



Board Report

File #: 2021-0277, File Type: Budget

Agenda Number: 8.

REVISED
FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 16, 2021

SUBJECT: FISCAL YEAR 2021-22 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.34 billion in FY 2021-22 (FY22) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and LACMTA Board approved policies and guidelines.
- B. APPROVING fund exchanges in the estimated amount of \$1,467,453 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations.
- C. APPROVING fund exchanges in the estimated amount of \$332,916 of Metro's Prop C 40% allocation with Antelope Valley and Santa Clarita's shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations.
- D. APPROVING Two-year lag funding for \$420,856 to Torrance Transit and Commerce Transit for the transitioned services from Metro as follows:
1. The transfer of Metro Line 256 to City of Commerce Municipal Bus Lines consisting of 56,682 Revenue Miles and corresponding funding in the amount of \$80,496.
 2. The transfer of Metro Line 130 to Torrance Transit consisting of 239,789 Revenue Miles and corresponding funding in the amount of \$346,360.
- E. APPROVING base funding increase from \$6.0 million to \$6.8 million in FY22 for Tier 2 Operators to accommodate local fund exchanges of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Funding as approved by the LACMTA Board of Directors.
- F. APPROVING the execution of local fund exchanges as appropriate in order to implement the

Board approved CRRSAA allocations.

- G. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$330,000 with Metro's TDA Article 4 allocation.
- H. APPROVING fund exchanges in the amount totaling \$13.2 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339.
- I. APPROVING fund exchanges in the amount of \$1,429,026 of Metro's TDA Article 4 allocation with the city of La Mirada's shares of FY2016 Federal Section 5307 discretionary fund.
- J. AUTHORIZING the Chief Executive Officer to adjust FY22 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY22 budget as necessary to reflect the aforementioned adjustment.
- K. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY22 Taxi Voucher component of the LIFE Program.
- L. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.
- M. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment B).

ISSUE

Each year, transit operating and capital funds consisting of federal, state, and local revenues are allocated to Metro operations, transit operators, and Los Angeles County local jurisdictions for programs, projects and services according to federal guidelines, state laws, and established funding policies and procedures. The Board of Directors must approve allocations for FY22 prior to fund disbursement.

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

The Municipal operators are requesting fund exchanges of their LCTOP allocations with Metro's TDA Article 4 and Prop C 40% funds allocation to minimize the impact on administrative processes associated with these funding programs.

BACKGROUND

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

DISCUSSION

In FY21, the Coronavirus Aid, Relief and Economic Security (CARES) Act provided financial relief to transit operators in LA County. The CARES funding was allocated to offset the estimated sales tax revenue losses. To minimize future fiscal disruptions, Metro staff proposed, and all regional operators agreed, to deviate from traditional policy and incorporate the FY20 sales tax revenue losses within FY21 total funds available in lieu of including the FY20 loss in FY22. Actual FY20 sales tax revenues were somewhat better than expected and the difference in forecast versus actual results are reflected as an increase in available FY22 local subsidy funding.

To accommodate the impacts of the COVID-19 pandemic, Bus Operations Sub-Committee (BOS) members, agreed to form a working group to review alternative approaches for FY22 transit fund allocations. In March 2021, the working group agreed to recommend the use of a weighted average of FY19 and FY20 Vehicle Service Miles statistics to allocate State and Local funds. This approach sought to balance the actions of those operators that continued to provide service while not unduly penalizing others. Due to the significant decrease in ridership across the region, the agreed method also recommended that fare revenue and unlinked passengers data to be held constant at FY19 level. For Federal Grant allocations, Metro staff recommended following the FTA apportionment approach and used FY19 data as the allocation basis. The BOS working group has generally concurred with Metro's recommendation with the assumption that this deviation from the FAP allocation guideline does not set a precedent for FY23 or future FAP allocation methodology.

For those bus operators not receiving federal funds directly from Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), Metro staff will work with affected jurisdictions to swap or exchange up to \$8.4 million of Metro's local funds to address administrative efficiencies. This exchange is reflected in the Adopted FY22 Budget.

Transit Fund Allocations

The recommended FY22 Transit Fund Allocations are developed according to federal, state, and local requirements, as well as policies and guidelines previously approved by LACMTA Board. Details of significant information, methodologies and assumptions are described in **Attachment C**.

The Tier 2 Operators Funding Program will receive \$6.8 million of funding from Proposition A 95% of

40% Discretionary growth over inflation. This allocation includes a total of \$842,008 in CRRSAA Funding as approved by the LACMTA Board of Directors, and the CRRSAA funds will be exchanged with local funds.

The Sub-Regional Paratransit operators, Voluntary NTD Reporting agencies, Avalon Ferry, Avalon Transit Services and Hollywood Bowl Shuttle Services will receive \$7,565,663 in CRRSAA funding as approved by the LACMTA Board of Directors, and the CRRSAA funds will be exchanged with local funds.

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

Staff has reviewed the recommended allocations, related methodologies and assumptions with Metro operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS) and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS and LTSS have all formally adopted the recommended FY22 Transit Fund Allocations.

Low Income Fare is Easy (LIFE) Program Taxi Vouchers

The LIFE program, in addition to the provision of fare subsidies, provides Taxi Vouchers to individuals with short term/immediate need transit services who are otherwise unable to use fixed route transit. Taxi Vouchers and their required reimbursements to Taxi providers are managed by the LIFE program administrators and distributed to the rider, through approved agencies such as hospitals and shelters, to provide trips categorized by mobility or health limitations, urgency, or safety. Funding to accommodate Taxi reimbursements and voucher printing are to be allocated as follows: \$840,000 to FAME, and \$420,000 to IILA.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY22 Transit Fund Allocations are included in the FY22 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes LACMTA to disburse these funds to the Los Angeles County jurisdictions and transit operators.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY22 Transit Fund Allocations and instruct staff to use an alternative methodology for allocation. This alternative is not recommended as federal, state, and

local requirements, as well as prior LACMTA Board policies and guidelines serve as the basis of the annual allocation of funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects and services.

NEXT STEPS

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

ATTACHMENTS

Attachment A - [FY22 Transit Fund Allocations]

Attachment B - [TDA and STA Resolution]

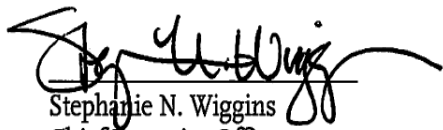
Attachment C - [Summary of Significant Information, Methodologies and Assumptions]

Prepared by: Manijeh Ahmadi, Manager, Transportation Planning, (213) 922-3083

Drew Philips, DEO, Finance, (213) 922-2109

Reviewed by: Michelle Navarro, Executive Officer, Finance (213) 922-3056

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



Stephanie N. Wiggins
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2022
Proposed
TRANSIT FUND ALLOCATIONS

July 1, 2021 – June 30, 2022

June 16, 2021

FY 2022
Proposed
Transit Fund Allocations

Los Angeles County Metropolitan Transportation Authority
FY 2022
Transit Fund Allocation

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Los Angeles County Metropolitan Transportation Authority
FY 2022
Transit Fund Allocation

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Bus Transit Subsidies

STATE AND LOCAL FUNDS

PRELIMINARY REVENUE ESTIMATES

STATE AND LOCAL	FY22 Estimated Revenue	Carryover FY20 Budget vs Actual	Interest FY20 Actual	FY20 Impact on FY21 Estimated Revenue	FY22 Total Funds Available	NOTE	FY21 Total Funds
Transportation Development Act:							
Planning & Administration:							
1 Planning - Metro	\$ 4,325,000				\$ 4,325,000		\$ 3,434,000
2 Planning - SCAG	3,243,750				3,243,750		2,575,500
3 Administration - Metro	3,285,455				3,285,455		3,192,862
4 Sub-total	10,854,205				10,854,205		9,202,362
5 Article 3 Pedestrian & Bikeways	2.0000% 8,432,916	(610,245)	71,035	(894,775)	8,788,481		6,748,715
6 Article 4 Bus Transit	91.3125% 385,015,196	(27,861,501)	3,243,194	(40,892,211)	401,289,100		308,389,840
7 Article 8 Streets & Highways	6.6875% 28,197,683	(2,040,516)	237,525	(2,951,761)	29,346,452		22,297,204
8 Total	432,500,000	(30,512,263)	3,551,754	(44,738,747)	450,278,238		346,638,121
Proposition A:							
9 Administration	5.0000% 43,250,000	(2,421,566)		(4,565,000)	45,393,434		34,467,414
10 Local Return	25.0000% 205,437,500	n/a		n/a	205,437,500	a	184,798,750
11 Rail Development	35.0000% 287,612,500	(16,103,413)		(30,357,250)	301,866,337		229,208,301
Bus Transit:	40.0000%						
12 95% of 40% Capped at CPI 2.0000%	260,743,970	n/a		-	260,743,970	b	255,631,343
13 95% of 40% Over CPI	51,521,030	n/a		(32,959,300)	84,480,330	c	(7,696,543)
14 Sub-total	312,265,000	-		(32,959,300)	345,224,300		247,934,800
15 5% of 40% Incentive	16,435,000	(920,195)		(1,734,700)	17,249,505		13,097,617
16 Total	865,000,000	(19,445,174)		(69,616,250)	915,171,076		709,506,882
Proposition C:							
17 Administration	1.5000% 12,975,000	(726,495)		(1,369,500)	13,618,005		10,340,184
18 Rail/Bus Security	5.0000% 42,601,250	(2,385,327)		(4,496,525)	44,712,448		33,950,270
19 Commuter Rail	10.0000% 85,202,500	(4,770,653)		(8,993,050)	89,424,897		67,900,540
20 Local Return	20.0000% 170,405,000	n/a		n/a	170,405,000	a	153,285,700
21 Freeways and Highways	25.0000% 213,006,250	(11,926,633)		(22,482,625)	223,562,242		169,751,350
22 Discretionary	40.0000% 340,810,000	(19,082,613)		(35,972,200)	357,699,587		271,602,159
23 Total	865,000,000	(38,891,721)		(73,313,900)	899,422,179		706,830,202
State Transit Assistance:							
24 Bus (PUC 99314 Rev Base Share)	30,072,487	(4,491,699)	396,299	(9,090,749)	35,067,836	d	54,336,549
25 Rail (PUC 99313 Population Share)	23,214,902	(4,558,304)	407,472	(8,010,263)	27,074,333		42,173,474
26 Total	53,287,389	(9,050,003)	803,771	(17,101,012)	62,142,169		96,510,023
SB 1 State Transit Assistance:							
27 Bus (PUC 99314 Rev Base Share)	24,516,861	(4,278,906)	328,462	(7,536,073)	28,102,490	d,e	43,885,477
28 Rail (PUC 99313 Population Share)	18,926,153	(4,204,286)	337,722	(6,639,883)	21,699,472	f	34,058,354
29 Total	43,443,014	(8,483,192)	666,184	(14,175,955)	49,801,962		77,943,831
SB 1 State Of Good Repair							
30 Bus (PUC 99314 Rev Base Share)	17,513,101	1,362,526	186,758	3,519,975	15,542,410	e	17,549,382
31 Rail (PUC 99313 Population Share)	13,519,498	774,667	69,902	2,436,083	11,927,983	f	13,752,517
32 Total	31,032,599	2,137,193	256,660	5,956,059	27,470,393		31,301,899

PRELIMINARY REVENUE ESTIMATES (continued)

		A	B	C	D	E=A+B+C-D		
STATE AND LOCAL		FY22 Estimated Revenue	Carryover FY20 Budget vs Actual	Interest FY20 Actual	FY20 Impact on FY21 Estimated Revenue	FY22 Total Funds Available	NOTE	FY21 Total Funds
Measure R:								
33	Administration	1.5000%	12,975,000	(744,268)	1,219,168	(1,369,500)		11,678,398
34	Transit Capital - "New Rail"	35.0000%	298,208,750	(17,105,751)	7,124,284	(31,475,675)		243,070,701
35	Transit Capital - Metrolink	3.0000%	25,560,750	(1,466,207)	(25,426)	(2,697,915)		21,091,356
36	Transit Capital - Metro Rail	2.0000%	17,040,500	(977,471)	(589,797)	(1,798,610)		12,434,317
37	Highway Capital	20.0000%	170,405,000	(9,774,715)	5,368,212	(17,986,100)		143,617,137
38	Operations "New Rail"	5.0000%	42,601,250	(2,443,679)	(315,698)	(4,496,525)		33,681,942
39	Operations Bus	20.0000%	170,405,000	(9,774,715)	(1,080,044)	(17,986,100)		134,999,710
40	Local Return	15.0000%	127,803,750	n/a	n/a	127,803,750	a	114,964,275
41	Total		865,000,000	(42,286,805)	11,700,699	(77,810,425)		715,537,837
Measure M:								
Local Return Supplemental & Administration:								
42	Administration	0.5000%	4,454,750	(269,218)	76,728	(470,195)		3,579,814
43	Supplemental transfer to Local Return	1.0000%	8,520,250	n/a	n/a	n/a	a,g	7,664,285
44	Sub-total		12,975,000	(269,218)	76,728	(470,195)		11,244,099
45	Local Return Base	16.0000%	136,324,000	n/a	n/a	n/a	a,g	122,628,560
46	Metro Rail Operations	5.0000%	42,601,250	(2,574,560)	(319,913)	(4,496,525)		33,445,975
47	Transit Operations (Metro & Municipal Providers)	20.0000%	170,405,000	(10,298,241)	(1,161,356)	(17,986,100)		133,102,471
48	ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	17,040,500	(1,029,824)	646,252	(1,798,610)		13,910,953
49	Transit Construction	35.0000%	298,208,750	(18,021,921)	9,538,412	(31,475,675)		242,873,021
50	Metro State of Good Repairs	2.0000%	17,040,500	(1,029,824)	131,037	(1,798,610)		13,308,897
51	Highway Construction	17.0000%	144,844,250	(8,753,505)	11,340,346	(15,288,185)		119,229,734
52	Metro Active Transportation Program	2.0000%	17,040,500	(1,029,824)	936,787	(1,798,610)		13,894,681
53	Regional Rail	1.0000%	8,520,250	(514,912)	230,297	(899,305)		6,799,640
54	Total		865,000,000	(43,521,828)	21,418,590	(76,011,815)		710,438,030
55	Total Funds Available		\$ 4,020,263,002	\$ (190,053,793)	\$ 38,397,658	\$ (366,812,046)		\$ 4,235,418,913
Total Planning & Admin Allocations:								
56	(Lines 4, 9, 17, 33 and 42)		\$ 84,508,955	\$ (4,161,547)	\$ 1,295,896	\$ (7,774,195)		\$ 69,268,172

Notes:

- a) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- b) Consumer price index (CPI) of 2.0% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.
- c) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- d) STA Revenue estimates (including SB1/STA) from the State Controller's office is reduced by 40% for the revenue base share and population-base share due to anticipated shortfall of FY22 revenue.
- e) In order to be eligible for SB1-SGR funding, eligible agencies must comply with various reporting requirements. SGR revenue estimates from the State Controller's Office is reduced by 10% due to anticipated shortfall of FY22 revenue.
- f) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.
- g) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

STATE AND LOCAL FUNDS

Operators	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1		Total
	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair	
Included Operators:												
1 Metro Bus Ops	\$ 292,586,483	\$ 25,850,491	\$ 191,788,317	\$ 510,225,291	\$ 32,559,159	\$ 21,658,501	\$ 121,938,313	\$ 6,563,438	\$ 121,522,889	\$ 19,301,796	\$ 10,630,341	\$ 844,399,726
Municipal Operators:												
2 Arcadia	381,841	32,359	240,604	654,804	6,691	104,650	152,640	16,041	152,120	24,162	13,307	1,124,414
3 Claremont	131,820	11,233	83,522	226,575	2,281	28,394	52,987	5,781	52,806	8,387	4,619	381,830
4 Commerce	453,743	36,992	355,549	846,283	39,240	1,201,353	174,495	33,515	173,900	27,621	15,212	2,511,619
5 Culver City	5,844,459	501,143	3,726,205	10,071,807	395,950	1,695,054	2,363,920	141,807	2,355,867	374,188	206,082	17,604,674
6 Foothill Transit	27,320,796	2,344,930	17,435,533	47,101,260	1,037,303	8,449,054	11,061,176	832,564	11,023,493	1,750,890	964,291	82,220,030
7 Gardena	5,833,372	501,120	3,726,033	10,060,524	251,368	2,175,295	2,363,811	124,528	2,355,758	374,171	206,072	17,911,527
8 La Mirada	1,538,492	9,017	67,044	1,614,554	3,760	22,792	42,533	6,483	42,388	6,733	3,708	1,742,951
9 Long Beach	25,321,181	2,183,928	16,238,417	43,743,527	2,000,727	8,776,502	10,301,721	626,034	10,266,624	1,630,675	898,084	78,243,893
10 Montebello	8,888,094	764,095	5,681,362	15,333,551	458,561	3,353,898	3,604,280	186,606	3,592,001	570,527	314,214	27,413,638
11 Norwalk	3,494,787	299,633	2,227,899	6,022,320	122,876	816,374	1,413,389	68,486	1,408,574	223,727	123,216	10,198,963
12 Redondo Beach	822,863	70,084	521,104	1,414,051	31,568	181,340	330,590	33,080	329,464	52,330	28,820	2,401,242
13 Santa Monica	21,750,088	1,870,845	13,910,512	37,531,445	1,078,843	5,564,524	8,824,888	458,528	8,794,823	1,396,905	769,336	64,419,292
14 Torrance	6,921,081	591,965	4,741,868	12,254,914	311,536	3,357,193	2,792,335	141,637	2,782,822	442,003	243,430	22,325,871
15 Sub-Total	108,702,617	9,217,345	68,955,653	186,875,615	5,740,702	35,726,424	43,478,765	2,675,089	43,330,640	6,882,318	3,790,393	328,499,946
Eligible Operators:												
16 Antelope Valley	-	-	5,230,982	5,230,982	198,098	1,755,882	2,843,483	194,078	2,833,796	450,099	247,889	13,754,308
17 LADOT	-	-	23,542,435	23,542,435	1,522,460	5,958,794	5,586,452	378,626	5,567,420	884,288	487,016	43,927,491
18 Santa Clarita	-	-	4,648,683	4,648,683	220,785	1,410,305	2,495,030	188,769	2,486,530	394,942	217,512	12,062,556
19 Foothill BSCP	-	-	5,033,010	5,033,010	-	543,222	1,194,297	-	1,190,229	189,047	104,116	8,253,922
20 Sub-Total	-	-	38,455,110	38,455,110	1,941,343	9,668,203	12,119,263	761,474	12,077,975	1,918,376	1,056,533	77,998,276
Tier 2 Operators:												
21 LADOT Community Dash	-	-	4,790,755	4,790,755	-	-	-	-	-	-	-	4,790,755
22 Glendale	-	-	1,167,585	1,167,585	-	-	-	-	-	-	-	1,167,585
23 Pasadena	-	-	681,062	681,062	-	-	-	-	-	-	-	681,062
24 Burbank	-	-	202,606	202,606	-	-	-	-	-	-	-	202,606
25 Sub-Total	-	-	6,842,008	6,842,008	-	-	-	-	-	-	-	6,842,008
26 Lynwood Trolley	-	-	-	-	-	226,175	-	-	-	-	-	226,175
27 Total Excluding Metro	108,702,617	9,217,345	114,252,771	232,172,733	7,682,044	45,620,803	55,598,028	3,436,562	55,408,615	8,800,694	4,846,926	413,566,406
28 County of Los Angeles											65,143	65,143
29 Grand Total	\$ 401,289,100	\$ 35,067,836	\$ 306,041,088	\$ 742,398,025	\$ 40,241,204	\$ 67,279,303	\$ 177,536,341	\$ 10,000,000	\$ 176,931,503	\$ 28,102,490	\$ 15,542,410	\$ 1,258,031,275

OPERATORS VEHICLE SERVICE MILES

Operators	FY19 VSM	FY20 VSM	1/2 (FY19 + FY20) ⁽¹⁾
1 Metro Bus Ops.	72,792,000	66,279,000	69,535,500
2 Arcadia DR	89,056	69,818	79,437
3 Arcadia MB	165,108	168,894	167,001
4 Claremont	43,100	25,000	34,050
5 Commerce	417,646	345,645	381,646
6 Culver City	1,550,357	1,443,712	1,497,035
7 Foothill	10,058,643	9,884,209	9,971,426
8 Gardena	1,576,361	1,356,446	1,466,404
9 La Mirada	65,827	49,022	57,425
10 Long Beach	7,055,099	6,062,758	6,558,929
11 Montebello	2,228,298	1,826,776	2,027,537
12 Norwalk	998,195	996,249	997,222
13 Redondo Beach DR	60,453	48,456	54,455
14 Redondo Beach MB	365,547	345,302	355,425
15 Santa Monica	4,928,000	4,352,000	4,640,000
16 Torrance	1,696,600	1,497,900	1,597,250
<u>Eligible Operators</u>			
17 Antelope Valley	3,233,545	2,997,783	3,115,664
18 Santa Clarita	2,874,288	2,616,257	2,745,273
19 LADOT Local	1,837,377	1,931,531	1,884,454
20 LADOT Express	1,444,329	1,190,907	1,317,618
21 Foothill - BSCP	1,212,189	1,122,132	1,167,161
22 Total	114,692,018	104,609,797	109,650,908
<u>Tier 2 Operators</u>			
23 LADOT Community Dash	2,617,725	3,019,584	2,818,655
24 Glendale	632,528	634,313	633,421
25 Pasadena	726,888	733,203	730,046
26 Burbank	304,648	287,907	296,278
27 Total	4,281,789	4,675,007	4,478,398

Notes:

(1) Data set used to calculate the FY22 fund distributions.

BUS TRANSIT FUNDING PERCENTAGE SHARES

Operators	Vehicle Service Miles (VSM) (1), (2)	Passenger Revenue ⁽³⁾	Base Fare	Fare Units ⁽³⁾	Fare Units Prior to Fare Increase/decrease	Fare Units Used in FAP ⁽⁴⁾	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment ⁽⁵⁾	TDA/STA Share
Included Operators										
1 Metro Bus Ops.(6)	69,535,500	\$ 185,702,000	\$ 1.75	106,115,429	197,161,600	197,161,600	133,348,550	73.7157%	0.0000%	73.7157%
2 Arcadia DR	79,437	5,087	0.50	10,174	72,829	72,829	76,133	0.0421%	0.0000%	0.0421%
3 Arcadia MB	167,001	7,290	0.50	14,580	-	14,580	90,791	0.0502%	0.0000%	0.0502%
4 Claremont	34,050	37,700	2.50	15,080	81,840	81,840	57,945	0.0320%	0.0000%	0.0320%
5 Commerce	381,646	-	-	-	-	-	190,823	0.1055%	0.0000%	0.1055%
6 Culver City	1,497,035	2,722,099	1.00	2,722,099	3,673,208	3,673,208	2,585,121	1.4291%	0.0000%	1.4291%
7 Foothill	9,971,426	13,270,666	1.50	8,847,111	14,221,000	14,221,000	12,096,213	6.6868%	0.0000%	6.6868%
8 Gardena	1,466,404	2,083,161	1.00	2,083,161	3,703,600	3,703,600	2,585,002	1.4290%	0.0000%	1.4290%
9 La Mirada	57,425	35,602	1.00	35,602	-	35,602	46,513	0.0257%	0.0000%	0.0257%
10 Long Beach	6,558,929	13,370,830	1.25	10,696,664	15,972,456	15,972,456	11,265,692	6.2277%	0.0000%	6.2277%
11 Montebello	2,027,537	3,675,867	1.10	3,341,697	5,855,556	5,855,556	3,941,547	2.1789%	0.0000%	2.1789%
12 Norwalk	997,222	1,179,834	1.25	943,867	2,094,068	2,094,068	1,545,645	0.8544%	0.0000%	0.8544%
13 Redondo Beach DR	54,455	12,084	1.00	12,084	-	12,084	33,269	0.0184%	0.0000%	0.0184%
14 Redondo Beach MB	355,425	301,087	1.00	301,087	-	301,087	328,256	0.1815%	0.0000%	0.1815%
15 Santa Monica	4,640,000	11,315,000	1.25	9,052,000	14,661,333	14,661,333	9,650,667	5.3349%	0.0000%	5.3349%
16 Torrance	1,597,250	2,054,200	1.00	2,054,200	4,510,000	4,510,000	3,053,625	1.6881%	0.0000%	1.6881%
17 Sub-Total	99,420,739	235,772,507		146,244,835		262,370,843	180,895,791	100.0000%	0.0000%	100.0000%
Eligible Operators										
18 Antelope Valley	3,115,664	4,689,668	1.50	3,126,445	3,543,241	3,543,241	3,329,453	1.7190%	0.0000%	1.7190%
19 Santa Clarita	2,745,273	3,097,621	1.00	3,097,621	-	3,097,621	2,921,447	1.5083%	0.0000%	1.5083%
20 LADOT Local	1,884,454	2,802,798	0.50	5,605,596	6,727,520	6,727,520	4,305,987	2.2232%	0.0000%	2.2232%
21 LADOT Express	1,317,618	3,294,488	1.50	2,196,325	3,152,832	3,152,832	2,235,225	1.1540%	0.0000%	1.1540%
22 Foothill - BSCP	1,167,161	1,486,549	1.50	991,033	1,650,000	1,650,000	1,408,580	0.7220%	0.0000%	0.7220%
23 Sub-Total	10,230,169	15,371,124		15,017,020		18,171,214	14,200,692	7.3265%	0.0000%	7.3265%
24 Total	109,650,908	251,143,631		161,261,855		280,542,057	195,096,482			

Notes:

(1) Based on FAP formula, the FY22 fund distribution must be formulated on FY20 Vehicle Service Miles (VSM) statistics. This year, because of the unprecedented nature of the pandemic, a 50/50 weighted average of FY19 and FY20 VSM data is used for State and Local fund allocations.

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

(3) In FY22, Fare units are held constant at FY19 level.

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

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

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

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

Operators	TDA & STA % Shares	TDA Article 4 plus interest			STA Rev Base Share Plus Interest	Prop A Discretionary % Shares	Prop A Discretionary Allocations ⁽²⁾	Total Formula Funds	Two Year Lag Funding ⁽³⁾	
		Allocated	Fund Exchange ⁽¹⁾	Net						
Included Operators										
1	Metro Bus Ops	73.7157%	\$ 295,812,962	\$ (3,226,479)	\$ 292,586,483	\$ 25,850,491	73.7157%	\$ 191,788,317	\$ 510,225,291	\$ (420,856)
2	Arcadia DR	0.0421%	168,889		168,889	14,759	0.0421%	109,738	293,387	
3	Arcadia MB	0.0502%	201,405	11,547	212,952	17,600	0.0502%	130,866	361,418	
4	Claremont	0.0320%	128,542	3,278	131,820	11,233	0.0320%	83,522	226,575	
5	Commerce	0.1055%	423,311	30,432	453,743	36,992	0.1055%	355,549	846,283	80,496
6	Culver City	1.4291%	5,734,688	109,771	5,844,459	501,143	1.4291%	3,726,205	10,071,807	
7	Foothill Transit	6.6868%	26,833,562	487,234	27,320,796	2,344,930	6.6868%	17,435,533	47,101,260	
8	Gardena	1.4290%	5,734,423	98,949	5,833,372	501,120	1.4290%	3,726,033	10,060,524	
9	La Mirada	0.0257%	103,182	1,435,310	1,538,492	9,017	0.0257%	67,044	1,614,554	
10	Long Beach ⁽⁴⁾	6.2277%	24,991,181	330,000	25,321,181	2,183,928	6.2277%	16,238,417	43,743,527	
11	Montebello	2.1789%	8,743,706	144,388	8,888,094	764,095	2.1789%	5,681,362	15,333,551	
12	Norwalk	0.8544%	3,428,772	66,015	3,494,787	299,633	0.8544%	2,227,899	6,022,320	
13	Redondo Beach DR	0.0184%	73,803		73,803	6,449	0.0184%	47,954	128,207	
14	Redondo Beach MB	0.1815%	728,184	20,876	749,060	63,635	0.1815%	473,149	1,285,844	
15	Santa Monica	5.3349%	21,408,499	341,589	21,750,088	1,870,845	5.3349%	13,910,512	37,531,445	
16	Torrance	1.6881%	6,773,991	147,090	6,921,081	591,965	1.6881%	4,741,868	12,254,914	340,360
17	Sub-Total	100.0000%	401,289,100	-	401,289,100	35,067,836	100.0000%	260,743,970	697,100,906	
Eligible Operators										
Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI ⁽⁵⁾										
18	Antelope Valley ⁽⁶⁾	1.7190%	-	146,042	146,042	602,808	1.7190%	4,482,132	\$ 5,230,982	
19	Santa Clarita ⁽⁶⁾	1.5083%	-	186,874	186,874	528,938	1.5083%	3,932,871	4,648,683	
20	LADOT Local	2.2232%	8,921,288		8,921,288	779,613	2.2232%	5,796,749	15,497,651	
21	LADOT Express	1.1540%	4,631,014		4,631,014	404,695	1.1540%	3,009,075	8,044,784	
22	Foothill - BSCP	0.7220%	2,897,274		2,897,274	253,187	0.7220%	1,882,550	5,033,010	
23	Sub-Total	7.3265%	16,449,576	332,916	16,782,492	2,569,241	7.3265%	19,103,377	38,455,110	
24	Total FAP		\$ 401,289,100		\$ 401,289,100	\$ 35,067,836	107.3265%	\$ 260,743,970	\$ 735,556,016	\$ 0
Proposition A Discretionary (95% of 40%) Growth Over CPI:										
25	Revenue								\$ 84,480,330	
Uses of Fund:										
26	Eligible Operators - Formula Equivalent Funds								38,455,110	
27	Tier 2 Operators ⁽⁷⁾								6,842,008	
28	Total Uses of Funds								45,297,118	
29	Proposition A Discretionary (95% of 40%) GOI Surplus (Shortfall)								39,183,212	
30	Backfill from (Transfer to) PC40% Discretionary								(39,183,212)	
									\$ -	

Notes:

- (1) Operators' share of LCTOP funds and the city of La Mirada's share of FY16 federal section 5307 funds in the amount of \$1,429,026 will be exchanged with Metro's TDA Article 4 allocation.
- (2) Prop A Discretionary funds (95% of 40%) allocated to Included Operators have been capped at 2.0% CPI for FAP allocation.
- (3) The Two-Year Lag Column is for information only. THESE AMOUNTS ARE ALREADY INCLUDED IN PROP A DISCRETIONARY Allocations.
- (4) Funds allocated to the SCRTPC through Long Beach Transit will be exchanged with Metro's TDA share.
- (5) Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40% Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI.
- (6) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's Prop C 40% Discretionary transfer to Proposition A Discretionary GOI.
- (7) Included \$842,000 in CRRSAA funding. CRRSAA funds will be exchanged with local funds.

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

	Operators	FY19 Unlinked Passengers	Percent of Total Unlinked Passengers	Total ⁽¹⁾
1	Antelope Valley	2,301,868	0.4923%	\$ 198,098
2	Arcadia	77,743	0.0166%	6,691
3	Claremont	26,500	0.0057%	2,281
4	Commerce	455,961	0.0975%	39,240
5	Culver City	4,600,876	0.9839%	395,950
6	Foothill	12,053,307	2.5777%	1,037,303
7	Gardena	2,920,856	0.6247%	251,368
8	LADOT Local/Express	17,690,763	3.7833%	1,522,460
9	La Mirada	43,686	0.0093%	3,760
10	Long Beach	23,248,158	4.9718%	2,000,727
11	Montebello	5,328,407	1.1395%	458,561
12	Norwalk	1,427,804	0.3053%	122,876
13	Redondo Beach DR/MB	366,810	0.0784%	31,568
14	Santa Clarita	2,565,484	0.5487%	220,785
15	Santa Monica	12,536,000	2.6809%	1,078,843
16	Torrance	3,620,000	0.7742%	311,536
17	Sub-Total	89,264,223	19.0900%	7,682,044
18	Metro Bus/Rail Ops ⁽²⁾	378,332,642	80.9100%	32,559,159
19	Total	467,596,865	100.0000%	\$ 40,241,204

Notes:

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

Estimated Revenue: \$ 44,712,448
 90% Thereof: \$ 40,241,204

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

PROPOSITION C 40% DISCRETIONARY PROGRAMS

Operators	MOSIP			Zero-fare Compensation (1)	Foothill Transit Mitigation (2)	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Total
	Prop A % Share	% Share	\$ Allocation						
INCLUDED OPERATORS									
1	Metro Bus Ops		\$ -	\$ -	\$ 9,546,943	\$ -	\$ -	\$ 12,111,558	\$ 21,658,501
2	Arcadia	0.0923%	0.2745%	69,428	-	12,367	-	22,854	104,650
3	Claremont	0.0320%	0.0953%	24,101	-	4,293	-	-	28,394
4	Commerce	0.1055%	0.3139%	79,368	846,283	14,138	-	261,563	1,201,353
5	Culver City	1.4291%	4.2518%	1,075,221	-	191,533	252,119	-	1,695,054
6	Foothill	6.6868%	19.8949%	5,031,137	-	-	348,954	2,094,037	8,449,054
7	Gardena	1.4290%	4.2516%	1,075,171	-	191,524	724,681	-	2,175,295
8	La Mirada	0.0257%	0.0765%	19,346	-	3,446	-	-	22,792
9	Long Beach	6.2277%	18.5289%	4,685,701	-	834,681	2,392,524	-	8,776,502
10	Montebello	2.1789%	6.4827%	1,639,394	-	292,031	-	1,194,511	3,353,898
11	Norwalk	0.8544%	2.5422%	642,875	-	114,518	-	-	816,374
12	Redondo Beach DR/MB	0.1999%	0.5946%	150,368	-	26,786	-	-	181,340
13	Santa Monica	5.3349%	15.8727%	4,013,969	-	715,023	-	-	5,564,524
14	Torrance	1.6881%	5.0224%	1,270,084	-	226,245	848,523	760,068	3,357,193
15	Sub-Total	26.2843%	78.2020%	19,776,164	846,283	2,626,584	4,566,801	4,310,178	35,726,424
ELIGIBLE OPERATORS									
16	Antelope Valley	1.7190%	5.1144%	1,293,348	-	17,257	395,127	-	1,755,882
17	Santa Clarita	1.5083%	4.4876%	1,134,856	-	15,143	206,663	-	1,410,305
18	LADOT Local/Express	3.3772%	10.0479%	2,540,978	-	421,883	2,838,694	-	5,958,794
19	Foothill BSCP	0.7220%	2.1481%	543,222	-	-	-	-	543,222
20	Sub-Total	7.3265%	21.7980%	5,512,404	-	454,283	3,440,484	-	9,668,203
21	City of Lynwood Trolley						226,175	-	226,175
22	Total Municipal Operators	33.6108%	100.0000%	25,288,568	846,283	3,080,867	8,233,460	4,310,178	45,620,803
23	Total	33.6108%	100.0000%	\$ 25,288,568	\$ 846,283	\$ 12,627,810	\$ 8,233,460	\$ 4,310,178	\$ 15,973,003

Last Year	\$ 24,792,714	\$ 8,072,020	\$ 4,225,665	\$ 15,659,807
% Increase	2.00%	2.00%	2.00%	2.00%
Current Year	\$ 25,288,568	\$ 8,233,460	\$ 4,310,178	\$ 15,973,003

Note:

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

(2) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's "Foothill Mitigation" Fund. Metro will allocate Prop A Discretionary (95% of 40%) GOI fund to Antelope Valley and Santa Clarita.

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

Operators	20% Bus Operations			Clean Fuel Bus Capital Facilities and Rolling Stock Fund (1)	
	Proposition A Base Share %	MR Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share (2)	\$ Allocation
<u>Included Operators:</u>					
1 Metro Bus Ops	73.7157%	68.6836%	\$ 121,938,313	65.6344%	\$ 6,563,438
2 Arcadia	0.0923%	0.0860%	152,640	0.1604%	16,041
3 Claremont	0.0320%	0.0298%	52,987	0.0578%	5,781
4 Commerce	0.1055%	0.0983%	174,495	0.3351%	33,515
5 Culver City	1.4291%	1.3315%	2,363,920	1.4181%	141,807
6 Foothill	6.6868%	6.2304%	11,061,176	8.3256%	832,564
7 Gardena	1.4290%	1.3315%	2,363,811	1.2453%	124,528
8 La Mirada	0.0257%	0.0240%	42,533	0.0648%	6,483
9 Long Beach	6.2277%	5.8026%	10,301,721	6.2603%	626,034
10 Montebello	2.1789%	2.0302%	3,604,280	1.8661%	186,606
11 Norwalk	0.8544%	0.7961%	1,413,389	0.6849%	68,486
12 Redondo Beach DR	0.0184%	0.0171%	30,422	0.3308%	33,080
13 Redondo Beach MB	0.1815%	0.1691%	300,168		
14 Santa Monica	5.3349%	4.9708%	8,824,888	4.5853%	458,528
15 Torrance	1.6881%	1.5728%	2,792,335	1.4164%	141,637
<u>Eligible Operators:</u>					
16 Antelope Valley	1.7190%	1.6016%	2,843,483	1.9408%	194,078
17 Santa Clarita	1.5083%	1.4054%	2,495,030	1.8877%	188,769
18 LADOT Local	2.2232%	2.0714%	3,677,482	3.7863%	378,626
19 LADOT Express	1.1540%	1.0753%	1,908,970		
20 Foothill BSCP	0.7220%	0.6727%	1,194,297		
21					
22 Total Municipal Operators	33.6108%	31.3164%	55,598,028	34.3656%	3,436,562
23 Total Funds Allocated	107.3265%	100.0000%	\$ 177,536,341	100.0000%	\$ 10,000,000

Notes:

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

(2) Allocated based on FY19 data.

MEASURE M 20% TRANSIT OPERATIONS

(Metro and Municipal Providers)

Operators		Measure M Percentage Share ⁽¹⁾	\$ Allocation
<u>Included Operators:</u>			
1	Metro Bus Ops	68.6836%	\$ 121,522,889
2	Arcadia	0.0860%	152,120
3	Claremont	0.0298%	52,806
4	Commerce	0.0983%	173,900
5	Culver City	1.3315%	2,355,867
6	Foothill	6.2304%	11,023,493
7	Gardena	1.3315%	2,355,758
8	La Mirada	0.0240%	42,388
9	Long Beach	5.8026%	10,266,624
10	Montebello	2.0302%	3,592,001
11	Norwalk	0.7961%	1,408,574
12	Redondo Beach DR	0.0171%	30,319
13	Redondo Beach MB	0.1691%	299,145
14	Santa Monica	4.9708%	8,794,823
15	Torrance	1.5728%	2,782,822
<u>Eligible Operators:</u>			
16	Antelope Valley	1.6016%	2,833,796
17	Santa Clarita	1.4054%	2,486,530
18	LADOT Local	2.0714%	3,664,953
19	LADOT Express	1.0753%	1,902,466
20	Foothill BSCP	0.6727%	1,190,229
21	Total Municipal Operators	31.3164%	55,408,615
22	Total Funds Allocated	100.0000%	\$ 176,931,503

Notes:

(1) Metro follows Measure R allocation methodology for Measure M 20% Transit Operations.

Senate Bill 1 - Road Repair and Accountability Act of 2017

	Operators	Measure R %Share ⁽¹⁾	SB1 - STA Allocation	SB1 - SGR Allocation ⁽²⁾	Total
	<u>Included Operators:</u>				
1	Metro Bus Ops	68.6836%	\$ 19,301,796	\$ 10,630,341	\$ 29,932,136
2	Arcadia	0.0860%	24,162	13,307	37,469
3	Claremont	0.0298%	8,387	4,619	13,007
4	Commerce	0.0983%	27,621	15,212	42,833
5	Culver City	1.3315%	374,188	206,082	580,270
6	Foothill	6.2304%	1,750,890	964,291	2,715,181
7	Gardena	1.3315%	374,171	206,072	580,243
8	La Mirada	0.0240%	6,733	3,708	10,441
9	Long Beach	5.8026%	1,630,675	898,084	2,528,758
10	Montebello	2.0302%	570,527	314,214	884,741
11	Norwalk	0.7961%	223,727	123,216	346,944
12	Redondo Beach DR	0.0171%	4,816	2,652	7,468
13	Redondo Beach MB	0.1691%	47,514	26,168	73,682
14	Santa Monica	4.9708%	1,396,905	769,336	2,166,241
15	Torrance	1.5728%	442,003	243,430	685,433
	<u>Eligible Operators:</u>				
16	Antelope Valley	1.6016%	450,099	247,889	697,988
17	Santa Clarita	1.4054%	394,942	217,512	612,454
18	LADOT Local	2.0714%	582,114	320,596	902,710
19	LADOT Express	1.0753%	302,174	166,420	468,594
20	Foothill BSCP	0.6727%	189,047	104,116	293,164
21	Total Municipal Operators	31.3164%	8,800,694	4,846,926	13,647,620
22	County of Los Angeles		-	65,143	65,143
23	Total Funds Allocated	100.0000%	\$ 28,102,490	\$ 15,542,410	\$ 43,644,899

Notes:

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

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

LOW CARBONTRANSIT OPERATIONS PROGRAM
Eligible Allocation Fiscal Year 2020 - 2021

	Operators	LCTOP Share ⁽¹⁾	TDA Fund Exchange ⁽²⁾	Prop A GOI / Prop C 40% Fund Exchange ⁽³⁾	Net Funds Available ⁽¹⁾
1	Metro Bus Ops.		\$ 1,467,453	\$ 332,916	\$ 1,800,369
2	Antelope Valley	\$ 146,042		(146,042)	-
3	Arcadia	11,547	(11,547)		-
4	Claremont	3,278	(3,278)		-
5	Commerce	30,432	(30,432)		-
6	Culver City	109,771	(109,771)		-
7	Foothill Transit	487,234	(487,234)		-
8	Gardena	98,949	(98,949)		-
9	La Mirada	6,284	(6,284)		-
10	Montebello	144,388	(144,388)		-
11	Norwalk	66,015	(66,015)		-
12	Redondo Beach	20,876	(20,876)		-
13	Santa Clarita	186,874		(186,874)	-
14	Santa Monica	341,589	(341,589)		-
15	Torrance	147,090	(147,090)		-
16	TOTAL	\$ 1,800,369	\$ -	\$ -	\$ 1,800,369

Note:

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

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

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

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

Operators	Vehicle Service Miles (1)	Passenger Revenue (2)	Base Fare	Fare Units (3)	50% VSM + 50% Fare Units	% Share	
1 LADOT Community Dash	2,818,655	\$ 3,413,087	\$ 0.50	16,808,232	9,813,443	4.7319%	
2 Glendale	633,421	875,056	1.00	2,187,836	1,410,628	0.6802%	
3 Pasadena	730,046	687,525	0.75	916,700	823,373	0.3970%	
4 Burbank	296,278	189,786	1.00	189,786	243,032	0.1172%	
5 Sub-Total	4,478,398	5,165,454		20,102,554	12,290,476	5.9263%	
6 Included and Eligible Oper	109,650,908	251,143,631		161,261,855	195,096,482	94.0737%	
7 Total	114,129,306	\$256,309,085		181,364,409	207,386,958	100.0000%	
				STA Revenue			
		% Share		TDA Article 4 + Interest	Base Share + Interest	Proposition A Discretionary	Total
8 Funds Allocated to Included Operators				\$ 401,289,100	\$ 35,067,836	\$ 260,743,970	\$ 697,100,906
<u>Formula Equivalent Calculation</u>							
9 LADOT Community Dash		4.7319%	\$ 18,988,792	\$ 1,659,392	\$ 12,338,269	\$ 32,986,453	
10 Glendale		0.6802%	2,729,534	238,528	1,773,558	4,741,620	
11 Pasadena		0.3970%	1,593,208	139,227	1,035,212	2,767,647	
12 Burbank		0.1172%	470,261	41,095	305,560	816,916	
13 Total		5.9263%	\$ 23,781,795	\$ 2,078,243	\$ 15,452,599	\$ 41,312,636	
Funds Allocated to Tier 2 Operators		14.52% (4)					
					MTA Allocations	CRRSAA Fund Allocations	FY22 Total Funds Available (5)
<u>Actual Allocation</u>							
14 LADOT Community Dash ⁽⁶⁾			\$ 2,757,818	\$ 241,000	\$ 1,791,936	\$ 4,790,755	n/a
15 Glendale			396,421	34,642	257,581	688,645	478,940
16 Pasadena			231,388	20,221	150,348	401,956	279,106
17 Burbank			68,298	5,968	44,378	118,644	83,962
18 Total			\$ 3,453,926	\$ 301,832	\$ 2,244,243	\$ 6,000,000	\$ 842,008

	Prop A Incentive Allocation: (Estimated - to be Adjusted to Actual apportionment)	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
19 LADOT Community Dash		\$ 1,318,365	\$ (191,471)	\$ 1,126,893
20 Glendale		335,965	(48,794)	287,171
21 Pasadena		337,284	(48,985)	288,299
22 Burbank		133,444	(19,381)	114,063
23 Total		\$ 2,125,058	\$ (308,631)	\$ 1,816,427

Notes:

- (1) A 50/50 weighted average of FY19 and FY20 Vehicle Service Miles data is used for FY22 State and Local fund allocations.
- (2) Fare Unit are held constant at FY19 FAP level.
- (3) Funding Stability Policy is applied on LADOT and Glendale Fare Units.
- (4) This percentage is applied as a deduction from Tier 2 Operators' Incentive Program allocations.
- (5) Includes \$842,000 in CRRSAA funds. CRRSAA funds will be exchanged with local funds.
- (6) LADOT will receive their CRRSAA allocation of \$3,298,819 for Community Dash directly from FTA.

LOCAL SUBSIDIES

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

(In Order of Priority)

PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS		CRRSAA Allocations ⁽¹⁾	MTA Allocation	FY 22 Total Funds Available
1	Agoura Hills	\$ 43,924	\$ 66,450	\$ 110,374
2	Antelope Valley, Elderly & Disabled	221,952	337,251	559,203
3	Beverly Hills Taxi & Lift Van	2,485	-	2,485
4	Culver City Community Transit and LA County	39,978	58,867	98,845
5	Gardena, Hawthorne and LA County	127,508	194,807	322,315
6	Glendale Paratransit and La Canada Flintridge	175,840	269,419	445,259
7	Inglewood Transit and LA County	138,686	216,411	355,097
8	LA County (Whittier et al)	138,535	209,817	348,353
9	LA County (Willowbrook)	28,356	43,386	71,743
10	Los Angeles Taxi & Lift Van, City Ride ⁽¹⁾	265,533	415,976	681,510
11	Los Angeles Dial-a-Ride, City Ride ⁽¹⁾	724,129	1,109,084	1,833,213
12	Monrovia D.A.R. and LA County	70,766	103,558	174,324
13	Palos Verdes PTA D.A.R.	27,724	42,394	70,118
14	Palos Verdes PTA - PV Transit	261,416	397,850	659,266
15	Pasadena Community Transit, San Marino and LA County	312,533	478,805	791,338
16	Pomona Valley TA - E&D (Get About)	524,695	803,438	1,328,133
17	Pomona Valley TA General Public (VC)	49,855	74,883	124,738
18	Santa Clarita D.A.R.	606,080	959,631	1,565,711
19	West Hollywood (DAR)	170,069	259,246	429,314
20	West Hollywood (Taxi)	9,167	-	9,167
21	Whittier (DAR)	190,192	291,382	481,574
22	Redondo Beach Community Transit and Hermosa Beach ⁽²⁾	2,704	-	2,704
23	TOTAL EXISTING SUB-REGIONAL PARATRANSIT PROJECTS	\$ 4,132,127	\$ 6,332,655	\$ 10,464,782
PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION				
24	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	\$ -	\$ -	\$ -
25	Santa Clarita - Local Fixed Route	-	-	-
26	Antelope Valley - Local Fixed Route	-	-	-
27	Foothill - Bus Service Continuation Project	-	-	-
28	TOTAL SERVICES THAT RECEIVE GROWTH OVER INFLATION	\$ -	\$ -	\$ -
29	PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT	\$ -	\$ -	\$ -
30	PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES	\$ -	\$ -	\$ -

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

(In Order of Priority)

Priority V: VOLUNTARY NTD DATA REPORTING (Estimated - to be Adjusted to Actual apportionment) FY19 NTD Report Year		Estimate	Tier 2 Deduction ⁽³⁾	CRRSAA Allocations ⁽¹⁾	MTA Allocation	FY 22 Total Funds Available
31	City of Alhambra (MB and DR)	\$ 117,855		\$ 77,146	\$ 117,855	\$ 195,000
32	City of Artesia (DR)	5,416		3,574	5,416	8,990
33	City of Azusa (DR)	40,761		26,792	40,761	67,553
34	City of Baldwin Park (MB and DR)	102,409		65,991	102,409	168,400
35	City of Bell (MB/DR)	24,232		15,889	24,232	40,122
36	City of Bell Gardens (MB and DR)	64,250		42,177	64,250	106,428
37	City of Bellflower (MB and DR)	41,472		27,429	41,472	68,901
38	City of Burbank (MB)*	133,444	19,381	75,421	114,740	190,161
39	City of Calabasas (MB and DR)	53,535		36,680	53,535	90,215
40	City of Carson (MB and DT)	190,852		125,200	190,852	316,052
41	City of Cerritos (MB)	104,000		68,089	104,000	172,090
42	City of Compton (MB)	56,550		37,048	56,550	93,598
43	City of Covina (DR)	26,765		17,438	26,765	44,203
44	City of Cudahy (MB and DR)	24,345		15,794	24,345	40,138
45	City of Downey (MB and DR)	87,898		57,208	87,898	145,106
46	City of Duarte (MB)	26,024		17,940	26,024	43,963
47	City of El Monte (MB and DR)	130,497		86,682	130,497	217,179
48	City of Glendora (MB and DR)	79,024		52,810	79,024	131,834
49	City of Glendale (MB)*	335,965	48,794	189,094	288,875	477,969
50	City of Huntington Park (MB)	109,324		61,507	109,324	170,831
51	City of Los Angeles -- Community DASH* (MB) (1)	1,318,365	191,471	734,012	1,133,577	1,867,589
52	City of Los Angeles -- Department of Aging (DR) (1)	171,081		113,289	171,081	284,370
53	LA County Dept. of Public Works -- Avocado Heights (MB)	17,009		11,155	17,009	28,164
54	LA County Dept. of Public Works -- East Valinda (MB)	19,155		12,553	19,155	31,708
55	LA County Dept. of Public Works -- East LA (MB and DR)	138,679		91,280	138,679	229,959
56	LA County Dept. of Public Works -- Willowbrook (MB)	36,015		23,433	36,015	59,448
57	LA County Dept. of Public Works -- King Medical (MB)	15,381		10,062	15,381	25,443
58	LA County Dept. of Public Works -- Athens (MB)	15,989		10,505	15,989	26,494
59	LA County Dept. of Public Works -- Lennox (MB)	12,428		8,230	12,428	20,658
60	LA County Dept. of Public Works -- South Whittier (MB)	88,434		58,266	88,434	146,700
61	LA County Dept. of Public Works -- Florance/Firestone (MB)	24,480		13,772	24,480	38,252
62	City of Lakewood (DR)	31,729		17,851	31,729	49,581
63	City of Lawndale (MB)	34,170		22,357	34,170	56,527
64	City of Lynwood (MB)	59,293		38,805	59,293	98,097
65	City of Malibu (DT)	3,654		4,222	3,654	7,876
66	City of Manhattan Beach (DR)	21,753		13,961	21,753	35,713
67	City of Maywood (DR)	24,995		16,328	24,995	41,323
68	City of Monterey Park (MB and DR)	105,444		69,425	105,444	174,869
69	City of Pasadena (MB)*	337,284	48,985	188,082	290,009	478,091
70	City of Pico Rivera (DR)	8,939		5,909	8,939	14,848
71	City of Rosemead (MB and DR)	76,565		50,154	76,565	126,719
72	City of Santa fe Springs (DR)	9,217		5,719	9,217	14,936
73	City of South Gate (DT and MB)	153,141		100,832	153,141	253,973
74	City of South Pasadena (DR)	15,457		10,154	15,457	25,611
75	City of West Covina (MB and DR)	98,678		64,915	98,678	163,593
76	City of West Hollywood (MB)	50,448		32,600	50,448	83,048
77	TOTAL VOLUNTARY NTD DATA REPORTING	\$ 4,642,399	\$ 308,631	\$ 2,827,781	\$ 4,344,541	\$ 7,172,322

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

(In Order of Priority)

PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS		CRRSAA Allocations ⁽¹⁾	MTA Allocation	FY 22 Total Funds Available
78	Avalon Ferry Subsidy	\$ 296,512	\$ 700,000	\$ 996,512
79	Avalon Transit Services (Jitney and Dial-a-Ride)	68,366	300,000	368,366
80	Hollywood Bowl Shuttle Service	240,877	1,057,000	1,297,877
81	TOTAL SPECIAL DEMONSTRATION PROJECTS	\$ 605,755	\$ 2,057,000	\$ 2,662,755
82	Total funds	\$ 7,565,663	\$ 12,734,196	\$ 20,299,859
83	Reserves for contingencies (4)	-	4,515,309	4,515,309
84	TOTAL ESTIMATED REVENUE	\$ 7,565,663	\$ 17,249,505	\$ 24,815,168
85	Surplus (Deficit)		\$ -	

NOTES:

- (1) Operators' CRRSAA funds will be exchanged with local funds. City of Los Angeles CRRSAA funding, \$1,836,964, will be received directly from FTA.
- (2) Redondo Beach Community Transit and Hermosa Beach Dial-A-Ride are now included in FAP allocation.
- (3) Tier 2 Operators' share have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.
- (4) These funds are held in reserve for future contingency purposes such as deficit years, growth over inflation, approved new or existing expanded paratransit services, and new NTD reporters.

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

LOCAL JURISDICTION	Population DOF Report 2020 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
1 AGOURA HILLS	20,566	0.2022%	\$ 415,320	\$ 344,497	\$ 258,373	\$ 292,822	\$ 15,074		\$ -	\$ 1,326,086
2 ALHAMBRA	86,792	0.8532%	1,752,720	1,453,835	1,090,376	1,235,760	63,572			5,596,262
3 ARCADIA	57,212	0.5624%	1,155,367	958,346	718,760	814,594	41,910			3,688,978
4 ARTESIA	16,490	0.1621%	333,007	276,221	207,165	234,787	12,089			1,063,270
5 AVALON	3,929	0.0386%	79,344	65,814	49,360	55,942	5,000	3,929	169,483	424,943
6 AZUSA	49,658	0.4881%	1,002,818	831,811	623,858	707,039	36,378			3,201,904
7 BALDWIN PARK	76,252	0.7496%	1,539,870	1,277,281	957,961	1,085,689	55,853			4,916,655
8 BELL	36,531	0.3591%	737,725	611,923	458,942	520,135	26,766			2,355,491
9 BELLFLOWER	78,110	0.7678%	1,577,391	1,308,404	981,303	1,112,144	57,214			5,036,457
10 BELL GARDENS	42,449	0.4173%	857,236	711,054	533,291	604,396	31,099			2,737,076
11 BEVERLY HILLS	33,775	0.3320%	682,069	565,758	424,319	480,894	24,747			2,177,787
12 BRADBURY	1,052	0.0103%	21,245	17,622	13,216	14,979	5,000			72,061
13 BURBANK	105,861	1.0406%	2,137,808	1,773,256	1,329,942	1,507,267	77,536			6,825,809
14 CALABASAS	24,193	0.2378%	488,565	405,252	303,939	344,464	17,730			1,559,951
15 CARSON	93,108	0.9153%	1,880,268	1,559,633	1,169,725	1,325,688	68,197			6,003,511
16 CERRITOS	49,994	0.4914%	1,009,603	837,439	628,079	711,823	36,625			3,223,569
17 CLAREMONT	35,807	0.3520%	723,104	599,796	449,847	509,826	26,235			2,308,808
18 COMMERCE	12,868	0.1265%	259,863	215,549	161,662	183,217	9,437			829,728
19 COMPTON	98,032	0.9637%	1,979,706	1,642,114	1,231,585	1,395,797	71,803			6,321,004
20 COVINA	48,846	0.4802%	986,420	818,209	613,657	695,478	35,784			3,149,548
21 CUDAHY	24,172	0.2376%	488,141	404,900	303,675	344,165	17,715			1,558,597
22 CULVER CITY	39,705	0.3903%	801,822	665,090	498,818	565,327	29,090			2,560,146
23 DIAMOND BAR	57,177	0.5620%	1,154,660	957,760	718,320	814,096	41,885			3,686,721
24 DOWNEY	113,529	1.1160%	2,292,660	1,901,701	1,426,276	1,616,446	83,151			7,320,233
25 DUARTE	21,673	0.2130%	437,675	363,040	272,280	308,584	15,885			1,397,464
26 EL MONTE	116,675	1.1469%	2,356,191	1,954,399	1,465,799	1,661,239	85,455			7,523,084
27 EL SEGUNDO	16,777	0.1649%	338,803	281,028	210,771	238,874	12,300			1,081,775
28 GARDENA	60,937	0.5990%	1,230,591	1,020,743	765,557	867,632	44,638			3,929,161
29 GLENDALE	205,331	2.0184%	4,146,554	3,439,457	2,579,593	2,923,539	150,378			13,239,521
30 GLENORA	52,067	0.5118%	1,051,466	872,164	654,123	741,339	38,143			3,357,234
31 HAWAIIAN GARDENS	14,649	0.1440%	295,829	245,382	184,037	208,575	10,741			944,564
32 HAWTHORNE	86,903	0.8543%	1,754,961	1,455,694	1,091,771	1,237,340	63,653			5,603,419
33 HERMOSA BEACH	19,614	0.1928%	396,095	328,550	246,413	279,268	14,377			1,264,702
34 HIDDEN HILLS	1,868	0.0184%	37,723	31,290	23,468	26,597	5,000			124,079
35 HUNTINGTON PARK	59,515	0.5850%	1,201,875	996,923	747,693	847,385	43,597			3,837,473

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

LOCAL JURISDICTION	Population DOF Report 2020 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
36 INDUSTRY (B)	427	0.0042%	8,623	7,153	5,364	6,080	-			27,220
37 INGLEWOOD	111,971	1.1007%	2,261,197	1,875,603	1,406,702	1,594,263	82,010			7,219,775
38 IRWINDALE	1,434	0.0141%	28,959	24,021	18,015	20,418	5,000			96,413
39 LA CANADA-FLINTRIDGE	20,461	0.2011%	413,199	342,738	257,053	291,327	14,997			1,319,315
40 LA HABRA HEIGHTS	5,461	0.0537%	110,282	91,476	68,607	77,755	5,000			353,120
41 LAKEWOOD	79,919	0.7856%	1,613,923	1,338,707	1,004,030	1,137,901	58,539			5,153,099
42 LA MIRADA	48,877	0.4805%	987,046	818,729	614,046	695,919	35,807			3,151,547
43 LANCASTER	161,699	1.5895%	3,265,428	2,708,587	2,031,440	2,302,299	118,426	161,699	6,975,098	17,401,278
44 LA PUENTE	40,568	0.3988%	819,250	679,546	509,660	577,614	29,722			2,615,792
45 LA VERNE	33,300	0.3273%	672,476	557,801	418,351	474,131	24,399			2,147,159
46 LAWDALE	32,799	0.3224%	662,359	549,409	412,057	466,998	24,033			2,114,856
47 LOMITA	20,549	0.2020%	414,976	344,212	258,159	292,580	15,062			1,324,990
48 LONG BEACH	472,217	4.6419%	9,536,179	7,910,009	5,932,507	6,723,508	345,820			30,448,023
49 LOS ANGELES CITY	4,010,684	39.4250%	80,993,695	67,182,139	50,386,604	57,104,818	3,331,446			258,998,702
50 LYNWOOD	71,269	0.7006%	1,439,241	1,193,812	895,359	1,014,740	52,204			4,595,357
51 MALIBU	11,720	0.1152%	236,679	196,319	147,239	166,871	8,596			755,706
52 MANHATTAN BEACH	35,250	0.3465%	711,856	590,465	442,849	501,896	25,827			2,272,893
53 MAYWOOD	27,904	0.2743%	563,507	467,414	350,561	397,302	20,448			1,799,232
54 MONROVIA	37,935	0.3729%	766,078	635,441	476,581	540,125	27,794			2,446,019
55 MONTEBELLO	63,544	0.6246%	1,283,238	1,064,412	798,309	904,751	46,547			4,097,258
56 MONTEREY PARK	60,734	0.5970%	1,226,492	1,017,343	763,007	864,741	44,489			3,916,072
57 NORWALK	105,717	1.0392%	2,134,900	1,770,844	1,328,133	1,505,217	77,431			6,816,524
58 PALMDALE	156,737	1.5407%	3,165,223	2,625,469	1,969,102	2,231,649	114,793	156,737	6,761,056	16,867,291
59 PALOS VERDES ESTATES	13,190	0.1297%	266,365	220,943	165,707	187,802	9,673			850,490
60 PARAMOUNT	55,461	0.5452%	1,120,006	929,016	696,762	789,663	40,628			3,576,075
61 PASADENA	144,842	1.4238%	2,925,010	2,426,218	1,819,664	2,062,286	106,082			9,339,259
62 PICO RIVERA	63,374	0.6230%	1,279,805	1,061,565	796,174	902,330	46,423			4,086,296
63 POMONA	154,817	1.5218%	3,126,449	2,593,308	1,944,981	2,204,311	113,387			9,982,436
64 RANCHO PALOS VERDES	41,731	0.4102%	842,736	699,027	524,271	594,173	30,573			2,690,781
65 REDONDO BEACH	66,994	0.6586%	1,352,909	1,122,203	841,652	953,872	49,074			4,319,710
66 ROLLING HILLS	1,874	0.0184%	37,844	31,391	23,543	26,682	5,000			124,461
67 ROLLING HILLS ESTATES	8,066	0.0793%	162,889	135,112	101,334	114,845	5,920			520,100
68 ROSEMEAD	54,363	0.5344%	1,097,833	910,623	682,968	774,030	39,824			3,505,277
69 SAN DIMAS	33,945	0.3337%	685,502	568,606	426,454	483,315	24,872			2,188,748
70 SAN FERNANDO	25,207	0.2478%	509,042	422,237	316,678	358,902	18,473			1,625,332

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

LOCAL JURISDICTION	Population DOF Report 2020 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
71 SAN GABRIEL	40,104	0.3942%	809,880	671,774	503,830	571,008	29,382			2,585,874
72 SAN MARINO	13,087	0.1286%	264,285	219,218	164,413	186,335	9,597			843,848
73 SANTA CLARITA	221,932	2.1816%	4,481,802	3,717,537	2,788,153	3,159,907	162,535	221,932	9,573,328	23,883,262
74 SANTA FE SPRINGS	18,295	0.1798%	369,458	306,456	229,842	260,487	13,411			1,179,654
75 SANTA MONICA	92,357	0.9079%	1,865,102	1,547,053	1,160,290	1,314,995	67,647			5,955,087
76 SIERRA MADRE	10,816	0.1063%	218,424	181,177	135,882	154,000	7,934			697,417
77 SIGNAL HILL	11,712	0.1151%	236,518	196,185	147,139	166,757	8,590			755,190
78 SOUTH EL MONTE	21,204	0.2084%	428,204	355,184	266,388	301,906	15,541			1,367,223
79 SOUTH GATE	97,003	0.9535%	1,958,926	1,624,877	1,218,658	1,381,146	71,049			6,254,656
80 SOUTH PASADENA	25,458	0.2503%	514,111	426,442	319,831	362,475	18,657			1,641,516
81 TEMPLE CITY	36,150	0.3554%	730,031	605,541	454,156	514,710	26,486			2,330,924
82 TORRANCE	145,546	1.4307%	2,939,226	2,438,011	1,828,508	2,072,309	106,598			9,384,652
83 VERNON	297	0.0029%	5,998	4,975	3,731	4,229	5,000			23,933
84 WALNUT	29,929	0.2942%	604,401	501,334	376,001	426,134	21,931			1,929,801
85 WEST COVINA	105,999	1.0420%	2,140,595	1,775,567	1,331,676	1,509,232	77,637			6,834,707
86 WEST HOLLYWOOD	36,203	0.3559%	731,101	606,429	454,822	515,465	26,525			2,334,342
87 WESTLAKE VILLAGE	8,212	0.0807%	165,837	137,558	103,168	116,924	6,027			529,514
88 WHITTIER	86,801	0.8533%	1,752,901	1,453,986	1,090,489	1,235,888	63,578			5,596,842
89 UNINCORP LA COUNTY	1,034,689	10.1710%	20,895,011	17,331,862	12,998,896	14,732,082	1,677,975	136,022	5,867,487	73,503,313
90 TOTAL	10,172,951	100.0000%	\$ 205,437,500	\$ 170,405,000	\$ 127,803,750	\$ 144,844,250	\$ 8,788,481	680,319	\$ 29,346,452	\$ 686,625,433

NOTES:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2020 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

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

TDA Article 3 Allocation:

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

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

Bus Transit Subsidies
FEDERAL FORMULA GRANTS

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

1	Section 5307 Urbanized Area Formula Grants:		
	Estimated Revenue		\$ 248,331,152
2	Estimated Revenue	\$ 248,331,152	
3	Off the Top:		
	1% Enhancement Allocation	(2,483,312)	
4		<u>\$ 245,847,840</u>	
5	85% Formula Allocation	\$ 208,970,664	
6	15% Discretionary Allocation	36,877,176	
7		<u>\$ 245,847,840</u>	
8	Section 5339 Bus and Bus Facilities Formula Grants:		
	Estimated Revenue		\$ 25,629,423
	Section 5337 State of Good Repair (LA County Share of LA UZA 2):		
	High Intensity Fixed Guideway:		
9	Directional Route Miles (DRM) Generated	\$ 32,674,355	
10	Vehicle Revenue Miles (VRM) Generated	56,620,344	
11		<u>\$ 89,294,699</u>	
	High Intensity Motorbus:		
12	Directional Route Miles (DRM) Generated	\$ 2,486,258	
13	Vehicle Revenue Miles (VRM) Generated	3,101,047	
14		<u>\$ 5,587,305</u>	
15	Section 5337 State of Good Repair Total Estimated Revenue		\$ 94,882,004
16	Total Federal Formula Funds Available		\$ 368,842,579

Fiscal Year 2022
FEDERAL FORMULA GRANTS (Estimated - to be Adjusted to Actual apportionment)

Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
	FY22\$Allocation	Fund Exchanges	Adjusted \$ Allocation	FY22 \$Allocation	Fund Exchange	Adjusted \$ Allocation	FY22 \$Allocation	Fund Exchange	Adjusted \$ Allocation	
Included Operators:										
1 Metro Bus Ops	\$ 160,454,715	\$ (12,853,597)	\$ 147,601,118	\$ 17,332,749	\$ 8,296,674	\$ 25,629,423	\$ 89,995,080	\$ 4,886,924	\$ 94,882,004	\$ 268,112,545
Municipal Operators:										
2 Arcadia	345,389	42,361	387,750	42,361	(42,361)	-	-	-	-	387,750
3 Claremont	124,470	15,266	139,736	15,266	(15,266)	-	-	-	-	139,736
4 Commerce	3,380,492	88,506	3,468,998	88,506	(88,506)	-	-	-	-	3,468,998
5 Culver City	4,892,225	374,483	5,266,709	374,483	(374,483)	-	-	-	-	5,266,709
6 Foothill Transit	20,505,513	5,604,899	26,110,411	2,198,637	(2,198,637)	-	3,406,262	(3,406,262)	-	26,110,411
7 Gardena	5,366,743	328,854	5,695,597	328,854	(328,854)	-	-	-	-	5,695,597
8 La Mirada	139,602	17,122	156,724	17,122	(17,122)	-	-	-	-	156,724
9 Long Beach	16,017,208	1,482,416	17,499,624	1,653,233	(1,653,233)	-	159,183	(159,183)	-	17,499,624
10 Montebello	4,017,975	492,789	4,510,764	492,789	(492,789)	-	-	-	-	4,510,764
11 Norwalk	3,293,711	180,859	3,474,570	180,859	(180,859)	-	-	-	-	3,474,570
12 Redondo Beach	712,269	87,357	799,626	87,357	(87,357)	-	-	-	-	799,626
13 Santa Monica	12,856,702	1,288,489	14,145,191	1,210,882	(1,210,882)	-	77,607	(77,607)	-	14,145,191
14 Torrance	3,049,724	374,037	3,423,760	374,037	(374,037)	-	-	-	-	3,423,760
15 Sub-Total	74,702,023	10,377,436	85,079,459	7,064,384	(7,064,384)	-	3,643,052	(3,643,052)	-	85,079,459
Eligible Operators:										
16 Antelope Valley	958,643	557,369	1,516,013	29,588	(29,588)	-	527,782	(527,782)	-	1,516,013
17 LADOT	9,508,940	1,715,967	11,224,908	999,877	(999,877)	-	716,090	(716,090)	-	11,224,908
18 Santa Clarita	2,706,830	202,825	2,909,655	202,825	(202,825)	-	-	-	-	2,909,655
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	13,174,414	2,476,161	15,650,575	1,232,290	(1,232,290)	-	1,243,872	(1,243,872)	-	15,650,575
21 Total Excluding Metro	87,876,437	12,853,597	100,730,034	8,296,674	(8,296,674)	-	4,886,924	(4,886,924)	-	100,730,034
22 Grand Total	\$ 248,331,152	\$ -	\$ 248,331,152	\$ 25,629,423	\$ -	\$ 25,629,423	\$ 94,882,004	\$ -	\$ 94,882,004	\$ 368,842,579

Note: Totals may not add due to rounding.

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

OPERATOR	LA UZA 2 NET FORMULA SHARE	85% FORMULA ALLOCATION	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange (1)	Total Funds Available
			Project Title	Amount	Project Title	Amount				
1 Antelope Valley	0.1154%	\$ 241,244	Battery Electric Commuter Coach Replacement	\$ 717,399			\$ 958,643		\$ 557,369	\$ 1,516,013
2 Arcadia	0.1653%	345,389					345,389		42,361	387,750
3 Claremont	0.0596%	124,470					124,470		15,266	139,736
4 Commerce	0.3453%	721,639	CNG Replacement Buses	2,121,733	Eastern Avenue Transit Hub	537,120	3,380,492		88,506	3,468,998
5 Culver City	1.4611%	3,053,365	Battery Electric Buses	1,676,860	Design and Build 10 TAILS	162,000	4,892,225		374,483	5,266,709
6 Foothill Transit	8.5786%	17,926,685	Zero-Emission Hydrogen Fuel Cell Buses	2,578,828			20,505,513		5,604,899	26,110,411
7 Gardena	1.2831%	2,681,326	CNG Replacement Buses	2,685,417			5,366,743		328,854	5,695,597
8 LADOT	3.9013%	8,152,545	Propane to Electric Buses	1,356,395			9,508,940		1,715,967	11,224,908
9 La Mirada	0.0668%	139,602					139,602		17,122	156,724
10 Long Beach Transit	6.4505%	13,479,708	Admin., Operating & Maintenance Facility Rehab	1,740,000	Bus Stop Improvements - Phase 2	467,500	16,017,208 (2)	(330,000)	1,812,416	17,499,624
11 Montebello	1.9227%	4,017,975	Regional Training (2)	330,000			4,017,975		492,789	4,510,764
12 Metro Bus Ops.	67.6283%	141,323,358	Bus Midlife Refurbishment - 900 New Flyer Xcelsior	18,273,588	Bus Stop Lighting with Security Enhancements	857,769	160,454,715 (2)	330,000	(13,183,597)	147,601,118
13 Norwalk	0.7057%	1,474,642	Five Battery Electric Buses	1,598,146	Phase IV Bus Stop Improvement Program	220,923	3,293,711		180,859	3,474,570
14 Redondo Beach	0.3408%	712,269					712,269		87,357	799,626
15 Santa Clarita	0.7914%	1,653,740	Commuter Bus Replacement	1,053,090			2,706,830		202,825	2,909,655
16 Santa Monica	4.7246%	9,872,982	Bus Replacement	2,745,720	Bus Stop Enhancements	238,000	12,856,702		1,288,489	14,145,191
16 Torrance	1.4594%	3,049,724					3,049,724		374,037	3,423,760
17 TOTAL	100.0000%	\$ 208,970,664		\$ 36,877,176		\$ 2,483,312	\$ 248,331,152	\$ -	\$ 0	\$ 248,331,152

Notes: Total may not add due to rounding.

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

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

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

(Estimated - to be Adjusted to Actual apportionment)

LOS ANGELES COUNTY SHARE (UZA 2)	Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total \$ Allocation	Fund Exchange	Net Funds Available ⁽¹⁾	
	DRM	DRM%	DRM \$Allocation	VRM	VRM%	VRM \$Allocation				
High Intensity Fixed Guideway:										
1	Metro (Including Metrolink)	462.9	99.763%	\$ 32,596,894	27,318,023	98.591%	\$ 55,822,811	\$ 88,419,705	\$ 874,994	\$ 89,294,699
2	Long Beach Transit	0.5	0.108%	35,209	60,669	0.219%	123,974	159,183	(159,183)	-
3	Santa Monica	0.6	0.129%	42,251	17,302	0.062%	35,356	77,607	(77,607)	-
4	Foothill Transit	-	0.000%	-	312,318	1.127%	638,204	638,204	(638,204)	-
5	Sub-total	464.0	100.000%	32,674,355	27,708,312	100.000%	56,620,344	89,294,699	-	89,294,699
High Intensity Motorbus:										
6	Antelope Valley	23.6	15.003%	373,018	110,163	4.991%	154,764	527,782	(527,782)	-
7	Foothill Transit	39.4	25.048%	622,750	1,527,057	69.180%	2,145,308	2,768,058	(2,768,058)	-
8	LADOT	35.1	22.314%	554,785	114,819	5.202%	161,305	716,090	(716,090)	-
9	Metro Bus Ops.	59.2	37.635%	935,705	455,325	20.628%	639,670	1,575,375	4,011,930	5,587,305
10	Sub-total	157.3	100.00%	2,486,258	2,207,364	100.000%	3,101,047	5,587,305	-	5,587,305
11	Total LA County Share - UZA 2	621.30		\$ 35,160,613	29,915,676	200.000%	\$ 59,721,391	\$ 94,882,004	\$ -	\$ 94,882,004

Note:

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

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available ⁽¹⁾
1	Antelope Valley	0.1154%	\$ 29,588	\$ (29,588)	\$ -
2	Arcadia	0.1653%	42,361	(42,361)	-
3	Claremont	0.0596%	15,266	(15,266)	-
4	Commerce	0.3453%	88,506	(88,506)	-
5	Culver City	1.4611%	374,483	(374,483)	-
6	Foothill	8.5786%	2,198,637	(2,198,637)	-
7	Gardena	1.2831%	328,854	(328,854)	-
8	LADOT	3.9013%	999,877	(999,877)	-
9	La Mirada	0.0668%	17,122	(17,122)	-
10	Long Beach	6.4505%	1,653,233	(1,653,233)	-
11	Montebello	1.9227%	492,789	(492,789)	-
12	Metro Bus Ops.	67.6283%	17,332,749	8,296,674	25,629,423
13	Norwalk	0.7057%	180,859	(180,859)	-
14	Redondo Beach	0.3408%	87,357	(87,357)	-
15	Santa Clarita	0.7914%	202,825	(202,825)	-
16	Santa Monica	4.7246%	1,210,882	(1,210,882)	-
17	Torrance	1.4594%	374,037	(374,037)	-
18	TOTAL	100.0000%	\$ 25,629,423	\$ -	\$ 25,629,423

Note:

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

CAPITAL ALLOCATION % SHARE CALCULATION

	OPERATOR	MILEAGE CALCULATION (FY19 data)				ACTIVE FLEET CALCULATION (FY19 data)						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (1) [Input]	Peak Bus Fixed Route (2) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (3) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	2,446,104	1,358,830	2,011,194	0.8153%	80	71	80.0	0	0.0	80.0	0.6989%
2	Arcadia DR	103,481	-	62,089	0.0252%	0	0	0.0	102	2.3	2.3	0.0203%
3	Arcadia MB	188,621	-	113,173	0.0459%	8	6	7.2	0	0.0	7.2	0.0629%
4	Claremont	48,300	-	28,980	0.0117%	0	0	0.0	218	5.0	5.0	0.0433%
5	Commerce	475,304	-	285,182	0.1156%	19	15	18.0	48	1.1	19.1	0.1668%
6	Culver City	1,832,828	-	1,099,697	0.4458%	54	44	52.8	0	0.0	52.8	0.4613%
7	Foothill Transit	10,319,428	6,972,134	8,980,510	3.6405%	347	303	347.0	0	0.0	347.0	3.0316%
8	Gardena	1,770,445	-	1,062,267	0.4306%	54	43	51.6	0	0.0	51.6	0.4508%
9	LADOT	2,982,484	2,943,835	2,967,024	1.2028%	199	170	199.0	0	0.0	199.0	1.7386%
10	La Mirada	73,476	-	44,086	0.0179%	0	0	0.0	208	4.7	4.7	0.0413%
11	Long Beach	8,195,601	-	4,917,361	1.9934%	234	196	234.0	40	0.9	234.9	2.0523%
12	Montebello	2,466,913	77,933	1,511,321	0.6127%	72	67	72.0	40	0.9	72.9	0.6370%
13	Metro Bus Ops.	82,830,000	5,360,000	51,842,000	21.0156%	2,419	1,963	2,355.6	0	0.0	2,355.6	20.5803%
14	Norwalk	1,089,677	-	653,806	0.2650%	34	24	28.8	0	0.0	28.8	0.2516%
15	Redondo Beach	487,557	-	292,534	0.1186%	20	14	16.8	75	1.7	18.5	0.1617%
16	Santa Clarita	2,249,325	1,086,067	1,784,022	0.7232%	83	69	82.8	0	0.0	82.8	0.7234%
17	Santa Monica	5,417,000	242,000	3,347,000	1.3568%	196	166	196.0	0	0.0	196.0	1.7124%
18	Torrance	1,634,000	613,000	1,225,600	0.4968%	56	48	56.0	48	1.1	57.1	0.4988%
19	TOTAL	124,610,544	18,653,799	82,227,846	33.3333%	3,875	3,199	3,797.6	779	17.7	3,815.3	33.3333%

Notes:

Include only MTA Funded Programs:

(1) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode MB), Number of Active Vehicles in Fleet". LADOT's total active vehicles is reported separately.

(2) Source: NTD Report Form S-10 "Service Non-Rail (Mode MB), Vehicles Operated in Annual Maximum Service". LADOT's figure is from TPM excluding Community Dash.

(3) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode DR), Seating Capacity". Redondo Beach's Seating Capacity is apportioned between FAP and non-FAP vehicles.

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

OPERATOR	FARE UNITS (FY19 data)				UNLINKED PASSENGERS (FY19 data)		Gross Formula Share	Re-Allocate AVTA And Santa Clarita's Non-LA2 UZA Share	LA UZA 2 Net Formula Share
	Passenger Revenue [Input]	Base Fare \$ [Input]	Fare Units	1/2 of 1/3 Weight	Unlinked Passengers [Input]	1/2 of 1/3 Weight			
1 Antelope Valley	\$4,706,264	\$ 1.50	3,137,509	0.3188%	2,301,868	0.1078%	1.9408%	-1.8253%	0.1154%
2 Arcadia DR	5,087	0.50	10,174	0.0010%	22,841	0.0011%	0.0475%	0.0014%	0.0490%
3 Arcadia MB	7,526	0.50	15,052	0.0015%	54,902	0.0026%	0.1129%	0.0034%	0.1163%
4 Claremont	37,700	2.50	15,080	0.0015%	26,500	0.0012%	0.0578%	0.0018%	0.0596%
5 Commerce (1)	-	-	309,059	0.0314%	455,961	0.0213%	0.3351%	0.0102%	0.3453%
6 Culver City	2,908,933	1.00	2,908,933	0.2955%	4,600,876	0.2154%	1.4181%	0.0431%	1.4611%
7 Foothill	16,079,595	1.50	10,719,730	1.0891%	12,053,307	0.5644%	8.3256%	0.2529%	8.5786%
8 Gardena	2,235,072	1.00	2,235,072	0.2271%	2,920,856	0.1368%	1.2453%	0.0378%	1.2831%
9 LADOT	6,411,286	1.50	4,274,191	0.4343%	8,769,797	0.4106%	3.7863%	0.1150%	3.9013%
10 La Mirada	35,602	1.00	35,602	0.0036%	43,686	0.0020%	0.0648%	0.0020%	0.0668%
11 Long Beach	13,854,161	1.25	11,083,329	1.1260%	23,248,158	1.0886%	6.2603%	0.1902%	6.4505%
12 Montebello	3,972,587	1.10	3,611,443	0.3669%	5,328,407	0.2495%	1.8661%	0.0567%	1.9227%
13 Metro Bus Ops.	191,776,000	1.75	109,586,286	11.1338%	275,603,000	12.9047%	65.6344%	1.9939%	67.6283%
14 Norwalk	1,246,966	1.25	997,573	0.1014%	1,427,804	0.0669%	0.6849%	0.0208%	0.7057%
15 Redondo Beach	328,405	1.00	328,405	0.0334%	366,810	0.0172%	0.3308%	0.0100%	0.3408%
16 Santa Clarita	3,159,143	1.00	3,159,143	0.3210%	2,565,484	0.1201%	1.8877%	-1.0963%	0.7914%
17 Santa Monica	11,431,000	1.25	9,144,800	0.9291%	12,536,000	0.5870%	4.5853%	0.1393%	4.7246%
18 Torrance	2,473,000	1.00	2,473,000	0.2513%	3,620,000	0.1695%	1.4164%	0.0430%	1.4594%
19 TOTAL	\$260,668,327		164,044,380	16.6667%	355,946,257	16.6667%	100.0000%	0.0000%	100.0000%

Note:

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

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

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

Los Angeles County Metropolitan Transportation Authority
2022 Transit Fund Allocations

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2021-2022 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

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

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

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

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

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

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

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

**Los Angeles County Metropolitan Transportation Authority
2022 Transit Fund Allocations**

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

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

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

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

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

NOW THEREFORE,

- 1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2021-22 to each claimant for each of the purposes as specified in Attachments A.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan., the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

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

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

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on June, 2021.

COLLETTE LANGSTONE
Board Secretary

DATED:
(SEAL)

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax revenue estimates are projected to increase by 2.9% over FY 2020-21 (FY21) amended budget based upon review of several economic forecasts.
- In FY21, the Coronavirus Aid, Relief and Economic Security (CARES) Act provided financial relief to transit operators in LA County. The CARES funding was allocated to offset the estimated sales tax revenue losses. To minimize future fiscal disruptions, Metro staff proposed, and all regional operators agreed, to deviate from traditional policy and incorporate the FY20 sales tax revenue losses within FY21 total funds available in lieu of including the FY20 loss in FY22. Actual FY20 sales tax revenues were somewhat better than expected and the difference in forecast versus actual results are reflected as an increase in available FY22 local subsidy funding.
- Assumed Consumer price index (CPI) growth of 2.0% represents a composite index from several economic forecasting sources.
- To accommodate the impacts of the COVID-19 pandemic, in March 2021, Bus Operations Sub-Committee (BOS) members concurred with the use of a weighted average of FY19 and FY20 Vehicle Service Miles statistics to allocate State and Local funds.
- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a program funded by the increase in Vehicle License Fees. In order to be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.
- Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to $\frac{3}{4}$ percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Beginning in FY20, Metro increased the TDA planning allocation to the full 1 percent of annual TDA revenues.

- Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40% Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI.
- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments. To accommodate the impacts of the COVID-19 pandemic, in March 2021, Bus Operations Sub-Committee (BOS) members agreed to follow the FTA apportionment approach and use FY19 data as the allocation basis.
- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on the directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

Bus Transit Subsidies (\$1,258.0M)

Formula Allocation Procedure (\$742.4M)

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

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

In FY 2008, the Board set aside \$18.0 million from GOI fund to provide operating assistance to Tier 2 Operators including LADOT Community Dash, Glendale, Pasadena and Burbank fixed route transit programs. Allocation is calculated using the same methodology as in the FAP and does not negatively impact the existing Included and Eligible Operators. This program was funded \$6.0 million each year for three years beginning FY 2011. With the Board's approval, we will continue to fund this program in FY 2022 in the amount of \$6.8 million. Funding includes \$842,008 in in CRRSAA

Funding as approved by the Board of Directors. CRRSAA funds will be exchange with local funds.

Measure R Allocations (\$187.5M)

- Measure R 20% Bus Operations (\$177.5M)**
 Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.
- Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$10.0M)**
 The Measure R ordinance also provides a lump sum allocation of \$150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at \$10 million in every even year.

Measure M 20% Transit Operations (\$176.9M)

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

Proposition C 5% Security (\$40.2M)

Ninety percent of Proposition C 5% Security fund is allocated to Los Angeles County transit operators and Metro Operations for security services. State law requires that each operator's share of funds be based on its share of unlinked boardings to total Los Angeles County unlinked boardings. Due to the significant decrease in ridership across the region, In March 2021 BOS working group agreed that fare revenue and unlinked passengers' data to be held constant at FY19 level. Therefore, the unlinked boardings used for allocating these funds are based on the operators' FY19 TPM reports of LACMTA approved services. The remaining ten percent is allocated to Metro to mitigate other security needs.

Proposition C 40% Discretionary Programs (\$67.3M)

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

- Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. In the past, funding was increased by 3% from the previous year's funding level. All Municipal Operators

participate in this program and funds are allocated according to FAP calculation methodology.

- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.
- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion. The TSE Program continues for eight Municipal Operators including Culver City, Foothill Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.
- **Base Re-Structuring Program (Base-Re).** The Base Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello and Torrance.
- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding. Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.

Federal Funds (\$368.8M)

Section 5307 Urbanized Formula Program (\$248.3 M)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY22, \$248.3 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

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

Section 5339 Bus and Bus Facilities (\$25.6M)

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or "MAP 21". The Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY22, \$25.6 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

Section 5337 State of Good Repair (\$94.9M)

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

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY22, \$89.3 million is allocated to Metro and Municipal operations.
- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY22, \$5.6 million is allocated to Metro Operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators' DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated using the operators' VRM data. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

Proposition A Incentive Programs (\$24.8M)

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through Board-adopted Incentive Program guidelines. Programs include the Sub-Regional Paratransit Program, the Voluntary NTD Reporting Program and the Sub-Regional Grant Projects. Under the Voluntary NTD Reporting Program, local transit operators report operating data for entitlement to the Federal FTA Section 5307 funds. Operators participating in the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region. In FY22, \$24.8M is allocated to fund PA Incentive programs. Fund includes \$7,565,663 in CRRSAA funding as approved by LACMTA Board of Directors. CRRSAA fund will be exchanged with local funds.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service to its residents who commute between Avalon and the mainland, will receive \$996,512 in subsidy which includes \$296,512 in CRRSAA funding.

At its May 16, 2017 meeting, the Local Transit System Subcommittee (LTSS) approved an additional \$50,000 to Avalon's Transit Services annual subsidy increasing the funding level to \$300,000. In FY22, \$68,366 and \$240,877 were added to Avalon's Transit Service and the Hollywood Bowl Shuttles from CRRSAA funding to increase the subsidy level to \$368,366 and \$1,297,877, respectively.

Local Returns (\$648.5M)

Proposition A 25% (\$205.4M)
Proposition C 20% (\$170.4M)
Measure R 15% (\$127.8M)
Measure M 17% (\$144.8M)

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

TDA Article 3 funds (\$8.9M)

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

- The 15% of TDA Article 3 funds are allocated towards maintenance of regionally significant Class I bike paths as determined by LACMTA policy and in current

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TDA Article 3 Guidelines. This portion is divided in a ratio of 30% to 70% to City of Los Angeles and County of Los Angeles, respectively.

- The 85% of the funds are allocated to all Los Angeles County cities and the County of Los Angeles based on population shares. TDA Article 3 has a minimum allocation amount of \$5,000. The City of Industry has opted out of the TDA Article 3 program indefinitely. The Street and Freeway Subcommittee and the Technical Advisory Committee (TAC) have approved this redistribution methodology in prior years, and it remains unchanged.

TDA Article 8 funds (\$29.3M)

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