers of US Bank or its authority to enter into, adopt or perform its obligations under any of the foregoing, wherein an unfavorable decision, ruling or finding would materially adversely affect the validity or enforceability of the Agreement and the Escrow Agreement;

(xiii) a certified copy of the general resolution of Trustee authorizing execution and delivery of Series 2022A Bonds and Agreement;

(xiv) an opinion, dated the Closing Date and addressed to the Underwriters and the Authority, of counsel to US Bank, to the effect that (A) US Bank is a national banking association duly organized, validly existing and in good standing under the laws of the United States of America; (B) US Bank has all requisite corporate power, authority and legal right to execute and deliver the Thirty-Third Supplemental Trust Agreement, as trustee, and the Escrow Agreement, as escrow agent, to authenticate the Series 2022A Bonds, and to perform its obligations under the Agreement and the Escrow Agreement and has taken all necessary corporate action to authorize the execution and delivery thereof

and the performance of its obligations under the Agreement and the Escrow Agreement and to authenticate the Series 2022A Bonds; (C) US Bank has duly authorized, executed and delivered the Agreement and the Escrow Agreement and has duly authenticated the Series 2022A Bonds, and assuming the due authorization, execution and delivery thereof by the other parties thereto, each of the Agreement and the Escrow Agreement is the legal, valid and binding agreement of US Bank, enforceable in accordance with its terms against US Bank; (D) no authorization, approval, consent, or order of any governmental agency or regulatory authority having jurisdiction over US Bank that has not been obtained by US Bank is required for the authorization, execution, and delivery by US Bank of the Thirty-Third Supplemental Trust Agreement or the Escrow Agreement, the authentication of the Series 2022A Bonds, or the performance of the duties and obligations of US Bank under the Agreement or the Escrow Agreement; and (E) the execution and delivery of the Thirty-Third Supplemental Trust Agreement and the Escrow Agreement, and compliance with the provisions of the Agreement and the Escrow Agreement by US Bank will not violate any provisions of any law or regulation governing US Bank or any order of any governmental authority having jurisdiction over US Bank;

(xv) a duly executed copy of the DTC Representation Letter;

(xvi) the items required by the Trust Agreement as conditions for issuance of the Series 2022A Bonds;

(xvii) a copy of the Report of Proposed Debt Issuance and the Report of Final Sale required to be delivered to the California Debt and Investment Advisory Commission;

(xviii) an opinion of Bond Counsel, dated the Closing Date, addressed to the Authority and the Trustee pursuant to Section 10.03(d)(ii) of the Trust Agreement;

(xix) a defeasance opinion of Bond Counsel to the effect that the Refunded Bonds are deemed to be paid under the Trust Agreement;

(xx) a verification report of Robert Thomas CPA, LLC;

(xxi) a transcript of all proceedings relating to the authorization and delivery of the Series 2022A Bonds; and

(xxii) such additional certificates, legal opinions of Bond Counsel, Underwriters' Counsel or other counsel and such other instruments or documents as Underwriters' Counsel or Bond Counsel reasonably request to evidence the truth and accuracy as of the date hereof and as of the Closing Date of information contained in the Official Statement and the representations and warranties contained herein and in the Official Statement and the due satisfaction on or prior

to the Closing Date of all conditions then to be satisfied in connection with the transaction contemplated hereby.

Section 9. Termination. The Underwriters shall have the right to terminate their obligations under this Purchase Contract to purchase, accept delivery of and to pay for the Series 2022A Bonds, if:

(a) between the date hereof and the Closing Date, the market price or marketability or the ability of the Underwriters to sell or to enforce contracts for the sale, at the initial offering prices set forth in the Official Statement, of the Series 2022A Bonds has been materially adversely affected, in the reasonable judgment of the Representative in consultation with the Authority (evidenced by a written notice to the Authority terminating the obligation of the Underwriters to accept delivery of and pay for the Series 2022A Bonds), by reason of any of the following:

(i) (A) any legislation that is (1) enacted by or introduced in Congress; (2) favorably reported for passage to either House of the Congress of the United States by any Committee of such House to which such legislation has been referred for consideration; (3) recommended to the Congress for passage by the President of the United States or the Treasury Department; or (4) officially presented by any member of the Committee on Finance of the United States Senate or the Committee on Ways and Means of the United States House of Representatives for formal action by such Committee, or officially presented as an option for formal consideration by either such Committee, by the Staff of such Committee or by the Staff of the Joint Committee on Taxation of the United States Congress, or by the occurrence of any other Congressional action, but only, however, if the occurrence of any of the foregoing events is generally accepted by the municipal bond market as potentially affecting the federal tax status of the Authority, its property or income, or the interest on its bonds or notes (including the Series 2022A Bonds); (B) any decision rendered by a court established under Article III of the Constitution of the United States or the Tax Court of the United States, but only, however, if such decision is generally accepted by the municipal bond market as potentially affecting the federal tax status of the Authority, its property or income, or the interest on its bonds or notes (including the Series 2022A Bonds); or (C) a final order, ruling, regulation or official statement issued or made (1) by or on behalf of the Treasury Department of the United States or the Internal Revenue Service, with the purpose or effect, directly or indirectly, of imposing federal income taxation upon such interest as would be received by the holders of the Series 2022A Bonds, or upon such revenues or other income of the general character expected to be received by the Authority; or (2) by or on behalf of the Securities and Exchange Commission, or any other governmental agency having jurisdiction of the subject matter, to the effect that obligations of the general character of the Series 2022A Bonds are not exempt from registration or qualification under, or other requirements of, the Securities Act, the Trust Indenture Act or that the issuance, offering or sale of the Series 2022A Bonds or obligations of the general character of the Series 2022A Bonds, including any or all underlying arrangements, as contemplated hereby or by the Official Statement,

otherwise is or would be in violation of the federal securities laws as amended and then in effect;

(ii) any legislation, ordinance, rule or regulation shall be introduced in, or be enacted by any governmental body, department or agency of the State, or a decision by any court of competent jurisdiction within the State or any court of the United States;

(iii) the outbreak of hostilities or escalation of any existing or future hostilities or terrorist attacks involving the United States or the declaration by the United States of a national emergency or war or the occurrence of any other local, national or international calamity or crisis or any escalation of any thereof (including an escalation of any calamity or crisis existing on the date hereof);

(iv) the declaration of a general banking moratorium by federal, New York or California authorities, a major financial crisis, material disruption in commercial banking or securities settlement or clearance services, or the general suspension of trading, minimum or maximum prices for trading shall have been fixed and be in force or maximum ranges or prices for securities shall have been required and be in force on the New York Stock Exchange or other national securities exchange;

(v) the imposition by the New York Stock Exchange or other national securities exchange, or any governmental authority, of any material restrictions not now in force with respect to the Series 2022A Bonds or obligations of the general character of the Series 2022A Bonds or securities generally, or the material increase of any such restrictions now in force, including those relating to the net capital requirements of the Underwriters;

(vi) the adoption of any amendment to the federal or California Constitution, a decision by any federal or State court, or enactment by any federal or State legislative body materially adversely affecting (A) the Authority or the right of the Authority to receive or to pledge any of the Pledged Revenues; (B) the validity or collection of the Proposition C Sales Tax; or (C) the validity or enforceability of the Series 2022A Bonds, this Purchase Contract, the Authority Documents or the Resolution;

(vii) a stop order, ruling or regulation by the Securities and Exchange Commission shall hereafter be issued or made, the reasonable effect of which is that the issuance, offering or sale of the Series 2022A Bonds, as contemplated herein or in the Official Statement, or of obligations of the general character of the Series 2022A Bonds, is in violation of any provisions of the Securities Act, as amended and as then in effect, the Securities Exchange Act of 1934, as amended and as then in effect, the Trust Indenture Act, or any rule or regulation promulgated under any such Acts;

(viii) the purchase of and payment for the Series 2022A bonds by the Underwriters or the sale of the Series 2022A Bonds to the Underwriters or their resale or reoffering by the Underwriters, on the terms and conditions provided in this Purchase Contract, is prohibited by any applicable law or governmental authority, board, agency or commission.

(ix) except as otherwise described in the Official Statement, there shall occur any materially adverse change or any materially adverse development involving a prospective change in or affecting the business, properties or financial condition of the Authority; or

(x) there has been a suspension, withdrawal or downgrading, or any official statement has been made as to the possible suspension, withdrawal or downgrading of any rating assigned to the Series 2022A Bonds by Moody's, S&P, or Fitch.

(b) an event occurs, or information becomes known, which, in the judgment of the Representative, makes untrue any material statement or information contained in the Preliminary Official Statement or the Official Statement, or has the effect that the Preliminary Official Statement or the Official Statement contains any untrue statement of material fact or omits to state a material fact necessary in order to make the statements therein, in the light of the circumstances under which they were made, not misleading, which event or information has not been reflected to the satisfaction of the Representative and the Authority in an amendment or supplement to the Preliminary Official Statement or the Official Statement pursuant to Section 6(n) hereof; or

(c) any litigation shall be instituted, pending or threatened to restrain or enjoin the validity and collection of the Proposition C Sales Tax or the issuance or sale of the Series 2022A Bonds, or in any way protesting or affecting the authority of the Authority to issue the Series 2022A Bonds or the validity of the Series 2022A Bonds or this Purchase Contract, the Authority Documents or the Resolution, or which would materially and adversely affect the existence or powers of the Authority.

Section 10. Expenses.

(a) The Underwriters shall be under no obligation to pay, and the Authority shall pay, or cause to be paid, all expenses incident to the performance of the Authority's obligations hereunder, including, but not limited to, the cost of word processing and reproducing, executing and delivering the Series 2022A Bonds to the Underwriters; the cost of preparation, printing (and/or word processing and reproducing), distribution and delivery of the Agreement, the Authority Documents, the Preliminary Official Statement, the Official Statement and such other agreements or proceedings as determined necessary with respect to the sale of the Series 2022A Bonds, in sufficient quantities for distribution in connection with the sale of the Series 2022A Bonds; the fees and disbursements of Bond Counsel and Disclosure Counsel; the fees and disbursements of any other accountants, attorneys, financial advisors and experts or consultants retained in connection with the issuance of the Series 2022A Bonds; the fees and disbursements of the Trustee; fees

charged by the rating agencies for rating the Series 2022A Bonds; the meal, transportation, entertainment, travel and lodging fees and expenses and any other customary fees and expenses of the Authority (including any member of the Board of Directors of the Authority and any official, officer or any other employee of the Authority) or any other governmental official or employees incident and ancillary to the carrying out of the transactions described in this Purchase Contract and the Official Statement; and any other expenses not specifically enumerated in Section 7(b) below incurred in connection with the issuance of the Series 2022A Bonds.

(b) The Underwriters shall pay the following expenses (which may be included as an expense component of the Underwriters' discount): (i) the fees and disbursements of Underwriters' Counsel; (ii) the cost of preparation and printing of Blue Sky and legal investment memoranda to be used by them; (iii) all advertising and marketing expenses in connection with the public offering of the Series 2022A Bonds; (iv) any fees assessed upon the Underwriters with respect to the Series 2022A Bonds by DTC, the Municipal Securities Rulemaking Board or the Financial Industry Regulatory Authority; and (v) the CUSIP Service bureau charge for the assignment of CUSIP numbers.

Section 11. Covenants and Agreements of the Authority. No covenant or agreement contained in this Purchase Contract shall be deemed to be a covenant or agreement of any member, officer, agent or employee of the Authority nor shall such persons be liable personally under this Purchase Contract or be subject to any personal liability or accountability solely by reason of the execution of this Purchase Contract or solely by reason of the breach or attempted alleged breach hereof by the Authority.

Section 12. Notices. Any notice to be given to the Authority under this Purchase Contract may be given by delivering the same to the Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, 21st Floor, Los Angeles, California 90012 Attention: Deputy Executive Officer, Finance; any such notice to be given to the Underwriter may be given by delivering the same to [Lead Senior Underwriter], [Lead Senior Underwriter Address], Attention: [Lead Senior Underwriter Contact].

Section 13. Survival of Representations and Warranties. The representations and warranties of the Authority set forth in or made pursuant to this Purchase Contract shall not be deemed to have been discharged, satisfied or otherwise rendered void by reason of the Closing or termination of this Purchase Contract and regardless of any investigations or statements as to the results thereof made by or on behalf of the Underwriters and regardless of delivery of and payment for the Series 2022A Bonds. All of the Authority's representations, warranties and agreements contained in this Purchase Contract shall remain operative and in full force and effect, regardless of: (a) any investigations made by or on behalf of the Underwriters; (b) delivery of and payment for the Series 2022A Bonds pursuant to this Purchase Contract; and (c) any termination of this Purchase Contract.

Section 14. Parties in Interest. This Purchase Contract is made solely for the benefit of the Authority and the Underwriters (including the successors or assigns of the Underwriters) and no other person shall acquire or have any right hereunder or by virtue hereof.

Section 15. Governing Law. This Purchase Contract shall be governed by, and construed in accordance with, the laws of the State of California.

Section 16. Counterparts and Headings. This Purchase Contract may be executed simultaneously in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument. The headings of the section of this Purchase Contract are inserted for convenience and shall not be deemed to be a part hereof.

Section 17. Waiver by Representative. The Representative, in its sole discretion, may waive any condition or requirement imposed upon the Authority as set forth in this Purchase Contract.

Section 18. Entire Agreement. This Purchase Contract when accepted by the Authority in writing as heretofore specified shall constitute the entire agreement between the Authority and the Underwriters with respect to the purchase of the Series 2022A Bonds.

Section 19. Effectiveness. This Purchase Contract shall become effective upon the execution of the acceptance hereby by the Authority, and valid and binding and enforceable as of the time acceptance.

Section 20. Assignment. The rights and obligations created by this Purchase Contract shall not be subject to assignment by the Underwriters or the Authority without the prior written consent of the other party hereto.

Section 21. Severability. In the event any provision of this Purchase Contract shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.

[Remainder of page intentionally left blank; signature page follows]

THE UNDERWRITERS:

[LEAD SENIOR UNDERWRITER],
as Representative

By _____
Authorized Representative

The foregoing is hereby agreed to and
accepted as of the date first above written.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By _____
Rodney Johnson
Deputy Executive Officer, Finance

[Signature page to Purchase Contract]

SCHEDULE I

**SCHEDULE OF MATURITIES, PRINCIPAL AMOUNTS, INTEREST RATES,
YIELDS AND PRICES AND REDEMPTION PROVISIONS**

**[\$[Principal Amount]]
Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds
Senior Bonds, Series 2022-A**

Maturity Schedule

\$_____ Serial Bonds

<u>Maturity (July 1)</u>	<u>Principal Amount</u>	<u>Interest Rate</u>	<u>Yield</u>	<u>Price</u>	<u>10% Test Satisfied*</u>	<u>10% Test Not Satisfied</u>	<u>Subject to Hold-The- Offering Price Rule</u>
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*At the time of the execution of this Purchase Agreement and assuming orders are confirmed by the end of the day immediately following the day of execution of this Purchase Agreement.

^c Yield to call at par and priced to call at par, on July 1, 20__.

Redemption Provisions

The Series 2022A Bonds are not subject to redemption prior to maturity.

APPENDIX A

ISSUE PRICE CERTIFICATE (REPRESENTATIVE)

[\$[Principal Amount]
Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A

The undersigned, [Lead Senior Underwriter] (the “Representative”), on behalf of itself and on behalf of the other underwriters for the herein referenced Series 2022A Bonds (collectively, the “Underwriting Group”), hereby certifies as set forth below with respect to the sale and issuance of the above-captioned obligations (the “Series 2022A Bonds”).

1. ***Sale of the 10% Test Maturities.*** As of the date of this certificate, for each Maturity of the Series 2022A Bonds listed as a “10% Test Maturity” in Schedule A attached hereto, the first price at which at least 10% of such Maturity was sold to the Public is the respective price listed in Schedule A attached hereto.

2. ***Initial Offering Price of the Hold-the-Price Maturities.***

(a) The Underwriting Group offered the “Hold-the-Price Maturities” (as listed in Schedule A attached hereto) to the Public for purchase at the respective initial offering prices listed in Schedule A attached hereto (the “Initial Offering Prices”) on or before the Sale Date.

(b) With respect to the Hold-the-Price Maturities, as agreed to in writing by the Representative in the Purchase Contract, dated [Pricing Date], between the Representative, on behalf of themselves and on behalf of the other members of the Underwriting Group, and the Authority, the Representative have not offered or sold unsold Series 2022A Bonds any of the Hold-the-Price Maturities to any person at a price that is higher than or a yield lower than the respective Initial Offering Prices for such Maturities of the Series 2022A Bonds during the Holding Period.

3. ***Pricing Wire or Equivalent Communication.*** A copy of the pricing wire or equivalent communication for the Series 2022A Bonds is attached to this certificate as Schedule B.

4. ***Defined Terms.***

(a) 10% Test Maturities means those Maturities of the Series 2022A Bonds listed in Schedule A hereto as the “10% Test Maturities.”

(b) Authority means the Los Angeles County Metropolitan Transportation Authority.

(c) Hold-the-Price Maturities means those Maturities of the Series 2022A Bonds listed in Schedule A hereto as the “Hold-the-Price Maturities.”

(d) Holding Period means, with respect to a Hold-the-Price Maturity, the period starting on the Sale Date and ending on the earlier of (i) the close of the fifth business day after the Sale Date, or (ii) the date on which at least 10% of such Hold-the-Price Maturity was sold to the Public at prices that are no higher than or yields that are no lower than the Initial Offering Price for such Hold-the-Price Maturity.

(e) Maturity means Series 2022A Bonds with the same credit and payment terms. Series 2022A Bonds with different maturity dates, or Series 2022A Bonds with the same maturity date but different stated interest rates, are treated as separate maturities.

(f) Public means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a related party to an Underwriter.

(g) Related Party. A purchaser of any Series 2022A Bonds is a “Related Party” to an Underwriter if the Underwriter and the purchaser are subject, directly or indirectly, to (i) at least 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (ii) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (iii) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other).

(h) Sale Date means the first day on which there is a binding contract in writing for the sale of a Maturity of the Series 2022A Bonds. The Sale Date of the Series 2022A Bonds is [Pricing Date].

(i) Tax Compliance Certificate means the Tax Compliance Certificate, dated [Closing Date], executed and delivered by the Authority in connection with the issuance of the Series 2022A Bonds.

(j) Underwriter means (i) any person that agrees pursuant to a written contract with the Authority (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Series 2022A Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Series 2022A Bonds to the Public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Series 2022A Bonds to the Public).

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents the Representative’s interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Authority with respect to certain of the representations set forth in the Tax Certificate and with respect to compliance with the federal income tax rules affecting the Series 2022A Bonds,

and by Hawkins Delafield & Wood LLP, as Bond Counsel to the Authority, in connection with rendering its opinion that the interest on the Series 2022A Bonds is excluded from gross income for federal income tax purposes, the preparation of the Internal Revenue Service Form 8038-G, and other federal income tax advice that it may give to the Authority from time to time relating to the Series 2022A Bonds.

[LEAD SENIOR UNDERWRITER], as
Representative of the Underwriting Group

By _____
Managing Director

Dated: [Closing Date]

SCHEDULE A
SALE PRICES

SCHEDULE B

PRICING WIRE OR EQUIVALENT COMMUNICATION

(Attached)

ESCROW AGREEMENT

by and between

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

and

U.S. BANK NATIONAL ASSOCIATION,
as Trustee and Escrow Agent

relating to:

Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2012-A Bonds

and

Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2012-B Bonds

Dated [Closing Date]

ESCROW AGREEMENT

THIS ESCROW AGREEMENT, dated [Closing Date] (this “*Escrow Agreement*”), is made by and between the **LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY** (the “*Authority*”), a county transportation commission duly organized and existing pursuant to Chapter 2, Division 12 of the California Public Utilities Code (commencing with Section 130050.2), and **U.S. BANK NATIONAL ASSOCIATION**, a national banking association organized and existing under the laws of the United States of America, as trustee under the hereinafter defined Agreement and Twenty-Second Supplemental Agreement, and as escrow agent (the “*Trustee/Escrow Agent*”).

WITNESSETH:

WHEREAS, the Authority has previously issued its Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A Bonds (the “*Series 2012-A Bonds*”) and Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B Bonds (the “*Series 2012-B Bonds*”) and, together with the Series 2012-A Bonds, the “*Refunded Bonds*”), pursuant to the Amended and Restated Trust Agreement, dated as of January 1, 2010, as amended and supplemented (the “*Agreement*”), by and between the Authority and the Trustee/Escrow Agent, as trustee, and the Twenty-Second Supplemental Trust Agreement, to be dated as of July 1, 2012 (the “*Twenty-Second Supplemental Agreement*”), by and between the Authority and the Trustee/Escrow Agent, as trustee; and

WHEREAS, the Authority is, simultaneously with the execution of this Escrow Agreement, issuing \$[2022-A Par] aggregate principal amount of its Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2022-A (the “*Series 2022-A Bonds*”) under the terms of the Agreement and the Thirty-Third Supplemental Trust Agreement, dated as of June 1, 2020 (the “*Thirty-Third Supplemental Agreement*”), by and between the Authority and the Trustee/Escrow Agent, as trustee; and

WHEREAS, the Series 2022-A Bonds are being issued to, among other things, current refund and defease the Refunded Bonds set forth in Exhibit A attached hereto; and

NOW, THEREFORE, in consideration of the foregoing and of the mutual covenants hereinafter set forth, the parties hereto agree as follows:

Section 1. Creation of Escrow Fund. There is hereby created and established with the Trustee/Escrow Agent a special and irrevocable escrow fund designated the “Los Angeles County Metropolitan Transportation Authority, Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012 Escrow Fund” (herein referred to as the “*Escrow Fund*”), within which there shall be established an escrow account for the Series 2012-A Bonds (the “*Series 2012-A Bonds Escrow Account*”) and an escrow account for the Series 2012-B Bonds (the “*Series 2012-B Bonds Escrow Account*”), each to be held in the custody of the Trustee/Escrow Agent in trust under this Escrow Agreement for the benefit of the owners of the Refunded Bonds. Except as

otherwise provided in Section 5 hereof, the Authority shall have no interest in the funds held in the Escrow Fund.

Section 2. Deposit to the Escrow Fund.

(a) Concurrently with the execution and delivery of this Escrow Agreement, the Authority hereby directs the Trustee/Escrow Agent to, and the Trustee/Escrow Agent shall, deposit the sum of \$[2012-A Deposit] to be derived from the proceeds of the sale of the Series 2022-A Bonds (which the Authority shall transfer or caused to be transferred to the Trustee/Escrow Agent on [Closing Date]) to the Series 2012-A Escrow Account.

(b) Concurrently with the execution and delivery of this Escrow Agreement, the Authority hereby directs the Trustee/Escrow Agent to, and the Trustee/Escrow Agent shall, deposit the sum of \$[2012-B Deposit] to be derived from the proceeds of the sale of the Series 2022-A Bonds (which the Authority shall transfer or caused to be transferred to the Trustee/Escrow Agent on [Closing Date]) to the Series 2012-B Escrow Account.

(c) The Authority hereby directs the Trustee/Escrow Agent to, and the Trustee/Escrow Agent shall, transfer (i) \$[2012-A Interest Release] from the Series 2012 Subaccount of the Senior Bond Interest Account to the Escrow Agent for deposit in the Escrow Account for the Series 2012-A Bonds, (ii) \$[2012-A Reserve Release] from the Series 2012-A Account of the Reserve Fund to the Escrow Agent for deposit in the Escrow Account for the Series 2012-A Bonds, (iii) \$[2012-B Interest Release] from the Series 2012 Subaccount of the Senior Bond Interest Account to the Escrow Agent for deposit in the Escrow Account for the Series 2012-B Bonds, (ii) \$[2012-B Reserve Release] from the Series 2012-B Account of the Reserve Fund to the Escrow Agent for deposit in the Escrow Account for the Series 2012-B Bonds.

(d) The Trustee/Escrow Agent hereby acknowledges receipt of \$[Total Escrow Deposit] as described in clauses (a) and (c) above, and that such amounts were deposited in the Escrow Fund.

(e) The Authority hereby directs the Trustee/Escrow Agent to, and the Trustee/Escrow Agent shall, on [Closing Date], retain \$[Total Escrow Deposit] in the Escrow Fund as a beginning cash balance. The Trustee/Escrow Agent shall hold the amounts therein uninvested.

Section 3. Investment of the Escrow Fund. The Trustee/Escrow Agent shall hold the beginning cash balance and any earnings received thereon and any reinvestment thereof created by this Escrow Agreement and disburse such amounts as provided herein. The Trustee/Escrow Agent shall collect amounts due and shall sell or otherwise redeem or liquidate investments in the Escrow Fund as needed to make the payments and transfers required by this Escrow Agreement but otherwise shall have no power or duty to sell, transfer, request the redemption of or otherwise dispose of amounts in the Escrow Fund.

Section 4. Creation of Lien on Escrow Fund. The deposit of the moneys in the Escrow Fund shall constitute an irrevocable deposit in trust for the benefit of the holders of the Refunded Bonds. The holders of the Refunded Bonds are hereby granted an express lien on the Escrow Fund

and all moneys and investments from time to time held therein for the payment of amounts described in Section 5 hereof.

Section 5. Use of Escrow Fund. The Trustee/Escrow Agent shall withdraw the amount described in Schedule I attached hereto on the date set forth in Schedule I from the Escrow Fund and use such amount in its capacity as trustee for the Refunded Bonds to pay the principal of and interest on the Refunded Bonds as directed pursuant to the Agreement and the Twenty-Second Supplemental Agreement.

The Trustee/Escrow Agent shall retain all unclaimed moneys, together with interest thereon, in the Escrow Fund and shall invest such unclaimed moneys as directed in writing by an Authorized Authority Representative (as defined in the Agreement). At such time as the Authority delivers to the Trustee/Escrow Agent written notice that no additional amounts from the Escrow Fund will be needed to pay or redeem the Refunded Bonds, or on July 2, 2020, whichever occurs first, the Trustee/Escrow Agent shall transfer all amounts then remaining in the Escrow Fund to the Series 2022-A Subaccount of the Senior Bond Interest Account, established under the Thirty-Third Supplemental Agreement, to be used to pay interest on the Series 2022-A Bonds. At such time as no amounts remain in the Escrow Fund, such fund shall be closed.

Section 6. Notice of Redemption; Notice of Defeasance. In accordance with Section 4.01 of the Twenty-Second Supplemental Agreement, the Authority previously directed the Trustee/Escrow Agent to give or cause to be given the conditional notice of redemption of the Refunded Bonds (in the form attached hereto as Exhibit B, the “*Notice of Redemption*”) as set forth in Section 3.03 of the Agreement. The Trustee certifies that such notice was given in accordance with Section 3.03 of the Agreement and Section 4.01 of the Twenty-Second Supplemental Agreement.

The Authority hereby directs the Trustee/Escrow Agent to give or cause to be given on the date hereof, and the Trustee/Escrow Agent agrees to give or cause to be given on the date hereof, notice of the defeasance of the Refunded Bonds (in the form attached hereto as Exhibit C, the “*Notice of Defeasance*”). The Notice of Defeasance shall be mailed (or delivered via such other approved delivery method, including electronically) to The Depository Trust Company.

Section 7. Liability of Trustee/Escrow Agent.

(a) The Trustee/Escrow Agent shall not under any circumstance be liable for any loss resulting from any investment made pursuant to this Escrow Agreement in compliance with the provisions hereof. The Trustee/Escrow Agent shall have no lien whatsoever on the Escrow Fund or moneys on deposit in the Escrow Fund for the payment of fees and expenses for services rendered by the Trustee/Escrow Agent under this Escrow Agreement or otherwise.

(b) The Trustee/Escrow Agent shall not be liable for the accuracy of the calculations as to the sufficiency of any moneys deposited into the Escrow Fund to pay the principal of and interest on the Refunded Bonds.

(c) The Authority agrees that if for any reason the investments and moneys and other funds available to pay principal of and interest on the Refunded Bonds are insufficient

therefor, the Authority shall continue to be liable for payment therefor in accordance with the terms of the Agreement and the Twenty-Second Supplemental Agreement.

(d) No provision of this Escrow Agreement shall require the Trustee/Escrow Agent to expend or risk its own funds.

(e) The Trustee/Escrow Agent may consult with bond counsel to the Authority or with such other counsel of its own choice subject to reasonable approval by the Authority (which may but need not be counsel to the Authority) and the opinion of such counsel shall be full and complete authorization to take or suffer in good faith any action in accordance with such opinion of counsel.

(f) Whenever in the administration of this Escrow Agreement the Trustee/Escrow Agent shall deem it necessary or desirable that a matter be proved or established prior to taking or not taking any action hereunder, such matter (unless other evidence in respect thereof be herein specifically prescribed) may, in the absence of negligence or willful misconduct on the part of the Trustee/Escrow Agent, be deemed to be conclusively proved and established by a certificate of an Authorized Authority Representative, and such certificate shall, in the absence of negligence or willful misconduct on the part of the Trustee/Escrow Agent, be full warrant to the Trustee/Escrow Agent for any action taken or not taken by it under the provisions of this Escrow Agreement in reliance thereon. The Trustee/Escrow Agent hereby represents that, as of the date hereof, it does not need any further certificate or direction from any other party in order to carry out the terms of this Escrow Agreement.

(g) The Trustee/Escrow Agent may conclusively rely, as to the truth and accuracy of the statements and correctness of the opinions and the calculations provided, and shall be protected and indemnified as set forth in Section 11 hereof, in acting, or refraining from acting, upon any written notice, instruction, request, certificate, document or opinion furnished to the Trustee/Escrow Agent signed or presented by the proper party, and it need not investigate any fact or matter stated in such notice, instruction, request, certificate or opinion.

(h) The Trustee/Escrow Agent shall not have any liability hereunder except to the extent of its own negligence or willful misconduct. In no event shall the Trustee/Escrow Agent be liable for any special, indirect or consequential damages.

(i) The Trustee/Escrow Agent shall not be responsible for any of the recitals or representations contained herein.

(j) The Trustee/Escrow Agent's rights to indemnification hereunder shall survive its resignation or removal and the termination of this Escrow Agreement.

(k) The Trustee/Escrow Agent may execute any of the trusts or powers hereunder or perform any duties hereunder either directly or by or through agents, attorneys, custodians or nominees appointed with due care, and shall not be responsible for any willful misconduct or negligence on the part of any agent, attorney, custodian or nominee so appointed.

(l) The Trustee/Escrow Agent shall have the right to accept and act upon instructions, including funds transfer instructions (“**Instructions**”) given pursuant to this Escrow Agreement and delivered using Electronic Means (“**Electronic Means**” shall mean the following communications methods: e-mail, facsimile transmission, secure electronic transmission containing applicable authorization codes, passwords and/or authentication keys issued by the Trustee/Escrow Agent, or another method or system specified by the Trustee/Escrow Agent as available for use in connection with its services hereunder.); provided, however, that the Authority shall provide to the Trustee/Escrow Agent an incumbency certificate listing officers with the authority to provide such Instructions (“**Authorized Officers**”) and containing specimen signatures of such Authorized Officers, which incumbency certificate shall be amended by the Authority, whenever a person is to be added or deleted from the listing. If the Authority elects to give the Trustee/Escrow Agent Instructions using Electronic Means and the Trustee/Escrow Agent in its discretion elects to act upon such Instructions, the Trustee/Escrow Agent’s understanding of such Instructions shall be deemed controlling. The Authority understands and agrees that the Trustee/Escrow Agent cannot determine the identity of the actual sender of such Instructions and that the Trustee/Escrow Agent shall conclusively presume that directions that purport to have been sent by an Authorized Officer listed on the incumbency certificate provided to the Trustee/Escrow Agent have been sent by such Authorized Officer. The Authority shall be responsible for ensuring that only Authorized Officers transmit such Instructions to the Trustee/Escrow Agent and that the Authority and all Authorized Officers are solely responsible to safeguard the use and confidentiality of applicable user and authorization codes, passwords and/or authentication keys upon receipt by the Authority. The Trustee/Escrow Agent shall not be liable for any losses, costs or expenses arising directly or indirectly from the Trustee/Escrow Agent’s reliance upon and compliance with such Instructions notwithstanding such directions conflict or are inconsistent with a subsequent written instruction. The Authority agrees: (i) to assume all risks arising out of the use of Electronic Means to submit Instructions to the Trustee/Escrow Agent, including without limitation the risk of the Trustee/Escrow Agent acting on unauthorized Instructions, and the risk of interception and misuse by third parties; (ii) that it is fully informed of the protections and risks associated with the various methods of transmitting Instructions to the Trustee/Escrow Agent and that there may be more secure methods of transmitting Instructions than the method(s) selected by the Authority; (iii) that the security procedures (if any) to be followed in connection with its transmission of Instructions provide to it a commercially reasonable degree of protection in light of its particular needs and circumstances; and (iv) to notify the Trustee/Escrow Agent immediately upon learning of any compromise or unauthorized use of the security procedures.

(m) The Trustee/Escrow Agent shall incur no liability for losses arising from any investment made pursuant to this Escrow Agreement.

(n) The Authority acknowledges that to the extent regulations of the Comptroller of the Currency or other applicable regulatory entity grant the Authority the right to receive brokerage confirmations of security transactions as they occur, the Authority specifically waives receipt of such confirmations to the extent permitted by law. The Trustee/Escrow Agent will furnish the Authority periodic cash transaction statements

which include detail for all investment transactions made by the Trustee/Escrow Agent hereunder.

Section 8. Successor Trustee/Escrow Agent. Any corporation into which the Trustee/Escrow Agent may be merged or converted or with which it may be consolidated, or any corporation resulting from any merger, conversion, consolidation or tax-free reorganization to which the Trustee/Escrow Agent shall be a party or any corporation succeeding to the corporate trust business of the Trustee/Escrow Agent, shall be the successor Trustee/Escrow Agent under this Escrow Agreement without the execution or filing of any paper or any other act on the part of the parties hereto, anything herein to the contrary notwithstanding.

Section 9. Termination. This Escrow Agreement shall terminate when all transfers and payments required to be made by the Trustee/Escrow Agent under the provisions hereof shall have been made. Any deficiency in the amounts required to be paid hereunder shall be paid by the Authority. The Authority hereby directs the Trustee/Escrow Agent to, and the Trustee/Escrow Agent shall, distribute any moneys remaining in the Escrow Fund at the time of such termination to the Series 2022-A Subaccount of the Senior Bond Interest Account, established under the Thirty-Third Supplemental Agreement.

Section 10. Tax-Exempt Nature of Interest on the Refunded Bonds. The Authority covenants and agrees for the benefit of the holders of the Refunded Bonds that it will not direct or permit anything or act to be done in such manner as would cause interest on the Refunded Bonds to be included in the gross income of the recipients thereof for federal income tax purposes under the Internal Revenue Code of 1986, as amended (the “Code”), nor will it use any of the proceeds received from the sale of the Series 2022-A Bonds, directly or indirectly, in any manner which would result in the Series 2022-A Bonds being classified as “arbitrage bonds” within the meaning of the Code.

Section 11. Compensation and Indemnity of Trustee/Escrow Agent. For acting under this Escrow Agreement, the Trustee/Escrow Agent shall be entitled to payment of fees of \$1,000.00 for its services, including, without limitation, reasonable compensation for all services rendered in the execution, exercise and performance of any of the duties of the Trustee/Escrow Agent to be exercised or performed pursuant to the provisions of this Escrow Agreement, and all reasonable expenses, disbursements and advances incurred in accordance with any provisions of this Escrow Agreement (including the reasonable compensation and expenses and disbursements of independent counsel, agents and attorneys-at-law or other experts employed by it in the exercise and performance of its powers and duties hereunder and out-of-pocket expenses including, but not limited to, postage, insurance, wires, stationery, costs of printing forms and letters and publication of notices of defeasance and redemption); however, such amount shall never be payable from or become a lien upon the Escrow Fund, which fund shall be held solely for the purposes and subject to the liens set forth in Sections 4 and 5, respectively, hereof. To the extent permitted by law, the Authority agrees to indemnify and hold the Trustee/Escrow Agent harmless from and against all claims, suits and actions brought against it, or to which it is made a party, and from all costs, expenses (including reasonable attorneys’ fees of counsel reasonably acceptable to the Authority), losses and damages suffered by it as a result thereof, including the costs and expenses of defending against any such claims, suits or actions, where and to the extent such claim, suit or action arises out of the performance by the Trustee/Escrow Agent of its duties under this Escrow Agreement;

provided, however, that such indemnification shall not extend to claims, suits and actions brought against the Trustee/Escrow Agent which result in a judgment being entered, settlement being reached or other disposition made based upon the Trustee/Escrow Agent's negligence or willful misconduct. The indemnification provided for in this Escrow Agreement shall never be payable from or become a lien upon the Escrow Fund, which Escrow Fund shall be held solely for the purpose and subject to the liens set forth in Sections 4 and 5, respectively, hereof. The obligations of the Authority under this Section 11 shall remain in effect and continue notwithstanding the termination of this Escrow Agreement and the resignation or the removal of the Trustee/Escrow Agent.

Section 12. Third-Party Beneficiaries and Amendments. The owners of the Refunded Bonds are hereby recognized as third-party beneficiaries of this Escrow Agreement to the extent of their interests in the Escrow Fund as set forth in Sections 4 and 5 hereof.

Section 13. Replacement and Resignation of Trustee/Escrow Agent. The Authority may remove the Trustee/Escrow Agent and/or the Trustee/Escrow Agent may resign pursuant to the provisions of Section 9.09 of the Agreement and the applicable provisions of the Twenty-Second Supplemental Agreement.

Section 14. Severability. If any one or more of the provisions of this Escrow Agreement should be determined by a court of competent jurisdiction to be contrary to law, such provision shall be deemed and construed to be severable from the remaining provisions herein contained and shall in no way affect the validity of the remaining provisions of this Escrow Agreement.

Section 15. Successors and Assigns. All of the covenants and agreements in this Escrow Agreement contained by or on behalf of the Authority or the Trustee/Escrow Agent shall bind and inure to the benefit of their respective successors and assigns, whether so expressed or not.

Section 16. Governing Law. This Escrow Agreement shall be governed by the applicable laws of the State of California.

Section 17. Headings. Any headings preceding the text of the several Sections hereof, and any table of content appended to copies hereof, shall be solely for convenience of reference and shall not constitute a part of this Escrow Agreement, nor shall they affect its meaning, construction or effect.

Section 18. Amendments. The Authority and the Trustee/Escrow Agent shall not modify this Escrow Agreement without the consent of all of the owners of the Refunded Bonds affected by such modification which have not been paid in full.

Section 19. Counterparts. This Escrow Agreement may be executed in several counterparts, all or any of which shall be regarded for all purposes as one original and shall constitute and be but one and the same instrument.

[Signature page follows]

IN WITNESS WHEREOF, the parties hereto have each caused this Escrow Agreement to be executed by their duly authorized officers as of the date first above written.

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By _____
Rodney Johnson
Deputy Executive Officer, Finance

U.S. BANK NATIONAL ASSOCIATION, as
Trustee and Escrow Agent

By _____
Authorized Officer

[Signature page to Escrow Agreement]

EXHIBIT A

REFUNDED BONDS

Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2012-A

Maturity Date (July 1)	Principal to be Paid or Redeemed	Redemption Price	Payment Date/ Redemption Date	CUSIP Number
2027	\$ 7,210,000	100%	July 1, 2022	5447123Z3
2028	7,425,000	100	July 1, 2022	5447124A7

Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2012-B

Maturity Date (July 1)	Principal to be Paid or Redeemed	Redemption Price	Payment Date/ Redemption Date	CUSIP Number
2022	\$12,175,000	100%	July 1, 2022	5447124D1
2023	12,720,000	100	July 1, 2022	5447124E9
2024	13,300,000	100	July 1, 2022	5447124F6
2025	13,915,000	100	July 1, 2022	5447124G4

EXHIBIT B

CONDITIONAL NOTICE OF REDEMPTION

RELATING TO:

Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2012-A

Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2012-A

Notice is hereby given to the holders of the below listed Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A (the “**Series 2012-A Bonds**”) and Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B (the “**Series 2012-B Bonds**”) and, together with the Series 2012-A Bonds, the “**Refunded Bonds**”) that the Los Angeles County Metropolitan Transportation Authority (the “**Authority**”) has elected to redeem the Refunded Bonds. This notice is provided pursuant to the Amended and Restated Trust Agreement, dated as of January 1, 2010, as amended and supplemented (the “**Agreement**”), by and between Authority and U.S. Bank National Association, as trustee thereunder (the “**Trustee**”), including as supplemented by the Twenty-Second Supplemental Trust Agreement, dated as of July 1, 2012 (the “**Twenty-Second Supplemental Agreement**”), by and between the Authority and the Trustee. Capitalized terms used herein without definition shall have the meanings ascribed thereto in the Agreement.

The Refunded Bonds consist of the following bonds:

Bond No.	Series	Maturity Date (July 1)	Principal Amount	Redemption Price	Redemption Date	CUSIP Number¹
1	2012-A	2027	\$ 7,210,000	100%	July 1, 2022	5447123Z3
2	2012-A	2028	7,425,000	100	July 1, 2022	5447124A7
3	2012-B	2022	12,175,000	100	July 1, 2022	5447124D1
4	2012-B	2023	12,720,000	100	July 1, 2022	5447124E9
5	2012-B	2024	13,300,000	100	July 1, 2022	5447124F6
6	2012-B	2025	13,915,000	100	July 1, 2022	5447124G4

¹ CUSIP numbers are provided only for the convenience of the reader. Neither the Authority nor the Trustee undertake any responsibility for the accuracy of such CUSIP numbers or for any changes or errors in the list of CUSIP numbers

The Owners of the Refunded Bonds are required to present and surrender the Refunded Bonds at the address of the Trustee set forth below in order to receive payment of the redemption price set forth above (the “**Redemption Price**”) and accrued interest, unless other arrangements for payment of principal are made in the Representation Letter:

U.S Bank
Global Corporate Trust
111 Fillmore Avenue East
St. Paul, Minnesota 55107

Owners presenting their Refunded Bonds in person for same day payment **must** surrender their Refunded Bond(s) by 1:00 P.M. CDT on the redemption date set forth above (the “**Redemption Date**”) and a check will be available for pick up after 2:00 P.M. CDT. Checks not picked up by 4:30 P.M. CDT will be mailed to the Owner via first class mail. If payment of the Redemption Price is to be made to the registered owner of the Refunded Bond, you are not required to endorse the Refunded Bond to collect the Redemption Price.

For a list of redemption requirements, please visit the Trustee’s website at www.usbank.com/corporatetrust and click on the “Bondholder Information” link for redemption instructions. You may also contact the Bondholder Communications team at 1-800-934-6802 Monday through Friday from 8 A.M. to 6 P.M. CDT.

On the Redemption Date, the Refunded Bonds shall cease to bear interest. If the Owner of any Refunded Bond that is subject to optional redemption fails to deliver such Refunded Bond to the Trustee on the Redemption Date, such Refunded Bond shall nevertheless be deemed redeemed on the Redemption Date and the Owner of such Refunded Bond shall have no rights in respect thereof except to receive payment of the Redemption Price from funds that are held for such payment.

Redemption of the Refunded Bonds is conditioned on and subject to the deposit of the redemption moneys with the Trustee not later than the opening of business one (1) Business Day prior to the scheduled redemption date, and such notice shall be of no effect unless such moneys are so deposited. In the event sufficient moneys are not on deposit on the required date, then the redemption shall be canceled and on such cancellation date notice shall be provided to the Owners of the affected Refunded Bonds as provided for under Section 4.01 of the Agreement.

IMPORTANT NOTICE

Federal law requires the Trustee to withhold taxes at the applicable rate from the payment if an IRS Form W-9 or applicable IRS Form W-8 is not provided. Please visit www.irs.gov for additional information on the tax forms and instructions.

Dated this 9th day of June, 2022.

Los Angeles County
Metropolitan Transportation Authority

U.S. Bank National Association, as Trustee

EXHIBIT C

FORM OF NOTICE OF DEFEASANCE

NOTICE OF DEFEASANCE

RELATING TO:

Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2012-A

Los Angeles County Metropolitan Transportation Authority
Proposition C Sales Tax Revenue Refunding Bonds,
Senior Bonds, Series 2012-A

Notice is hereby given to the holders of the below listed Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-A (the “**Defeased Series 2012-A Bonds**”) and Los Angeles County Metropolitan Transportation Authority Proposition C Sales Tax Revenue Refunding Bonds, Senior Bonds, Series 2012-B (the “**Defeased Series 2012-B Bonds**”) and, together with the Series 2012-A Bonds, the “**Defeased Bonds**”) that: (i) there has been deposited with U.S. Bank National Association, as escrow agent (the “Escrow Agent”), moneys and investment securities as permitted by the Amended and Restated Trust Agreement, dated as of January 1, 2010, as amended and supplemented (the “Trust Agreement”), by and between the Los Angeles County Metropolitan Transportation Authority (the “Authority”) and U.S. Bank National Association, as trustee (the “Trustee”), and the Twenty-Second Supplemental Trust Agreement, dated as of July 1, 2012 (the “Twenty-Second Supplemental Agreement”), by and between the Authority and the Trustee, the principal of and the interest on which when due will provide moneys which, together with such other moneys deposited with the Escrow Agent, will be sufficient and available on July 1, 2022 to redeem the Defeased Series 2012-A Bonds maturing on July 1, 2027 at a redemption price of 100% of the principal amount thereof, plus accrued interest thereon on July 1, 2022 and the redeem the Defeased Series 2012-B Bonds maturing on July 1, 2022 at a redemption price of 100% of the principal amount thereof, plus accrued interest thereon on July 1, 2022 and (ii) the Defeased Bonds are deemed paid in accordance with and for purposes of the Trust Agreement and the Twenty-Second Supplemental Agreement. The Defeased Bonds consist of the following bonds:

Series	CUSIP Number¹	Maturity Date (July 1)	Principal Amount to be Paid or Redeemed
2012-A	5447123Z3	2027	\$ 7,210,000
2012-A	5447124A7	2028	7,425,000
2012-B	5447124D1	2022	12,175,000
2012-B	5447124E9	2023	12,720,000
2012-B	5447124F6	2024	13,300,000
2012-B	5447124G4	2025	13,915,000

¹ CUSIP numbers are provided only for the convenience of the reader. Neither the Authority nor the Trustee undertake any responsibility for the accuracy of such CUSIP numbers or for any changes or errors in the list of CUSIP numbers

Dated this __th day of June, 2022.

**Los Angeles County
Metropolitan Transportation Authority**

U.S. Bank National Association, as Trustee

SCHEDULE I

PAYMENT REQUIREMENTS FOR REFUNDED BONDS

Series	Payment/ Redemption Date	Principal	Interest	Total
2012-A	July 1, 2022	[\$2012-A Refunded Principal]	[\$2012-A Refunded Interest]	[\$Total 2012-A Escrow Deposit]
2012-B	July 1, 2022	[\$2012-B Refunded Principal]	[\$2012-B Refunded Interest]	[\$Total 2012-B Escrow Deposit]
			Total:	[\$Total 2012-B Escrow Deposit]