



*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*

Agenda - Final

Wednesday, June 14, 2023

1:30 PM

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Finance, Budget and Audit Committee

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Karen Bass
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Tim Sandoval
Gloria Roberts (Interim), non-voting member
Stephanie Wiggins, Chief Executive Officer*

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
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- d. Any other unlawful interference with the due and orderly course of said meeting.

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The Committee Meeting begins at 1:30 PM Pacific Time on June 14, 2023; you may join the call 5 minutes prior to the start of the meeting.

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

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Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 1:30 PM, hora del Pacifico, el 14 de Junio de 2023. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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Email: BoardClerk@metro.net
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CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 14, 15, 16, and 17.

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

CONSENT CALENDAR

14. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM

[2023-0265](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to \$300 million in limits at a not-to-exceed premium of \$27 million for the 12-month period effective August 1, 2023, to August 1, 2024.

Attachments:

[Attachment A - Public Entity Liability Proposed Carriers and Program Structure](#)

[Attachment B - Proposed Renewal and Premiums History](#)

15. SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM

[2023-0344](#)

RECOMMENDATION

ADOPT:

A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2023-24 Transportation Development Act (TDA) Article 8 funds estimated at \$48,985,266 as follows:

1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$233,896 may be used for street and road projects, or transit projects, as described in Attachment A;
2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$12,071,326 and \$11,536,136 (Lancaster and Palmdale, respectively) may be used for street and road projects, or transit projects, as long as their transit needs continue to be met;

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$15,770,031 for the City of Santa Clarita may be used for street and road projects, or transit projects, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$9,373,877 may be used for street and road projects, or transit projects, as long as their transit needs continue to be met; and
- B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

Attachments: [Attachment A - FY24 Proposed Findings & Recommended Actions](#)
 [Attachment B - TDA 8 Apportionments - FY24 Estimates](#)
 [Attachment C - FY2023-24 TDA Article 8 Resolution](#)
 [Attachment D - History of TDA 8 and Definitions](#)
 [Attachment E - FY24 TDA Article 8 Public Hearing Process](#)
 [Attachment F - FY24 Comment Summary Sheet](#)
 [Attachment G - Summary of Recommendations and Actions Taken FY24](#)
 [Attachment H - Proposed Recommendations of FY24 SSTAC](#)

**16. SUBJECT: LOCAL RETURN PROPOSITION A, PROPOSITION C,
 MEASURE R AND MEASURE M CAPITAL RESERVE**

[2023-0345](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account as approved; and
- B. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Cudahy (Measure R), Glendora (Proposition C), Lawndale (Proposition A), Lomita (Proposition C), Montebello (Proposition C),

South El Monte (Proposition C, Measure R, and Measure M), South Pasadena (Proposition A, Proposition C, and Measure M), Temple City (Proposition C), and amend the existing account for the City of Hidden Hills (Proposition C) (Attachment A).

Attachments: [Attachment A - Project Sum. '23 for Proposed Capital Reserve Accts](#)

**17. SUBJECT: UPGRADE TAP VENDING MACHINES TO MAINTAIN
EMV/PCI COMPLIANCE**

[2023-0139](#)

AUTHORIZE the Chief Executive Officer to execute Modification No. 173 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. ("Cubic"), so that the TAP Vending Machines can accept payment from credit and debit cards with chips to remain payment card industry (PCI) compliant. This includes upgrades of computer hardware, the Oracle Database, and a Cubic Payment Application (CPA) in the amount of \$12,364,519, increasing the total contract value from \$389,251,345 to \$401,615,864.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification - Change Log](#)
 [Attachment C - DEOD Summary](#)

NON-CONSENT

**18. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2024
BUDGET**

[2023-0349](#)

RECOMMENDATION

CONSIDER:

A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$151,016,402 for FY24. This amount includes:

- Local funds for operating and capital expenses in the amount of \$148,482,499;
- Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,533,903; and

B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

Attachments: [Attachment A - Access FY24 Proposed Budget
Presentation](#)

**19. SUBJECT: METROLINK FY24 ANNUAL WORK PROGRAM AND
REGIONAL RAIL SUPPORTIVE ACTIONS**

[2023-0216](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) FY 2023-24 Operating, Rehabilitation, and Capital Budget in the amount of \$199,400,319 as described in Attachment A;
- B. APPROVING programming of \$29,290,000 to SCRRA for a Working Capital Long-Term Loan, contingent upon SCRRA Board approval of a loan repayment policy addressing terms and conditions;
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 1 to the Regional Rail Planning and Environmental On-Call Services bench Contract Nos. AE56752000 through AE56752005 to increase the not-to-exceed cumulative contract amount by \$15,000,000 from \$10,000,000 to \$25,000,000 in support of various Board and CEO directed Metrolink station and planning feasibility studies, and 2028 Olympics planning efforts;
- D. APPROVING the programming of \$500,000 to SCRRA for FY 2023-24 supplemental Right-Of-Way (ROW) maintenance along Metro-owned property;
- E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SOGR) Memoranda of Understanding (MOUs) as follows:
 - FY 2017-18 SOGR program extended from March 30, 2024 to June 30, 2025
 - FY 2018-19 SOGR program extended from June 30, 2023 to June 30, 2025
 - FY 2019-20 SOGR program extended from June 30, 2023 to June 30, 2025;
- F. APPROVING the FY 2023-24 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and
- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

Attachments: [Attachment A - SCRRA FY 24 Budget Transmittal](#)
 [Attachment B - Regional Rail Planning & Environmental OnCall Serv. Summary](#)
 [Attachment C - Procurement Summary](#)
 [Attachment D - Contract Modification Change Order Log](#)
 [Attachment E - DEOD Summary](#)
 [Presentation](#)

20. SUBJECT: FISCAL YEAR 2023-24 TRANSIT FUND ALLOCATIONS

[2023-0346](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$3.3 billion in FY 2023-24 (FY24) 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 Metro Board approved policies and guidelines;
- B. APPROVING an adjustment to Tier 2 Operator funding for the Cities of Burbank, Glendale, Los Angeles, and Pasadena from a capped amount of \$6 million to \$8.2 million for FY24 that will be adjusted annually by the Consumer Price Index (CPI) in subsequent years;
- C. APPROVING fund exchanges in the estimated amount of \$4,471,049 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund exchanges in the estimated amount of \$984,952 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- E. APPROVING Two-year lag funding in the amount of \$273,680 for the transfer of the eastern segment of Metro line 130 to Long Beach Transit. The transfer will consist of 132,959 Revenue Miles;
- F. APPROVING fund exchange in the amount of \$320,133 of Metro's TDA Article 4 allocations with La Mirada Transit's share of FY18 and FY19 Federal Section 5307;
- G. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of \$360,000 with Metro's TDA Article 4 allocation;

- H. APPROVING fund exchanges in the amount totaling \$16.2 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- I. APPROVING fund exchange in the amount of \$5 million of Metro's Prop C 40% allocations with the Local Transit Operators' share of federal Section 5307 funds to implement the Local Transit Systems Subcommittee's (LTSS) Zero Emission Vehicle (ZEV) Call for Projects;
- J. APPROVING project selection and programming of \$13,937,073 for the LTSS ZEV Call for Projects as shown in Attachment B;
- K. AUTHORIZING the Chief Executive Officer to adjust FY24 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 Administration and amend the FY24 budget as necessary to reflect the adjustments;
- L. 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 C); and
- M. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements and FY24 budget amendments to implement the above funding programs.

Attachments: [Attachment A - FY24 Proposed Transit Fund Allocations](#)
 [Attachment B - LTSS ZEV Call for Projects Selection & Awards](#)
 [Attachment C - TDA & STA Resolution](#)
 [Attachment D - Summary of Significant Info Methods & Assumptions](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2023-0368](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2023-0265, **File Type:** Program

Agenda Number: 14.

**FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 14, 2023**

SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to \$300 million in limits at a not-to-exceed premium of \$27 million for the 12-month period effective August 1, 2023, to August 1, 2024.

ISSUE

Metro's Public Entity excess liability insurance policies (which includes transit rail and bus operations) expire August 1, 2023. Insurance underwriters will not commit to final pricing until three weeks before the current program expires on August 1st. Consequently, we are requesting a not-to-exceed amount for this renewal pending final pricing and carrier selection. Without this insurance, Metro would be subject to unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

BACKGROUND

Metro's insurance broker, USI Insurance Services ("USI") is responsible for marketing the excess liability insurance program to qualified insurance carriers. Quotes are currently being received from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. The premium indication below is based on current market expectations. Final pricing, however, is not available until approximately 21 days prior to binding coverage.

Metro established a program of excess liability insurance to protect against insured losses. Each year, Risk Management meets with USI to prepare for the upcoming marketing process.

Initial discussions begin in the third quarter of the fiscal year through an evaluation of market conditions to determine the availability of coverages and at what levels of premium. The annual stewardship meeting is conducted in January to identify what data will be required including loss development, ridership projections, mileage, and revenue hour estimates. Risk Management obtains the data including targeted completion dates of various projects to provide an accurate account of the present and future liability exposures within the agency.

The data is then forwarded to USI to present to the domestic insurance marketplace as well as international markets in London and Bermuda. Due to timing requirements, USI approaches underwriters in March and April to ensure that data is deemed current. Initial indications of interests and costs become apparent in late April or early May.

USI provides a not-to-exceed number that serves two functions. First, the number provides an amount Risk Management may approach the CEO and Board to obtain approval for binding of the new program, which mitigates a potential gap in insurance coverage. Second, the number allows USI ample time to continue to negotiate with underwriters to ensure that Metro obtains the most competitive pricing available.

DISCUSSION

For the 2023-2024 excess liability insurance renewal, staff and USI highlighted three main objectives. First, to mitigate insurer's concerns with increased operating exposures, the marketing presentation emphasized the lower risk of light rail and subway services, in addition to the safety enhancements and pilot programs added to bus operations over the past years. Second, we desired to continue a diversified mix of international and domestic insurers to maintain competition and reduce dependence on any single insurance carrier. Third, we desired to obtain total limits of \$300 million while maintaining an \$8 million self-insured retention for rail claims and up to \$20 million for all other claims but were open to increasing the self-insured retention structure if needed to retain reasonable premium pricing.

USI presented Metro's submission to all potential insurers in the U.S., London, European, and Bermuda markets representing over 25 carriers to create interest in all layers of Metro's insurance program. Insurance executives both nationally and internationally, articulated continuing increased underwriting discipline for transportation and public entity risks. Insurers reviewed detailed loss information on Metro claims and performed detailed actuarial valuations on Metro's claims.

In addition, this year, Deputy Chief Risk, Safety, and Asset Management Officer accompanied USI to London, Bermuda, and New York to meet with current and potential excess liability program underwriters. USI arranged meetings with 35 individuals in 25 meetings over the course of 5 days. Although the Metro submissions are very comprehensive, in person meetings provided the underwriters with the opportunity to ask questions and obtain more specific information about operations, safety, and risk management programs. Most importantly, these meetings foster the relationships between Metro and its underwriters.

Last year, we obtained \$300 million in excess liability coverage with an \$8 million retention for rail claims and \$12.5 million retention for all other claims with selected additional retentions up to \$7.5 million. The relatively calm market enjoyed for over 20 years has changed drastically over the last four years. Extensive loss development related to auto liability, caused the market to "harden" significantly over the last several years, resulting in less carrier capacity and higher premiums. The trend continues this year.

USI faces many challenges in marketing Metro's liability insurance renewal. Carrier results from

public agencies in California have been significantly worse than in other states. A very limited pool of carriers is willing to consider writing public entity policies. Metro is no exception primarily due to its size and its plaintiff-friendly jurisdiction of Los Angeles County. The loss development carriers are experiencing on accounts, including Metro's, has resulted in many ceasing operations entirely in California, with some of them pulling out of the U.S. entirely. Replacing retreating carriers has proved challenging and Metro's recent loss history has not been stellar. Consequently, another rate increase is anticipated in the excess liability program premiums.

Metro's August 1st insurance placement will reflect higher insurance premiums necessitated by tightened underwriting guidelines and negative developments in auto liability losses. USI recommends maintaining the bifurcated program where Metro will keep an \$8 million self-insured retention (SIR) on rail related risks and up to \$20 million for bus and other non-rail related risks. Carriers are not willing to insure Metro's bus operations risk for less retention. Negotiations with carriers are ongoing and this action seeks authority to bind Public Entity excess liability coverage with minimum limits of \$300 million and a not-to-exceed SIR of \$25 million. A higher SIR may provide Metro with additional flexibility to contain premium costs. USI will continue to seek options (including alternate retentions and quota share options) and more favorable premiums until the renewal date.

Attachment A provides an overview of the proposed 2023-2024 Public Entity Excess Liability Program, which mirrors the current 2022-2023 program structure. Due to a challenging hard market, additional limits are not being offered. Risk Management recommends proceeding with renewal at a minimum coverage limit of \$300 million and a not-to-exceed SIR of \$25 million.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding for eleven months, or \$24,750,000, of this action is included in the FY24 Proposed Budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300066 - Rail Operations - Expo Line, 300077 - Crenshaw Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, and 320011 - Union Station in account 50602 (Ins Prem For Gen Liability). Additional funding required to cover premium costs beyond FY24 budgeted amounts will be addressed by fund reallocations during the year.

The remaining month of premiums, \$2,250,000, will be requested in the FY25 Budget development, cost center 0531, Risk Management - Non Departmental Costs, under projects under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300066 - Rail Operations - Expo Line, 300077 - Crenshaw Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station in account 50602 (Ins Prem for Gen Liability).

Impact to Budget

The current fiscal year funding for this action will come from the Enterprise, General and Internal Service funds paralleling funding for the actual benefiting projects charged. These funds are eligible for bus/rail operating expenses. No other sources of funds were considered because these are the activities that benefit from the insurance coverage.

EQUITY PLATFORM

Metro's insurance portfolio provides liability coverage and coverage for Metro-owned property, stations, tunnels, bridges, rolling stock fleet, right of ways, facilities, and buildings that provide transportation service and benefits. Metro's insurance portfolio ensures liability coverage and that its facilities, rolling stock fleet, and infrastructure, which serve these groups, are covered by insurance policies in the event of a major loss or damage. Valuation of these assets conforms to the insurance industry's replacement cost methodology. The proposed action supports Metro's ability to safely serve the communities and customers who rely on Metro's transportation services and assets, a majority of whom are lower income, Black, Indigenous and other People of Color (BIPOC), people with disabilities, and/or do not own a private vehicle.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 5, "Provide responsive, accountable and trustworthy governance within the LA Metro organization." The responsible administration of Metro's risk management programs includes the use of insurance to mitigate large financial risks resulting from unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

ALTERNATIVES CONSIDERED

Due to the continued hard market, there are no additional limits in coverage for consideration. SIRs above the current structure levels are being proposed and considered, and negotiations are ongoing. Attachment A reflects the proposed program structure, which mirrors the current 2022-2023 policy term. The only variation will be to the SIR, which may end up being higher than the current program structure.

NEXT STEPS

Upon Board approval of this action, we will advise USI to proceed with the placement of the excess liability insurance program outlined herein effective August 1, 2023.

ATTACHMENTS

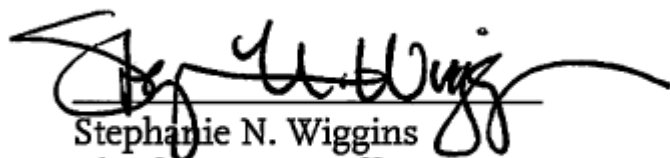
Attachment A - Public Entity Liability Proposed Carriers and Program Structure

Attachment B - Proposed Renewal and Premiums History

Prepared by: Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-6354

Kenneth Hernandez, Deputy Chief Risk, Safety and Asset Management Officer,
(213) 922-2990

Reviewed by: Gina L. Osborn, Chief Safety Officer, (213) 922-3055



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A



USI Insurance Services
NTE Public Entity Excess Liability Insurance Summary 2023 - 2024
Los Angeles County Metropolitan Transportation Authority

Excess Limit		Layer(s)		Participation	Carrier	Premium
\$300M	Excess Liability	\$35 xs \$265M				
				\$5,000,000	Aspen	
				\$2,500,000	Convex	
				\$4,000,000	Ascot	
				\$2,500,000	Inigo	
				\$6,000,000	Canopus	
				\$5,500,000	Ark	
			\$7,000,000	Helix		
			\$2,500,000	Arcadian		
\$265M	Excess Liability	\$10M xs \$255M		\$10,000,000	Munich Re	
\$255M	Excess Liability	\$40M xs \$215M		\$10,000,000	Liberty Specialty	
				\$10,000,000	Chubb Bermuda Ins. Ltd.	
				\$10,000,000	AIG	
				\$10,000,000	AWAC	
\$215M	Excess Liability	\$30M xs \$185M		\$15,000,000	Hiscox	
				\$5,000,000	Convex	
				\$10,000,000	Argo	
\$185M	Excess Liability	\$75 xs \$110M				
				\$10,000,000	Aspen	
				\$7,500,000	Apollo	
				\$5,000,000	Ascot	
				\$7,500,000	Canopus	
				\$10,000,000	Argo	
				\$7,500,000	Hamilton	
				\$15,000,000	XL Bermuda Ltd.	
\$2,500,000	Convex					
\$5,000,000	Inigo					
\$5,000,000	Vantage					
\$110M	Excess Liability	\$17.5M xs \$92.5M		\$7,500,000	Apollo	
				\$10,000,000	Hamilton	
\$92.5M	Excess Liability	\$17.5M xs \$75M		\$7,500,000	Sompo	
				\$5,000,000	Ark	
				\$5,000,000	Helix	
\$75M	Excess Liability	\$10M xs \$65M		\$10,000,000	XL Insurance America	
\$65M	Excess Liability	\$15M xs \$50M		\$15,000,000	AWAC	
\$50M	Excess Liability	\$10M xs \$40M		\$10,000,000	Great American	
\$40M	Excess Liability	\$15M xs \$25M		\$4,000,000	Hiscox	
				\$2,000,000	Ascot	
				\$2,500,000	Inigo	
				\$1,000,000	MAP	
				\$2,000,000	QBE	
				\$2,000,000	Ark	
\$25M	Primary Liability	\$17M Rail - Queens Island	\$12.5M Bus/All Other - Gemini/ Lexington	\$17,000,000	Queens Island	
				\$2,500,000	Self Insured	
				\$10,000,000	Gemini Quota Share w/Metro 50%	
*\$8M Rail SIR Per Occurrence						
*\$12.5M Bus/All Other SIR Per Occurrence						
Estimated Program Not-To-Exceed Total						\$27,000,000.00

Carrier placement as of May 9, 2023 is not stable and subject to change prior to binding

*Proposed SIR as per expiring, but seeking authority up to \$25M to negotiate pricing.

Proposed Renewal and Premiums History

Current 22/23 Public Entity Program and 23/24 Proposed Option

	2022-2023	2023-2024
Self-Insured Retention (SIR)	\$8.0 mil rail, \$12.5 mil bus & other non-rail	\$8.0 mil rail, \$12.5 mil bus & other non-rail
Quota Share	Up to \$7.5 mil in \$25 mil bus & other non-rail layer	Up to \$25 mil bus & other non-rail layer
Limit of Coverage	\$300 mil	\$300 mil
Terrorism Coverage	Yes	Yes
Premium	\$19 mil	NTE \$27 mil

Premium History for Excess Liability Policies Ending in the Following Policy Periods

	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023
Self-Insured Retention:								
Rail	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$8.0 mil	\$8.0 mil	\$8.0 mil	\$8.0 mil	\$8.00
Bus + Other Non-Rail	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$8.0 mil	\$8.0 mil	\$10 mil	\$17.5 mil	\$20 mil
Insurance Premium	\$3.6 mil	\$3.7 mil	\$4.1 mil	\$4.1 mil	\$6.2 mil	\$14.5 mil	\$16.7 mil	\$19 mil
Claims in Excess of Retention	0	1	1	1	1	2	1	TBD
Estimated Amount in Excess of Retention	\$0	\$10.0 mil	\$10.0 mil	\$10.0 mil	\$25.0 mil	TBD	TBD	TBD



Board Report

File #: 2023-0344, File Type: Resolution

Agenda Number: 15.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 14, 2023

SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2023-24 Transportation Development Act (TDA) Article 8 funds estimated at \$48,985,266 as follows:
1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$233,896 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$12,071,326 and \$11,536,136 (Lancaster and Palmdale, respectively) may be used for street and road projects, or transit projects, as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$15,770,031 for the City of Santa Clarita may be used for street and road projects, or transit projects, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$9,373,877 may be used for street and road projects, or transit projects, as long as their transit needs continue to be met; and

- B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

ISSUE

State law requires that the Los Angeles County Metropolitan Transportation Authority (LACMTA) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

BACKGROUND

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs that may be reasonable to meet." However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a brief summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and Metro adopts such a finding, then these transit needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, Metro must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY 2023-24 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

Bus Stop Improvements

TDA Article 8 funds are eligible for preliminary engineering, right-of-way acquisition, improvement, maintenance, reconstruction, and construction of public streets and roads, construction of facilities and buildings, and transportation planning. However, these jurisdictions are utilizing Federal 5307 funds to make bus stop/shade improvements.

The City of Santa Clarita launched bus stop improvement projects in which benches, shelters, and shade structures were installed or replaced throughout the service area, in FY20 and FY21. The next round of bus stop improvements focuses on refurbishing and replacing real-time electronic signage at the bus stops, in FY23 and FY24.

AVTA is working with the cities of Lancaster and Palmdale on new bus shelter, amenities, and improvements throughout AVTA service area. Currently, the cities purchase shelters, conduct the planning and engineering of the shelter locations. AVTA is responsible for the installation/maintenance of shelters and trash cans. In FY23 and FY24, AVTA has begun safety improvements on shelters by adding solar lighting on those shelters in the cities and the rural areas that need additional lighting. In FY24 and FY25, AVTA is looking to add real-time electronic signage at two new transit centers.

DISCUSSION

Findings

Staff has followed state law in conducting public hearings and obtaining input from the SSTAC regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas.

- Attachment G summarizes the recommendations made and actions taken during FY 2022-23 (for the FY 2023-24 allocation estimates)
- Attachment H is the proposed recommendations of the FY 2023-24 SSTAC.

On May 24, 2023, the TDA Article 8 Hearing Board was convened on behalf of the Metro Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Funds will be released for allocation to the eligible jurisdictions upon:

1. Transmittal of the Metro Board-adopted findings and recommendations,
2. Transmittal of public hearing documentation to Caltrans, and
3. Caltrans approval

Delay in adopting the findings, recommendations, and the resolution contained in Attachments A and C would delay the allocation of \$48,985,266 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The TDA Article 8 funds for FY 2023-24 are estimated at \$48,985,266 (Attachment B). The funding for this action is included in the FY24 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8. TDA Article 8 funds are state sales tax revenues designated, by law, for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates TDA Article 8 funds based on population and disburses them monthly, once each jurisdiction's claim form is received, reviewed and approved.

EQUITY PLATFORM

The definition of Unmet Transit Needs is any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services. This process is set by the State and is approved by Caltrans prior to the release of the funds, including allocation of funds based on jurisdiction population and local control of eligible expenditure decisions. In April 2023, in-person and virtual public hearings were conducted in North County and Santa Clarita and an additional one in City of Avalon in conjunction with their council

meeting. The public hearing notices were posted in the Daily News and La Opinión in each jurisdiction and the local papers in Antelope Valley, Santa Clarita, San Fernando Valley, Catalina Island, and Long Beach. Additionally, staff sent flyers to all the businesses in the area. Santa Clarita Transit ran the notice on their system and had the notice posted in the public areas of the cities. Avalon included the posting in their social media outlets. All hearings offered a Spanish interpreter.

At the conclusion of the comment period, staff convened the Social Service Transportation Advisory Council consisting of representatives from the senior (65 and older) and disability communities. Additionally, per law, staff included representatives from organizations/CBOs that assist seniors, people with low incomes, and people with disabilities. This meeting was a hybrid, with the option for attendees to participate in-person or online. A Spanish language translator was also on hand for this meeting. Based on this public hearing process, no unmet transit needs were identified in the above jurisdictions. There are no equity impacts anticipated as a result of this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goals 2 and 4 by improving mobility, ease of travel, and safety. Per state requirement, the TDA funds are allotted to the municipal and Tier 2 operators to support the operation of their services countywide.

ALTERNATIVES CONSIDERED

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state-required SSTAC (Attachment H), and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

NEXT STEPS

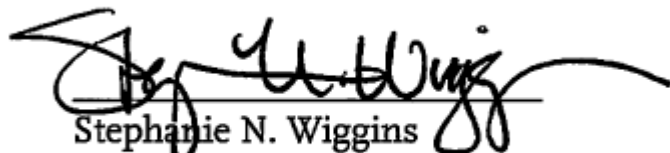
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

Attachment A - FY24 Proposed Findings and Recommended Actions
Attachment B - TDA Article 8 Apportionments: Estimates for FY2023-24
Attachment C - FY2023-24 TDA Article 8 Resolution
Attachment D - History of TDA Article 8 and Definitions of Unmet Transit Needs
Attachment E - TDA Article 8 Public Hearing Process
Attachment F - FY24 Comment Summary Sheet
Attachment G - Summary of Recommendations and Actions Taken
Attachment H - Proposed Recommendations of the FY2023-24 SSTAC

Prepared by: Armineh Saint, Director, Budget (213) 922-2369
Cosette Stark, Deputy Executive Officer, Finance (213) 922- 2822

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

FY 2023-24 TDA ARTICLE 8

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Findings - In the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – There are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.

Los Angeles County Metropolitan Transportation Authority
FY 2024 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,394	0.48%	\$ 233,896
Lancaster	175,164	24.64%	12,071,326
Palmdale	167,398	23.55%	11,536,136
Santa Clarita	228,835	32.19%	15,770,031
LA County [2]	136,022	19.14%	9,373,877
Unincorporated			
Total	710,813	100.00%	\$ 48,985,266
Estimated Revenues:			\$ 48,985,266

[1] Population estimates are based on State of California Department of Finance census 2022 data-report

[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY MAKING A DETERMINATION AS TO
UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY
FOR FISCAL YEAR 2023-24**

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, Public Utilities Code Section 99200 et seq.; and

WHEREAS, under Sections 99238, 99238.5, 99401.5 and 99401.6, of the Public Utilities Code, before any allocations are made for local street and road use, a public hearing must be held and from a review of the testimony and written comments received and the adopted Regional Transportation Plan, make a finding that 1) there are no unmet transit needs; 2) there are no unmet transit needs that are reasonable to meet; or 3) there are unmet transit needs, including needs that are reasonable to meet; and

WHEREAS, at its meetings of June 25, 1998 and June 24, 1999, the Board of Directors approved definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, public hearings were held by LACMTA in Los Angeles County in Avalon on April 4, 2023, Santa Clarita on April 26, 2023 and Palmdale/Lancaster on April 26, 2023, after sufficient public notice of intent was given, at which time public testimony was received; and

WHEREAS, a Social Service Transportation Advisory Council (SSTAC) was formed by LACMTA and has recommended actions to meet the transit needs in the areas outside the LACMTA service area; and

WHEREAS, a Hearing Board was appointed by LACMTA, and has considered the public hearing comments and the recommendations of the SSTAC; and

WHEREAS, the SSTAC and Hearing Board reaffirmed the definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

WHEREAS, staff in consultation with the Hearing Board recommends the finding that there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

NOW THEREFORE,

- 1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.
- 2.0 The Board hereby finds that, in the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- 4.0 The Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

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 Thursday, June 22, 2023.

COLLETTE LANGSTON
LACMTA Board Clerk

DATED: June 22, 2023

History of Transportation Development Act (TDA) 8

The Mills-Alquist-Deddeh act, better known as the Transportation Development Act (SB325), was enacted in 1971 to provide funding for transit or non-transit related purposes that comply with regional transportation plans. Funding for Article 8 was included in the original bill.

In 1992, after the consolidation of SCRTD and LACTC, AB1136 (Knight) was enacted to continue the flow of TDA 8 funds to outlying cities which were outside of the SCRTD's service area.

Permanent Adoption of Unmet Transit Needs Definitions

Definitions of Unmet Transit Need and Reasonable to meet transit needs were originally developed by the SSTAC and Hearing Board and adopted by Metro Board Resolution in May, 1997 as follows:

- Unmet Transit Need- any transportation need, identified through the public hearing process, that could be met through the implementation or improvement of transit or paratransit services.
- Reasonable to Meet Transit Need - any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner, without negatively impacting existing public and private transit options.

Based on discussions with and recommendations from Caltrans Headquarters' staff, these definitions have been adopted on an ongoing basis by the resolution. The Metro Board did approve the definitions of unmet transit need and reasonable to meet transit need at its meetings June 25, 1998 and June 24, 1999.

These definitions will continue to be used each year until further action by the Metro Board.

ATTACHMENT E

TDA ARTICLE 8 PUBLIC HEARING PROCESS

Article 8 of the California Transportation Development Act (TDA) requires annual public hearings in those portions of the County that are not within the Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. We established a Hearing Board to conduct the hearings on its behalf in locations convenient to the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff, also makes recommendations to the Board of Directors for adoption: 1) a finding regarding whether there are unmet transit needs that are reasonable to meet; and 2) recommended actions to meet the unmet transit needs, if any.

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by staff, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

Hearing Board

Staff secured the following representation on the FY 2023-24 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger, Marvin Crist, Vice Mayor, City of Lancaster, Eric Ohlsen, Council member, City of Palmdale and Rochard Loa, Council member, City of Palmdale represented the North County; Jason Gibbs, Mayor, City of Santa Clarita and Cameron Smyth, Mayo Pro Tem, City of Santa Clarita represented Santa Clarita Valley.

Also, membership was formed on the FY 2024 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment G.

Hearing and Meeting Dates

In-person and virtual public hearings were held by the hearing board in Santa Clarita and the North County areas on April 26, 2023 as well as in Avalon in conjunction with the Council meeting on April 4, 2023. A summary sheet that includes the public testimony received at the hearings and the written comments received within two weeks after the hearings is in Attachment F.

The SSTAC met on May 15, 2023. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 24, 2023 meeting.

FY2023-24 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS

SUMMARY TABULATION SHEET - ALL HEARINGS

		Santa Clarita	Antelope Valley	Avalon
1	General increase in service, including longer hours, higher frequency, and/or more days of operation			
1.1	A new bus line travelling down the Golden Valley road to access businesses	1		
1.2	Increase the service to and from Golden Valley high school throughout the day to allow increased and easier access to the community	1		
2	Scheduling, reliability, transfer coordination			
2.1	AVTA Route 1 leaves Palmdale Transit Center at 10:35pm, five minutes before the last Metrolink train arrives (10:40pm).		1	
2.2	AVTA Route 4 has an hour and half gap, which requires the use of two tickets.		1	
2.3	Route between Fillmore & Sylmar Station, via Newhall Metrolink, and MRTC.	1		
2.4	Add Antelope Valley Transit Authority 790 service on weekends, to infill service gaps that currently Metrolink doesn't fulfill, & expand service hours and lengths.	1	1	
2.5	Make Santa Clarita Transit Routes 5 & 6 into one, keeping everything the same up until Sierra Highway, keep going straight on Soledad, and use Sand Canyon Road to turn around at COC Canyon Country Campus. This will remove confusion and increase service frequencies.	1		
2.6	Expand Santa Clarita Transit hours into the owl night, AVTA provides services up until 12:30am, while Santa Clarita Transit only provides service till 10:30pm.	1		
2.7	Update Newhall Metrolink Station bus bays, they currently have to veer into traffic, with an awkward turn ahead of them. Redesigning the bus bays would allow for upgraded maneuverability.	1		
2.8	Introduce Late Night 757 service, this would allow more people to enjoy the night in North Hollywood on weekends.	1		
2.9	Introduce Mid-Day service on Routes 792 or 797, this would allow commuters to be more flexible with scheduling work hours, and allow tourism.	1		
3	Bus stop or shelter			
3.1	SCT Route 12 (Golden Valley & Sierra Hws) stops 1 mile away from Golden Valley High School which makes it challenging for special need students to walk to bus stop. Would like to have SCT expand service through the day to allow for increase and easier access.	1		
3.2	Use of visual display for upcoming routes at bus stops			
4	Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center			
4.1	177 & 178 (Two Artics) should be replaced as soon as possible. They are high in maintenance, they're 16 years old.	1		
5	Other, statement - Support			
5.1	Like the Track It system			
5.2	Lancaster Metrolink station should open the gates much earlier			
Sub-total:		11	3	-

Totals -

14

Total of 15 comments extracted from verbal and written comments by 3 individuals



Board of Directors

April 26, 2023

Chairman

Marvin Crist
City of Lancaster

Vice Chair

Dianne M. Knippel
County of Los Angeles

Director

Richard Loa
City of Palmdale

Director

Eric Ohlsen
City of Palmdale

Director

Raj Malhi
City of Lancaster

Director

Michelle Flanagan
County of Los Angeles

Executive Director/CEO

Martin J. Tompkins

TDA Article 8 Hearing Board Chair
c/o Armineh Saint, Program Manager
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, California 90012
RE: Fiscal Year 2016/17 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2022 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. During the 2022 Hearing, some comments regarding AVTA's services and facilities were received from the public and are addressed below, as well as updates on current service improvements and FY24 projects:

Responses to Public Testimony and Written Comments

Item #1.2, Service voids in West and Southwest Palmdale:

The areas of West and Southwest Palmdale are currently served through fixed-route service in Rancho Vista and Dial-a-Ride paratransit service in Anaverde. However, in response to the public comment received during the 2022 TDA Article 8 Unmet Needs Hearing, AVTA staff is currently conducting a study to ascertain if the service coverage is adequate for the area. The study includes a Title VI Equity Analysis, an online survey of residents during the month of February and a public meeting held on Saturday, February 4. The data from these efforts will be analyzed and if any adjustments are needed they will be presented to the Board of Directors along with any recommendations from staff.

It should be noted that AVTA had previously evaluated its services for these areas back in August 2017, and found that no adjustments were required at that time.

Item #2.2, Line 1 on schedule:

AVTA is currently reviewing its bus routes and analyzing the areas of higher ridership and needs. This is being accomplished as a part of our Regional Transit Plan (RTP), which was completed in June 2019. The restrictions of the COVID-19 pandemic over 2020-2021 severely limited AVTA's ability to effectively implement the RTP; however, as ridership numbers return to pre-COVID levels, great strides are being made to address needs and improve mobility in all areas.

Item #3.3, Improve bus shelters, enlarge canopy area and make them more accessible:

AVTA's Planning Department maintains an inventory of all bus stops in the AVTA service area, including the stop location, routes served, amenities at the stop, etc. This inventory allows AVTA to better track the amenities currently installed and prioritize upgrades to stops that require improvement. During 2020-2022, 19 bus stops received improvements such as benches, trash cans, shelters, and/or concrete pads. Customer feedback plays a large role in our assessments and we strive to respond as quickly as possible when a need is brought to our attention.

Item #3.4, Adjust bus stop signage to improve readability by individuals in the wheelchair:

AVTA follows strict adherence to all laws, regulations and guidance related to the Americans with Disabilities Act of 1990 (ADA) and contained in the ADA Accessibility Guidelines (ADAAG). All bus stop signs are currently in compliance with ADA per Section 703, Signs of the ADAAG. AVTA will promptly respond to any request or concern regarding a specific sign of any type to ensure its ongoing ADA compliance.

Item #4.3, Improve crosswalk at 10th St West and Ave O-8:

AVTA has relayed the information to the leadership of the City of Palmdale. Street improvements are not under the oversight of AVTA and we can only communicate the request of the passengers.

Item #4.4, Bus pass discounts for homeless individuals:

AVTA is an active participant and vigorous promoter of LA County Metro's LIFE Program (formerly Rider Relief Transportation Program). The LIFE (Low-Income Fare is Easy) program provides transit relief assistance to low-income individuals in Los Angeles County with discounts on bus passes. AVTA has partnered with the FAME Corporation on several occasions at sign-up events around the Antelope Valley to help people apply for the program.

Item #5.2, Lancaster Metrolink station should open the gates much earlier:

AVTA has relayed the information to the leadership of Metrolink. The rail service is not under the oversight of AVTA and we can only communicate the request of the passengers.

FY23 Service Improvements:

In 2022, AVTA made great strides in the expansion of its all-electric fleet by opening a satellite office and transit store in Lake LA, CA, with an added four (4) new EV chargers to support the electric paratransit vehicles used for the Dial-a-Ride and Microtransit services in that region. We also completed installation of two (2) new WAVE pads at Antelope Valley College. AVTA continues to review the Regional Transit Plan (RTP) which recommended action items that will need to be implemented to improve access to residents, increase mobility options, serve new employment centers, and health care facilities.

FY24 Projects:

In response to a suggested community need, AVTA is evaluating plans for a new route connecting the Antelope Valley to the Victor Valley. The proposed route, the High Desert Connector, would run between Lancaster/Palmdale transit centers and the Victor Valley Transit Center.

We will also continue focusing our efforts to replace all existing gas-powered service vehicles with EV, as funding sources and infrastructure become available.

Community Outreach Efforts:

AVTA is dedicated to serving the community and to providing excellent customer service.

Community outreach is a high priority goal and we continually seek to improve our efforts.

A key element in implementing the RTP is ongoing outreach to a community advisory group, consisting of key stakeholders within the community.

Our community outreach and travel training programs continue to educate and connect our local residents, especially veterans, seniors, those with disabilities, and students, to our transportation system and services.

AVTA continues outreach to the local business community, by providing services to help address the transportation needs of local businesses and their customers.

AVTA continues to promote our Non-Emergency Medical Transport program to the health care service providers in the Antelope Valley. We also provide transportation assistance to health fairs for those who are low-income and/or homeless, to connect them with the vital services that are offered there.

AVTA values the input of our customers and stakeholders and continues to take a proactive approach to address the transit needs in the Antelope Valley. If have you questions, please contact me at (661) 729-2206.

Sincerely,

A handwritten signature in black ink, appearing to read 'Martin J. Tompkins', with a stylized flourish at the end.

Martin J. Tompkins, CEO/Executive Director
Antelope Valley Transit Authority



City of
SANTA CLARITA

23920 Valencia Boulevard • Santa Clarita, California 91355-2196
Phone: (661) 259-2489 • FAX: (661) 259-8125
www.santa-clarita.com

April 26, 2023

Santa Clarita Valley Area
TDA Article 8 Hearing

As the region recovered from the pandemic, the City of Santa Clarita continued its efforts to promote public transportation and build the vital infrastructure needed to support public transit now and in the future. Because of this continued effort, the only recommendation that resulted from the 2022 TDA Article 8 hearings was for the City to continue to evaluate funding opportunities for transit services.

In support of this recommendation, the City has applied for multiple federal grants to fund the City's transition to a zero emission fleet and make public transit a viable alternative to the automobile.

In the twelve months since the last hearing, the City of Santa Clarita has accomplished a number of key milestones such as:

- Applied for and were awarded a \$300,000 federal grant to update the City's Transit Development Plan
- Experienced ridership growth with local ridership exceeding pre-covid levels
- Continued to experience ridership growth on the City's on demand Go! Santa Clarita service.
- Awarded a contract for the purchase of two zero emission fuel cell electric buses
- Awarded a contract for the design and construction of a hydrogen electrolyzer and fueling station at the City Transit Maintenance Facility
- Completed construction of the Vista Canyon Metrolink Station.
- Took delivery of two CNG powered commuter buses
- Partnered with Access Services to apply for federal funding to offset the cost of purchasing zero emission local transit and dial-a-ride buses
- Issued a request for proposal to update the City's Transit Development Plan.
- Completed the installation of 57 solar powered display units that provide real-time bus arrival information at key bus stop locations.
- Installed a UV sanitation system in every bus in the Santa Clarita Transit fleet

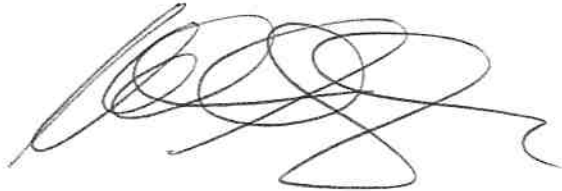
These are just a few of the City of Santa Clarita and Santa Clarita Transit's accomplishments over the past 12 months.

In the coming year, Santa Clarita Transit will:

- Continue to operate the weekend Beach Bus Service during the summer
- Conduct extensive community outreach to assess demand for transit services in the Santa Clarita Valley
- Seek state and federal funding to offset the cost of transitioning to a Zero emission fleet
- Award a contract for three fuel cell buses.

The City of Santa Clarita will continue to address the transit needs of our residents while working closely with our transportation partners. Our goal is to provide effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you

A handwritten signature in black ink, appearing to read 'Adrian Aguilar', with a stylized, flowing script.

Adrian Aguilar
Transit Manager

FY 2023-24 TDA ARTICLE 8

SSTAC PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Findings - that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – That Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.



Board Report

File #: 2023-0345, File Type: Program

Agenda Number: 16.

FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 14, 2023

SUBJECT: LOCAL RETURN PROPOSITION A, PROPOSITION C, MEASURE R AND MEASURE M CAPITAL RESERVE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account as approved; and
- B. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Cudahy (Measure R), Glendora (Proposition C), Lawndale (Proposition A), Lomita (Proposition C), Montebello (Proposition C), South El Monte (Proposition C, Measure R, and Measure M), South Pasadena (Proposition A, Proposition C, and Measure M), Temple City (Proposition C), and amend the existing account for the City of Hidden Hills (Proposition C) (Attachment A).

ISSUE

A local jurisdiction may need additional time to accumulate sufficient funding to implement a project, or to avoid lapsing of funds. Similar to previous years, many cities require a lapsing extension due to the limited spending caused by project delays that occurred during the pandemic.

BACKGROUND

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

DISCUSSION

Staff uses a First-In-First-Out (FIFO) calculation to determine if a city may be in jeopardy of losing its Local Return funds. Proposition A and Proposition C utilize a “three year plus current year” period for

a total of four years for the timely use of funds requirement. Measure R and Measure M utilize a five-year period for the timely use of funds requirement.

Considerations

Capital Reserve Accounts are permitted with approval from the Board of Directors. These accounts may be established so that Los Angeles County local jurisdictions may extend the life of their Local Return revenue to accommodate longer term financial and planning commitments for specific capital projects.

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

The Cities of Cudahy, Glendora, Lomita, Montebello, South El Monte, South Pasadena, and Temple City are all working on large street improvement projects that are difficult to coordinate and construct. These projects experienced delays due to the pandemic.

Other projects, such as Lawndale's City Wide Bus Pads, South El Monte's Civic Center Inter-Jurisdiction Bikeway, South Pasadena's Arterial Traffic Signal Improvements and Prioritization and Electric Transit Buses/Vans and Charging Systems, are included so that these cities will not lapse their funds and have extra time to complete their projects.

The City of Hidden Hills, a small city, is utilizing their Proposition C Local Return funding for the Long Valley Street and ADA curb rehab Improvement Project. The city needs an extension to construct the project but also requires extra time to build up their funds because their Proposition C Local Return five-year average amounts to \$32,000 per year.

DETERMINATION OF SAFETY IMPACT

Approval of the new Capital Reserve Accounts will allow for projects such as Transit Vehicles, Bikeway, Bus Pads, and Street and Road improvements that would provide additional safety features for local communities.

FINANCIAL IMPACT

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

Impact to Budget

Adoption of staff recommendations would have no impact on the Metro Budget as these funds have been previously disbursed to the cities. These funds are not eligible for Metro bus and rail operations.

EQUITY PLATFORM

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. The projects referenced in the Capital Reserve Project Summary (Attachment A) are expected to provide benefits to people walking, biking, and taking transit, including those with disabilities. For example, the City of South El Monte proposes to use its Capital Reserve for a Civic Center Inter-Jurisdiction Bikeway that will coordinate bike and pedestrian improvements to the Civic Center. This will include curb cuts and other ADA Improvements. Through the process of public input, engagement during local decision making, and project implementation, cities and unincorporated areas of the county are empowered to appropriately and equitably address the needs of their communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goals #1 and #2 by improving mobility, ease of travel, and safety. The local jurisdictions' improvement projects to be funded by their apportionments presented in Attachment A will assist in achieving those goals.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

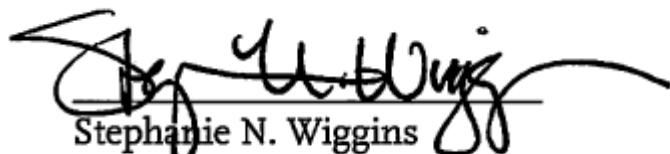
With the Board's approval of the recommendation, staff will negotiate and execute all necessary agreements between Metro and the listed cities for their Capital Reserve Accounts as approved. Staff will continue to monitor the accounts, including the annual Local Return audit, to ensure that the cities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

ATTACHMENTS

Attachment A - Project Summary for Proposed Capital Reserve Accounts

Prepared by: Susan Richan, Director, Budget, (213) 922-3017
Cosette Stark, Deputy Executive Officer, Finance, (213) 922-2822

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

PROJECT SUMMARY FOR PROPOSED CAPITAL RESERVE ACCOUNTS

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Cudahy (New)	<u>Project:</u> Cudahy Citywide Complete Streets Improvement Project <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	\$4,000,000	Measure R 15% Local Return	6/30/28
City Glendora (New)	<u>Project:</u> Lone Hill Phase 1 Street Rehabilitation <u>Project:</u> People Movement Project <u>Justification:</u> The capital reserve will assist in the completion of funding this intersection	\$469,000 \$327,000	Proposition C 20% Local Return Proposition C 20% Local Return	6/30/28
City of Hidden Hills (Extension)	<u>Project:</u> Long Valley Improvement Project <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	Existing amount \$200,000	Proposition C 20% Local Return	Extension 6/30/28
City of Lawndale (New)	<u>Project:</u> Paratransit Buses <u>Project:</u> City Wide Bus Pads Capital Improvement <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$262,000 \$560,000	Proposition A 25% Local Return Proposition A 25% Local Return	6/30/28 6/30/28
City of Lomita (New)	<u>Project:</u> Lomita Corridor Widening Project <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$7,000,000	Proposition C 20% Local Return	6/30/28
City of Montebello (New)	<u>Project:</u> Montebello Paving the Way <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$10,947,746	Prop C 20% Local Return	6/30/28

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of South El Monte (New)	<u>Project:</u> Citywide Pavement Projects	\$1,000,000	Measure R 15% Local Return	6/30/28
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$1,000,000	Measure M 17% Local Return	6/30/28
City of South El Monte (New)	<u>Project:</u> Civic Center Inter-Jurisdiction Bikeway	\$1,000,000	Prop C 20% Local Return	6/30/28
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds			
City of South Pasadena (New)	<u>Project:</u> Street Repairs per Pavement Management System	\$187,474	Measure M 17% Local Return	6/30/28
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$273,535	Prop C 20% Local Return	6/30/28
City of South Pasadena (New)	<u>Project:</u> South Pasadena Arterial Traffic Signal Improvements and Prioritization	\$324,573	Prop A 25% Local Return	6/30/28
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds			
City of South Pasadena (New)	<u>Project:</u> Electric Transit Buses/Vans & Charging Systems	\$325,000	Prop A 25% Local Return	6/30/28
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds			
City of Temple City (New)	<u>Project:</u> Lower Azusa from Baldwin Ave to East City Limit west of El Monte	\$1,250,000	Proposition C 20% Local Return	6/30/28
	<u>Project:</u> Santa Anita Rehab	\$1,300,000	Proposition C 20% Local Return	6/30/28
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds			



Board Report

File #: 2023-0139, **File Type:** Contract

Agenda Number: 17.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 14, 2023

SUBJECT: UPGRADE TAP VENDING MACHINES TO MAINTAIN EMV/PCI COMPLIANCE

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 173 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. ("Cubic"), so that the TAP Vending Machines can accept payment from credit and debit cards with chips to remain payment card industry (PCI) compliant. This includes upgrades of computer hardware, the Oracle Database, and a Cubic Payment Application (CPA) in the amount of \$12,364,519, increasing the total contract value from \$389,251,345 to \$401,615,864.

ISSUE

TAP Vending Machines, or TVMs, are installed at rail stations and major bus stops. The TVMs provide on-site access to the customers to purchase fare products and access TAP card information. The operating systems and hardware are reaching the end of life and require an update to receive system patching and support services to maintain network security and remain PCI compliant. The upgrades will also make the hardware ready for open payment technology that uses debit and credit cards for payment.

This contract modification includes two major changes for credit and debit card cybersecurity and compliance. They are:

- a) Implement payment card industry (PCI) software modifications to comply with banking requirements for accepting credit and debit card fare payment.
- b) Implement software, computer hardware, and EMV (Europay, Mastercard, and Visa) chip reading capability to transfer the liability for fraudulent credit card usage from Metro back to the card issuers.

BACKGROUND

The original Contract No. OP02461010 was awarded by the Board on February 28, 2002. The Universal Fare System was last upgraded in 2016. While the system continues to be maintained by the Cubic Support Services Maintenance Agreement, an upgrade of the software and hardware is

needed to help ensure the continued reliability and security of the system.

TAP has grown significantly over the years. TAP is now accepted by 26 transit agencies including, but not limited to, Culver CityBus, Foothill Transit, Long Beach Transit, Santa Monica Big Blue Bus, Torrance Transit, and Angels Flight. TAP can be purchased at almost 1,900 locations throughout Los Angeles County, including Los Angeles County Libraries, online at taptogo.net, rail stations, and major bus hubs.

DISCUSSION

To meet the controls for the new Payment Card Industry Secure Software Framework (PCI-SSF) certification and in support of the annual PCI certification assessment of the TAP system at the end of the calendar year 2023, several subsystems require updating. The update includes the purchase, installation, and modification of the Cubic Payment Application (CPA), Oracle Database software, Windows Operating System software, and hardware for the TAP Vending Machines (TVMs).

The second major change is for EMV, which is a technology and payment method designed to limit fraud by using embedded computer chips on credit and debit cards instead of a magnetic stripe card that is currently used on the TVMs. Businesses that do not use systems that accept EMV (chip) cards may become liable for certain fraudulent card transactions.

TAP's fare collection system requires a version upgrade of the system software to ensure continued reliability and compliance with the latest credit/debit processing standards and patron security. The upgrade involves enhancement in the credit card processing component. It also includes the upgrade of computers and card readers in 577 TVMs.

The update reflects the best approach for extending the life of the existing system, to remain PCI compliant and become EMV compliant, while laying the groundwork for the next generation of payment card technologies. This modification is slated to take up to 16 months to complete after the Notice-To-Proceed is issued.

FINANCIAL IMPACT

The project is an approved capital project and is funded in the budget. The fiscal year 2024 funding in the amount of \$2,000,000 is included in Cost Center 5440 Revenue Collection in Project 207167.

As this is a multi-year contract, the Senior Executive Officer of TAP Operations and the Executive Officer of TAP/Revenue Collection are responsible for budgeting all future year budget requirements.

Impact to Budget

The funding for these services is from Proposition C 40% and fare revenues. These funds are eligible for bus and rail operating and capital expenses.

EQUITY PLATFORM

The system upgrade will provide a benefit for TAP users paying with debit/credit cards by ensuring confidence that their card payment is secure and in compliance with EMV and PCI regulations. In addition, the system improvements will provide faster and more secure sales transactions, which is expected to better serve Metro customers, who often rely on transit as a sole mobility option.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The upgrade of the software and hardware for Universal Fare Collection system will support:

- Strategic Plan Goal #2: Deliver outstanding trip experiences for all users of the transportation system.
- Strategic Plan Goal #5: Provide responsive, accountable, and trustworthy governance with the LA Metro organization.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the modification of the contract to include the TVM system upgrade project. This could result in fines of up to \$100,000/month for each brand (DiscoverCard, MasterCard, Visa, and American Express) or \$4.92M over 16 months, higher transaction fees, termination of Metro's card payment merchant agreement, repetitive violation fines, legal costs, settlements, and judgments due to incidents of compromised data, and the inability to maintain system support, patch and upgrade the TVM and its operating systems. This is not recommended as the TVM and software system upgrade is required to maintain EMV and PCI compliance, which are necessary to avoid additional expenses and to maintain a cost-effective debit and credit card merchant agreement. In addition, the TVMs in their current state cannot accommodate new fare payment technology (open payment and account-based systems).

NEXT STEPS

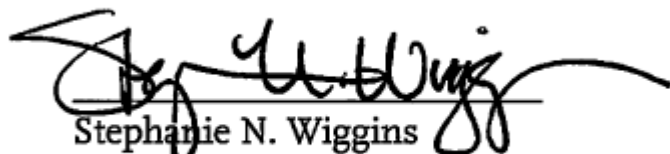
Upon approval by the Board, staff will execute Modification No. 173 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. for the TVM upgrade for EMV and PCI compliance.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Tisha Bruce, Executive Officer, Finance (213) 922-7621
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010

1.	Contract Number: OP02461010			
2.	Contractor: Cubic Transportation Systems, Inc.			
3.	Mod. Work Description: Upgrade TAP Ticket Vending Machines (TVMs) and core server			
4.	Contract Work Description: Universal Fare System			
5.	The following data is current as of: April 12, 2023			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	2/28/2002	Contract Award Amount:	\$84,003,444
	Notice to Proceed (NTP):	3/7/2002	Total of Modifications Approved:	\$305,247,901
	Original Complete Date:	9/1/2007	Pending Modifications (including this action):	\$12,364,519
	Current Est. Complete Date:	12/31/2024	Current Contract Value (with this action):	\$401,615,864
7.	Contract Administrator: Anush Beglaryan		Telephone Number: (213) 418-3047	
8.	Project Manager: Tisha Bruce		Telephone Number: (213) 922-7621	

A. Procurement Background

This Board Action is to approve Contract Modification No. 173 for the upgrade of TAP (Transit Access Pass) Ticket Vending Machines (TVMs) and core server.

In order to maintain Payment Card Industry Secure Software Framework (PCI-SSF) compliance and support PCI certification, several updates to the TAP system are necessary. The Universal Fare System (UFS) was last updated in 2016. While the system continues to be maintained by Cubic Transportation Systems, Inc. (Cubic) support services maintenance agreement, an upgrade of software and hardware is needed to help ensure continued reliability and security of the system.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy.

ATTACHMENT A

On February 28, 2002, Contract No. OP02461010 was awarded by the Metro Board to Cubic to provide a countywide fare collection system to serve Metro's public transit customers. Cubic developed the NextFare software application and related databases which is the core technology managing the entire TAP network consisting of bus and rail equipment and devices. NextFare communicates with all of the fare collection devices which contain proprietary intellectual property. Therefore, Cubic is the only company that can provide and maintain the necessary upgrades of the software and hardware.

Please refer to Attachment B – Contract Modification/Change Order Log.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based upon price analysis, technical evaluation, and independent cost estimate. There is a 24% increase in quantity of hardware acquired throughout the years, which needs to be upgraded. The tax rate along with inflation accounts for an increase in cost in comparison to previous upgrades.

Proposal Amount	Metro ICE	Recommended Amount
\$12,364,519	\$12,417,198	\$12,364,519

CONTRACT MODIFICATION/CHANGE ORDER LOG

UNIVERSAL FARE SYSTEM / OP02461010

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Table X-1 Milestone Changes	Approved	8/19/2002	\$0.00
2	Ticket Vending Machine Soft Keys	Approved	9/4/2002	\$0.00
3	San Fernando Valley BRT, Additional Quantities	Approved	4/13/2004	\$7,454,844
4	Modification to General Conditions	Approved	10/8/2002	\$0.00
5	TVM Third Coin Hopper	Approved	8/22/2003	\$416,858
6	Stand Alone Validator Video Clips	Approved	3/3/2003	\$0.00
7	Gold Line Functional Test Waiver	Approved	2/13/2003	\$0.00
8	Languages Supported	Approved	2/13/2004	\$0.00
9	Modifications to Compensation & Payment	Approved	2/20/2003	\$0.00
10	Smart Card to Smart Card Value Transfer	Approved	3/3/2003	\$0.00
11	SCADA Cable Installation on Gold Line	Approved	3/3/2003	\$48,476
12	Gold Line Functional Test Waivers	Approved	4/8/2003	\$0.00
13	Farebox Coin Dejam	Approved	4/8/2003	\$0.00
14	Change in Milestone Schedule	Approved	4/16/2003	\$0.00
15	Time Extension, Gold Line	Approved	7/1/2003	\$0.00
16	Change from Datastream MP5 to Express Metrix	Approved	7/1/2003	\$0.00
17	Final Design Review, changes in CDRLS	Approved	7/18/2003	\$0.00
18	Deletion of Printer from Hand Held Validator	Approved	1/6/2004	-\$35,252
19	Variable Message Sign	Approved	2/19/2004	\$243,828
20	Changes to Compensation and Payment	Approved	4/7/2004	\$0.00
21	PCMCIA Card Slot use for WAN	Approved	4/13/2004	\$0.00

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
22	Data Transmission System	Approved	6/22/2004	\$675,000
23	Mifare Card Initialization and Verification	Approved	6/8/2004	\$9,629
24	Farebox Mounting Adapter for NABI Buses	Approved	7/9/2004	\$32,485
25	Provide Regional CDCS	Approved	2/25/2005	\$5,348,335
25.01	Regional CDCS Overhead Rate Adjustment	Approved	1/17/2007	-\$31,621
25.02	Regional CDCS Acceptance Test Participants	Approved	8/7/2008	\$0.00
26	Remove Requirement for Focus Groups	Approved	12/20/2004	-\$111,704
27	Farebox Rotation	Approved	1/4/2005	\$74,967
28	Metro Gold Line Eastside Extension, Fare Equipment	Approved	7/25/2006	\$3,808,722
29	Stainless Steel Panels for TVM Alcoves	Approved	4/25/2005	\$45,521
30	Data Communication Cabling for Orange Line	Approved	6/10/2005	\$41,560
31	(Not Used)			
32	Additional Spare Part Quantities for Eastside Ext.	Approved	7/25/2005	\$15,480
33	Mifare Card Functionality on UFS	Approved	8/15/2005	\$33,105
34	Revisions to Project Schedule	Approved	10/26/2000	\$0.00
35	OCU Mount	Approved	11/15/2005	\$87,634
36	(Not Used)			
37	Deductive Change for Line 1.36	Approved	4/6/2007	-\$33,116
38	Installation of Third TVM and Relocation of Two SAVs and Blue Line Willow Station	Approved	7/6/2006	\$10,084
39	Upgrade the CDCS System from IB SSA Disk Storage Subsystem to Fiber Disk	Approved	10/2/2006	\$20,000
40	UFS Equipment for Expo Line	Approved	2/16/2007	\$5,197,204
41	(Not Used)			
42	(Not Used)			

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
43	HHV, PMOS and CPOS Interim Maintenance Deductive Change	Approved	2/16/2007	-\$162,628
44	UFS Additional Quantities for Contracted Services	Approved	2/16/2007	\$2,499,916
45	Replace Go-Cards with Mi-Fare Cards	Approved	2/16/2008	-\$1,157,850
46	Relocation of Data Probes and Receive Vaults at Division 7	Approved	4/9/2007	\$29,787
47	Revisions to US Base and Regional Manuals for Release to ACS	Approved	4/23/2007	\$46,000
48	Expo Line, Pico Station Infrastructure	Approved	7/18/2007	\$18,542
49	Relocation of UFS Lab Equipment	Approved	6/2/2008	\$106,905
50	Expo 7 th and Metro Additional Infrastructure	Approved	8/30/2007	\$81,719
50.01	Expo 7 th and Metro Infrastructure Deductive change	Approved	8/30/2007	-\$30,173
51	Handheld Validator Holster	Approved	10/16/2007	\$6,184
52	Installation and Testing of Farebox at Transportation Concepts	Approved	3/6/2008	\$16,091
53	Relocate OCUs on Ford Cutaways and MST Buses at Contracted Services	Approved	5/14/2008	\$79,170
54	Installation of one Farebox and Testing for two Fareboxes at Contracted Services	Approved	5/27/2008	\$18,842
55	UFS Quantity Adjustments	Approved	10/9/2008	\$0.00
56	Contracted Bus Service Equipment Change	Approved	12/3/2008	\$36,704
57	Installation and Acceptance Testing of One Farebox at First Transit	Approved	12/19/2008	\$3,040
58	Provide UFS Equipment for Expo from Culver City to Venice/Robertson Aerial Station	Approved	3/4/2009	\$304,246

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
59	Regional CDCS Electrical Power Reconfiguration	Approved	2/9/2009	\$17,186
60	Rail Equipment Warranty and Bus Equipment Warranty	Approved	2/19/2009	\$0.00
61	TAP Enables Turnstile Fare Gates for Rail Stations	Approved	4/9/2009	\$10,000,000
62	Provide UFS Equipment for Expo Truesdale Station	Approved	3/4/2009	\$284,167
63	System Support Services	Approved	6/8/2010	\$33,988,558
63.01	SSS, Additional Costs	Approved	3/22/2013	\$677,631
63.02	SSS, Orange Line Credits	Approved	3/22/2013	-\$58,243
63.03	SSS, One-year Extension	Approved	3/22/2013	\$8,148,263
64	\$5 Dollar Bill handling Unit for Fareboxes and TVMs	Approved	7/27/2009	\$304,658
65	Installation of Additional SAVs for Eastside Extension	Approved	1/4/2010	\$34,077
66	Relocation of Wing Gate at MRL Wilshire/Normandie Station	Approved	2/2/2010	\$18,905
67	(Not Used)	Approved		
68	UFS Equipment for Orange Line Extension	Approved	11/2/2010	\$2,749,476
68.01	Transfer Maintenance Dollars to 63.01	Approved	1/25/2013	-\$677,631
68.02	UFS Equipment for Orange Line Extension, Credits	Approved	3/22/2013	-\$10,982
69	Additional TVM at Aviation Greenline Station	Approved	4/2/2010	\$13,031
70	TAP Card Physical Testing	Approved	4/28/2010	\$41,844
70.01	TAP Card Physical Testing	Approved	3/22/2013	\$12,658
71	Concession Light Functionality	Approved	6/30/2010	\$96,726
72	(Not Used)	Approved		
73	API Test Server Imaging	Approved	9/9/2010	\$45,024
74	Contract Services Relocation	Approved	11/1/2010	\$33,854
75	Limited Function Sales Office Terminals, Increase Quantity	Approved	2/15/2011	\$993,795

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
76	CISCO ASA Acquisition and Implementation for API Test and Production Servers	Approved	2/28/2011	\$59,209
77	Cubic LU Key Installation	Approved	3/3/2011	\$69,097
78	Updates Farebox Configuration to Support ARUB Wireless Security Data Transfer	Approved	3/3/2011	\$40,204
79	Relocation of UFS Test Lab Equipment	Approved	4/25/2011	\$80,911
80	7 Byte UID Support	Approved	4/20/2011	\$362,069
81	Fare Gate Fencing Installation Modifications, North Hollywood and Avalon Stations	Approved	4/25/2011	\$24,004
82	Additional TVM at Hollywood/Western Redline Station	Approved	4/25/2011	\$15,531
83	Purchase Drive Control Unit Light Validators DCU-LV	Approved	4/25/2011	\$363,492
84	Install TVMs at Three Metro customer Centers	Approved	6/6/2011	\$386,680
85	Cubic Modification to Gate Software/Locking Commands	Approved	6/29/2011	\$111,188
86	UFS Equipment for Expo Phase I Farmdale Station	Approved	7/26/2011	\$415,184
87	Relocation of TVMs at the Green Line Long Beach Station	Approved	8/25/2011	\$15,909
88	Mobile Validator Non-Recurring Engineering System Development	Approved	10/12/2011	\$611,677
89	Expo Pico Station North Platform TVM/SAV Work	Approved	3/5/2012	\$17,592
90	Deletion of Contract Line Items 1.03, 1.04 & 1.33	Approved	2/15/2012	-\$20,622
91	Orange Line Installation of 12 Metro Provided SAVs	Approved	2/15/2012	\$34,483
92	(Not Used)			
93	(Not Used)			

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
94	System Support Services, Six Year Extension	Approved	7/1/2013	\$55,000,000
94.01	(Not Used)			
94.02	System Support Services for Expo II and Foothill Extension	Approved	3/2/2015	\$1,152,749
94.03	Maintenance Support Services for 54 TVMs	Approved	4/14/16	\$838,211
95	UFS Equipment Storage Costs	Approved	6/13/2012	\$4,129
96	Faregating, Three Additional Swing Gates	Approved	2/4/2013	\$44,611
97	Green Line Faregating Additional Fire Key Switches at Vermont Station	Approved	4/1/2013	\$8,392
98	Emergency Swing Gate Upgrades	Approved	4/15/2013	\$252,145
99	Removal of TVM from Wilshire/LaBrea Customer Center	Approved	10/8/2013	\$4,883
100	Supplying and Supporting a Turn Key Mobile Validator System	Approved	7/1/2013	\$2,996,113
101	Bus Division Vault Relocation	Approved	8/1/2013	\$995,940
102	Install One TVM at East Portal Customer Service Center and One at Culver City Station	Approved	10/8/2013	\$252,905
103	El Monte Bus Facility TVMs	Approved	10/15/2013	\$474,753
104	Fare Gate Consoles for Expo 2, Colorado/4 th Street Station	Approved	5/26/2014	\$380,000
105	TVM and SAV Relocations	Approved	12/16/2013	\$1,456,632
106	Modification to Nextfare to Allow For Segregation of Facility Specific Data	Approved	1/29/2014	\$647,869
107	Passback Modification	Approved	2/18/2014	\$70,301
108	UFS PCI Compliance	Approved	10/23/2014	\$9,015,319
109	Service Provider Support	Approved	6/14/2014	\$66,777

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
110	Autoload Segregation by Muni	Approved	6/30/2014	\$111,707
111	SAV Three Distinct Tones	Approved	8/4/2014	\$46,634
112	Modify TAP Vending Machine to Improve Purchases	Approved	8/4/2014	\$250,000
113	ADA TVM Upgrades for CN No. 162 and 150 Replacement TVMs	Approved	8/5/2014	\$416,815
114 A	UFS Equipment for Gold Line Foothill Extension	Approved	8/25/2014	\$1,878,756
114 B	UFS Equipment for Expo Phase	Approved	8/25/2014	\$3,783,200
115	FBX External Interface Spec Changes	Approved	8/19/2014	\$20,488
116	Willowbrook Station Blue Line SAVs	Approved	11/19/2014	\$62,882
117	TAP-In, TAP-In, Transfer Gate	Approved	11/19/2014	\$88,598
118	Virtual Gate Arrangement of SAVs at Gold Line Union Station Entrance	Approved	11/19/2014	\$84,964
119	Conversion of Expo 1 Aerial Stations to Fare Gates	Approved	3/2/2015	\$3,077,952
120	Change in Service Level Agreement for TVM & GC Network Additions at No Cost	Approved	3/2/2015	\$0
121	Emergency Swing Gate External Alarm Mode	Approved	11/19/2014	\$0
122	Installation of Colorado & 4 th Faregates & ESGs	Approved	3/2/2015	\$163,143
123	OCDC Replacement Equipment Software and Installation	Approved	5/12/2015	\$681,068
124	Expo One Claim No. 1 Settlement	Approved	5/26/2015	\$19,648
125	UFS Global Network, Change for Credit/Debit Processing at TVM	Approved	5/12/2015	\$52,735
126	Metrolink Integration Support	Approved	5/12/2015	\$56,073

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
127	Metro Network Assistance	Approved	5/12/2015	\$48,758
128	Division 13 Bus Operations TVMs	Approved	5/12/2015	\$99,401
129	Fare Equipment Changes at MRL North Hollywood Station	Approved	5/12/2015	\$577,401
130	Installation of Additional TVM at MRL Civic Center Station North Entrance	Approved	7/15/2015	\$21,593
131	Relocate One TVM From Hawthorne to Hollywood	Approved	9/2/2015	\$31,983
132	Service Provider Support – Deductive Change (Mod 109)	Approved	6/13/2015	-\$66,777
133	Additional Emergency Swing Gate for Expo 2	Approved	6/3/2015	\$10,970
134	Metrolink Support for LU Encoding	Approved	10/7/2015	\$13,666
135	Emergency Swing Gate Hinge Post Substitution at Expo 2 Bundy Station – No Cost Change	Approved	10/21/2015	\$0
136	Relocation of TVMs at MGL Artesia Station	Pending		\$0
137	(Not Used)			
138	Vertiba Support (Salesforce – CRM)	Approved	8/20/2015	\$9,671
139	Regional Inter Agency Transfer Policy Change	Approved	1/21/2015	\$435,000
139.01	Regional Inter Agency Transfer (IAT) Policy Change	Approved	7/15/16	\$480,000
140	54 TVMs, purchase and install	Approved	4/14/16	\$5,194,834
141	(Not Used)			
142	Network, back office station configuration and IAT support	Approved	4/25/17	\$14,578
143	Reduction in monthly PM services	Approved	5/8/17	(\$404,550)
144	20 BMV Install Kits	Approved	5/8/17	\$10,310

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
145	Sales, Use, Activate, Initialize and read transactions into Nextfare	Approved	5/25/17	\$0
146	TVM Screen Flow Phase 2	Approved	6/30/17	\$475,000
147	Revisions to Mod 140/CN 185.03 TVM Deployment Scope of Work	Approved	8/28/17	\$0
148	405 BMVs and 480 Install Kits	Approved	11/20/17	\$990,059
149	UFS Equipment for Crenshaw/LAX	Approved	12/1/2017	\$5,920,997
150	CPA Change to Include Terminal ID	Approved	10/18/17	\$45,487
151	UFS Equipment for Regional Connector	Approved	12/1/2017	\$3,316,556
151.01	Revisions to CN/Mod for Regional Connector Claim	Approved	3/28/2022	\$42,148
151.02	Storage Period Adjustment for Regional Connector Project (No-Cost)	Approved	2/7/2023	\$0
151.03	Not Used	-	-	\$0
151.04	Additional Cost for out-of-scope work – Regional Connector Project	Approved	3/28/2023	\$19,523.79
152	TAP System Patching	Approved	4/4/18	\$165,337
153	Network Back Office Configuration	Approved	4/12/18	\$37,222
154	TAP System Wide Upgrades	Approved	6/28/18	\$22,104,750
155	TAP System Support Services	Approved	4/25/19	\$68,220,642
156	Latitude/Longitude to A102 Reports	Approved	6/29/18	\$14,994
157	Willowbrook/Rosa Parks Station Improvements	Approved	10/25/18	\$2,622,560
158	Net Backup DPOO License & Support	Approved	6/7/2019	\$55,281
159	Procure Additional BMVs	Approved	6/27/2019	\$434,680
160	Q-Radar License Renewal	Approved	5/14/2020	\$53,647
161	Additional ITS Network Equipment/Regional Connector Project	Approved	7/23/2021	\$57,860

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
162	Additional ITS Network Equipment/CLAX Station	Approved	7/23/2021	\$124,591
163/163.01	UFS Equipment for Purple Line Extension, Phase 1 Project	Approved	10/1/2021	\$4,038,756
164	Fare Capping Project	Approved	10/22/2021	\$5,662,667
165	Replacement of BMVs for All Door Boarding	Approved	2/24/2022	\$9,545,440
166	LIFE Fare Capping for Regular Cards	Approved	4/6/2022	\$149,888
167	SLA Abatement Relief – No Cost Mod	Approved	5/10/2022	\$0
168	Non-RMP Changes & Promo Card Enhancements	Approved	6/23/2022	\$387,000
169	QRadar License Renewal	Approved	6/30/2022	\$90,055
170	UFS Equipment for AMC/96 th St Station	Approved	9/20/2022	\$3,660,472
171	Fare Capping Phased Approach	Approved	2/14/2023	\$274,940
172	Rolling Weekly (7-Day) Pass	Approved	3/8/2023	\$1,255,979
173	TAP Core Server & TVM Upgrade Project	Pending	Pending	\$12,364,519
	Modification Total:			\$317,612,420
	Original Contract:		2/28/2002	\$84,003,444
	Total:			\$401,615,864

DEOD SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010

A. Small Business Participation

Cubic Transportation Systems, Inc. made a 5.65% Disadvantaged Business Enterprise (DBE) commitment. The project is 87% complete and the current level of participation is 6.59% DBE, exceeding the commitment by 0.94%.

Small Business Commitment	5.65% DBE	Small Business Participation	6.59% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	American Alloy Fabrication	Caucasian Female	0.25%	0.25%
2.	Lows Enterprise, Inc.	Black American	0.13%	0.03%
3.	TechProse	Caucasian Female	0.41%	0.05%
4.	Robnett Electrical	Black American	2.53%	5.93%
5.	Priority Manufacturing	Caucasian Female	0.93%	0.03%
6.	J-Tec Metal Products	Hispanic American	0.13%	0.03%
7.	KLI, Inc.	Asian-Pacific American	0.25%	0.07%
8.	Kormex Metal Craft	Asian-Pacific American	1.02%	0.20%
	Total DBE Participation		5.65%	6.59%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2023-0349, File Type: Budget

Agenda Number: 18.

FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 14, 2023

SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2024 BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$151,016,402 for FY24. This amount includes:
- Local funds for operating and capital expenses in the amount of \$148,482,499;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,533,903; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

ISSUE

Access provides mandated Americans with Disabilities Act (ADA) paratransit service on behalf of Metro and Los Angeles County fixed route operators. Access is proposing \$280,190,067 for the FY24 budget, which includes \$277,656,164 for their operating and capital needs, and \$2,533,903 to support Metrolink's participation in Access' Free Fare Program.

The Access budget is funded by various federal and local funds sources. Of this total, \$116,405,925 will be funded from federal grants, including federal Surface Transportation Block Grant (STBG) Program funds, passenger fares, and other income generated by Access. The remaining amount of \$163,784,142 is proposed to be funded with Measure M ADA Paratransit Service (MM2%) funds, Proposition C 40% Discretionary (PC40%) funds, FY22 carryover funds, and general funds generated from reimbursements received from the Federal Emergency Management Agency (FEMA) and other sources. See Attachment A for funding details.

BACKGROUND

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

In FY24, Access is forecasted to provide more than 3.1 million passenger trips to approximately 103,000 qualified ADA paratransit riders. Access' service area covers over 1,950 square miles of Los Angeles County by utilizing accessible vehicles and taxicabs operated by six contractors to ensure efficient and effective service. The service area is divided into six regions (Eastern, Southern, West Central, Northern, Santa Clarita, and Antelope Valley).

Access returned to its pre-pandemic, next-day, shared-ride service model in FY23. Masks were required for both drivers and riders until March 31st which marked the formal end of Los Angeles County's COVID-19 emergency.

DISCUSSION

Ridership

Access' budget is based on a paratransit ridership forecast provided by an independent third-party consulting firm, HDR Engineering, Inc. (HDR). The paratransit demand analysis uses economic factors, historical data, and other variables to form the basis for the ridership forecast. Total forecasted passengers are then converted to passenger trips. The number of trips and the contractual cost per trip are the major cost drivers in the Access budget.

Based on ridership data through December 2022, HDR projects ridership to increase by 11.2 percent in FY24 to more than 3,827,146 passengers, or about 80 percent of pre-covid annual ridership. While it is expected that customer demand will normalize after the pandemic, the ridership forecast remains speculative for the coming fiscal year. The FY24 budget will fund Access' request, reflecting HDR's ridership forecast, and sets aside a reserve amount of \$5 million.

Cost Per Trip

In FY24, Access projects the estimated average cost per trip will be \$62.71. This is a 6.3 percent decrease from the FY23 average cost per trip of \$66.94. The cost per trip is decreasing because the number of trips is increasing while the fixed-fee components (i.e., lease costs, insurance, utilities, and administration costs/staff) of the contracts remain static.

Fares

Section 37.131(c) of the Code of Federal Regulations limits paratransit fares to no more than twice the full, non-discounted fixed-route base fare. A subsequent amendment in the 2015 Fixing America's Surface Transportation (FAST) Act tied Access' fares to the Metro base fare of \$1.75 for purposes of

calculating a maximum paratransit fare amount.

Access charges a fare of \$2.75 each way for trips up to 19.9 miles and a fare of \$3.50 for trips of 20 miles or more in the Los Angeles basin. For trips in the Santa Clarita and Antelope Valleys, Access charges \$2 each way due to the lower base fares of the fixed-route systems in those areas. Access projects \$8.8 million in fare revenues for FY24, an increase of 2.8 percent or \$239,000 from FY23.

FY24 Proposed Budget

Access' FY24 total operating and capital budget is expected to increase by 10.2 percent as outlined in the table below.

Expenses (\$ in millions)	FY23 Adopted	FY24 Proposed	\$ Change	% Change
Direct Transportation	\$ 189.5	\$ 203.8	\$ 14.3	7.5%
Ridership Reserve		5.0		
Contracted Support	14.3	16.8	2.5	17.5%
Management/Administration	14.1	15.4	1.3	9.2%
Total Operating Costs	218.0	241.0	23.0	10.6%
Capital Program Carryover	33.7	32.4	(1.3)	-3.9%
Capital Program New		1.3	1.3	
Capital Construction/Non Metro Funds		3.0	3.0	
Total Capital Program	33.7	36.7	3.0	8.9%
Total Expenses	\$ 251.9	\$ 277.7	\$ 26.0	10.2%

Note: Totals may not add up because of rounding

The Direct Transportation cost is projected to increase by 7.5 percent due to an 11.2 percent increase in paratransit demand and contractual Consumer Price Index (CPI) increases for the service delivery contractors. Another cost driver is the lack of taxi availability, which has helped to maintain a lower cost structure for Access. Prior to the pandemic, taxis provided up to 51 percent of the trips, while in FY23 taxi trips made up 35 percent. With limited taxi availability, more Access vehicles and drivers are needed to meet ridership and trip demand. Similarly, Contracted Support costs are estimated to increase by 17.5 percent due to the resumption of in-person eligibility reviews. Management & Administration costs will increase by 9.2 percent as Access restores services to pre-pandemic levels in response to the forecasted increase in ridership demand.

Access' total capital program is \$36.7 million. Due to production delays, up to \$32.4 million will be carried over from FY23 into the next fiscal year for the purchase of a total of 232 revenue vehicles. These vehicles are scheduled to be delivered in FY24. Over half of Access' revenue vehicles have

surpassed their useful life of 250,000 miles.

The vehicle capital budget is increasing by \$1.3 million for the replacement of ten (10) vehicles used by Access' Road Safety Inspectors, which have all exceeded their useful life. In addition, Access is requesting funding for one (1) accessible electric paratransit vehicle for the new pilot program.

Operating and Maintenance Facilities

Access' adopted Strategic Plan calls for the development of operating facilities in each of its six service regions to enhance both long-term fiscal and operational effectiveness. For the first time, Access' FY24 proposed capital budget includes the development of a paratransit operations and maintenance facility in Lancaster, CA that is being partially funded through reimbursements received by the Federal Emergency Management Agency (FEMA) and other funds.

Access has also submitted federal earmark requests and will continue to seek other revenue sources to eliminate the need for local fund sources such as PC 40% funds. These limited funds are reserved for transit service operations and are treated as funds of last resort for capital expense purposes. Programming of local funds for a maintenance facility would require Metro approval.

FY22 Carryover Operating

Each year, Metro includes Access in the consolidated audit process to ensure that it is effectively managing and administering federal and local funds in compliance with applicable guidelines. The FY22 audit determined that Access had approximately \$2,477,940 of unspent or unencumbered funds. Per Access' FY23 Memorandum of Understanding (MOU), Access has the option to either return the funds to Metro or request that such funds be carried over to the next fiscal year to be applied toward operating expenses. Access has requested the full carryover of these funds from FY22 into the FY24 proposed budget.

FY24 Operating Reserve

The unprecedented nature of the pandemic has made forecasting ridership challenging. In anticipation of potential increases in demand above the forecast, Metro staff and Access have mutually agreed upon the establishment of an operating reserve fund in the amount of \$5 million for unanticipated ridership demand in FY24, if needed.

FY23 Performance

Through April 2023, Access has provided 2.3 million paratransit trips, which is about 80 percent of the trips provided during the same pre-pandemic period in 2019.

Overall, most operational statistics show improvement in FY23 when compared to FY22. This reflects Access' successful campaign to improve driver hiring and retention. Contractors who do not meet certain KPIs must provide a service improvement plan and are assessed liquidated damages, when contractually applicable.

Access has set aggressive performance goals for contractors. Two performance indicators fell short of the goals, preventable collisions and denials. The preventable collision goal of <.75 fell short at .86

due to reduced overall vehicle miles because of the pandemic. There were four (4) individual denials in FY23 due to reservations offering trip times outside of the allowable one-hour window; in each of these instances, immediate retraining was provided for staff.

The following Key Performance Indicators (KPIs) are in place to ensure that optimal and equitable levels of service are provided countywide. These service statistics are tracked and published monthly, and a comparison summary of the annual KPIs is provided below:

Key Performance Indicators	Standard	FY22	FY23*
On-Time Performance	≥ 91%	89.8%	91%
Excessively Late Trips	≤ 0.10%	0.14%	0.05%
Excessively Long Trips	≤ 5.0%	3.6%	3.8%
Missed Trips	≤ 0.75%	0.59%	0.46%
Denials	0	6	4
Access to Work - On-Time Performance	≥ 94%	95.8%	95%
Average Hold Time (Reservations)	≤ 120	66	61
Calls On Hold > 5 Min (Reservations)	≤ 5%	3.2%	2.4%
Calls On Hold > 5 Min (ETA)	≤ 10%	2.8%	2.0%
Complaints Per 1,000 Trips	≤ 4.0	3.2	2.7
Preventable Incidents per 100,000 miles	≤ 0.25	0.20	0.18
Preventable Collisions per 100,000 miles	≤ 0.75	0.74	0.86
Miles Between Road Calls	≥ 25,000	58,746	39,903

*YTD through April 2023

Access Update

In FY23, Access:

- Implemented a fleet preventative maintenance and rehabilitation program using federal ARPA funds
- Updated its Title VI Program
- Increased contractor driver wages and taxi subcontractor rates
- Established a Capital Construction fund for paratransit operations and maintenance facilities
- Applied for federal grants for both the facilities and an electric vehicle pilot program
- Conducted a customer travel mode choice survey. The full report of the survey can be found here:

<https://accessla.org/sites/default/files/Publications/Travel%20Mode%20Study%202023.pdf>

In FY24, Access plans to:

- Award contract for architectural and engineering services for the Antelope- Valley region paratransit operating facility
- Award new contract for paratransit eligibility services

-
- Award new contract for the Eastern (San Gabriel Valley) region
 - Initiate a pilot program for accessible electric paratransit vehicles
 - Conduct a customer satisfaction survey via text and phone calls
 - Implement the new Transportation Network Company (TNC) pilot program

Metro Oversight Function

Metro provides oversight of Access to ensure system equity, inclusion, cost efficiency, and accountability in their provision of ADA paratransit service. Metro actively participates and is represented on Access' Board of Directors and the Transportation Professionals Advisory Committee. Access will continue to be included in Metro's Consolidated Audit process. Additionally, at the request of the Metro Finance, Budget & Audit Committee, Access provides updates to the committee that includes an overview of Access' performance outcomes and service initiatives on a semiannual basis.

FINANCIAL IMPACT

Access' proposed budget for FY24 is included in Cost Center 0443, Project 410011, and Account 54001 in the FY24 Metro Annual Budget as adopted at the May 2023 Board meeting.

Impact to Budget

Access' funding will come from Measure M 2% funds in the amount of \$17.7 million, and Proposition C 40% funds in the amount of \$133.3 million for a total of \$151.0 million. Given the region is fully funding its forecasted ADA paratransit obligation, there will be no budgetary impact on Metro's bus and rail operations.

EQUITY PLATFORM

By federal mandate, Access exclusively serves people with disabilities and seniors, thus providing a significant equity impact and benefit. Access' service region is divided into six regions, and all have similar KPIs, which are measured and monitored by Access staff. Most recently, Access analyzed its service area map to determine the percentage of riders served in Equity Focus Communities (EFCs). From July 1, 2022, through April 30, 2023, about 46.7 percent of all trips taken by 45,013 Access riders were picked up in EFCs.

On a semiannual basis, Access conducts countywide community meetings to allow all customers and stakeholders to receive information about Access and directly communicate with staff about their service experiences. Closed captioning, language translation services, Braille, and large print materials are available upon request to ensure that all customers throughout Los Angeles County can participate. The next community meeting is planned for summer 2023.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

ALTERNATIVES CONSIDERED

Not fully funding Access to provide the mandated ADA paratransit services for FY24 would place Metro and the other 45 Los Angeles County fixed route operators in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within three-fourths of a mile of local rail and bus lines. Not fully funding ADA service would impact Metro's as well as the region's ability to compete for federal grants and to receive federal funding. If individual transit operators were required to provide these services, the overall cost of the program would increase and the mobility options of people with disabilities throughout Los Angeles County would be significantly limited.

NEXT STEPS

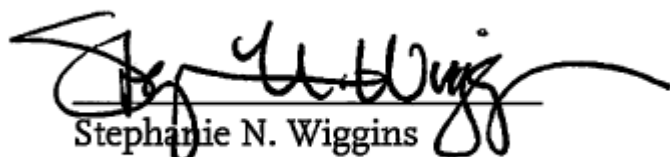
Upon approval, staff will execute an MOU for FY24 to ensure proper disbursement of funds.

ATTACHMENTS

Attachment A - FY24 Access Services ADA Program

Prepared by: Fayma Ishaq, Accessibility Program Manager, (213) 922-4925
Giovanna Gogreve, Sr. Manager, Transportation Planning, 213-922-2835

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



Stephanie N. Wiggins
Chief Executive Officer

Attachment A

FY24 ACCESS SERVICES ADA PROGRAM			
(\$ in millions)			
EXPENSES			
1	FY24 Access Proposed Budget	\$	272.7
2	Reserve Fund ¹		5.0
3	Metrolink Free Fare Program (paid by Metro)		2.5
4	Total Expenses	\$	280.2
REVENUES			
7	Federal Funds- Operating & Capital		
8	STBG Program & ARPA	\$	82.0
9	Capital Carryover		25.1
10	Passenger Fares, 5317, ARPA & Misc. Income		9.3
11	Subtotal Federal Funds	\$	116.4
13	Local Funds - Operating & Capital		
14	<u>Measure M 2%</u>		
15	FY24	Subtotal	\$ 17.7
17	<u>Proposition C 40%</u>		
18	Operating ^{2 & 3}	\$	124.3
19	Reserve Fund ^{1,2 & 3}		5.0
20	Metrolink Free Fare Program (paid by Metro) ^{2 & 3}		2.5
21	Capital ^{2 & 3}		1.3
22	Subtotal	\$	133.1
24	Subtotal Local Funds³	\$	150.8
25	<u>Carryover Funds</u>		
26	FY22 Audited carryover (previously authorized)	\$	2.5
27	Prior year Capital		7.3
28	Capital Construction/Non Metro funds		3.0
29	Subtotal	\$	12.8
31	Total FY24 Local Funds	\$	163.6
33	Total Revenues	\$	280.2

Note: Totals may not add up because of rounding

¹ Reserve funds for greater than forecasted demand

² Operating & Capital - portions of these funds may be replaced with federal STBG Program and/or CRRSSA/HIP funds

³ New local funds request for FY24



Access Services Fiscal Year 2024 Proposed Budget

Finance, Budget & Audit Committee
June 2023



Metro

Access Services - FY24 Proposed Budget

		FY23 Adopted	FY24 Proposed	\$ Change	% Change	Notes
	Expenses (\$ in millions)					
1	Direct Transportation	\$ 189.5	\$ 203.8	\$ 14.3	7.5%	Forecasted trip demand is over 11.2%
2	Ridership Reserve		5.0			Reserve for greater than forecasted demand
3	Contracted Support	14.3	16.8	2.5	17.5%	Resume in-person eligibility evaluations New contracts - Evaluation Services & Call Center Customer service call volume expected to increase & mirror ridership increase
4	Management/Administration	14.1	15.4	1.3	9.2%	Professional Services and fringe benefits
5	Total Operating Costs	\$ 218.0	\$ 241.0	\$ 23.0	10.6%	
7	Capital Program Carryover	33.7	32.4	(1.3)	-3.9%	Vehicle production & delivery delays in FY23
8	Capital Program New		1.3	1.3		Non-Revenue Fleet - Road Safety Inspector Vehicles
9	Capital Construction/Non Metro Funds		3.0	3.0		Antelope Valley Operating Facility Development
10	Total Capital Program	\$ 33.7	\$ 36.7	\$ 3.0	8.9%	
11	Total Expenses	\$ 251.9	\$ 277.7	\$ 26.0	10.2%	

Note: Totals may not add up because of rounding

FY24 Local Funding Request



FY24 ACCESS SERVICES ADA PROGRAM			
(\$ in millions)			
EXPENSES			
1	FY24 Access Proposed Budget	\$	272.7
2	Reserve Fund ¹		5.0
3	MetroLink Free Fare Program (paid by Metro)		2.5
4	Total Expenses	\$	280.2
REVENUES			
7	Federal Funds- Operating & Capital		
8	STBG Program & ARPA	\$	82.0
9	Capital Carryover		25.1
10	Passenger Fares, 5317, ARPA & Misc. Income		9.3
11	Subtotal Federal Funds	\$	116.4
13	Local Funds - Operating & Capital		
14	<u>Measure M 2%</u>		
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³ New local funds request for FY24

Access Services – Key Performance Indicators (KPIs)

Key Performance Indicators	Standard	FY22	FY23*
On-Time Performance	≥ 91%	89.8%	91%
Excessively Late Trips	≤ 0.10%	0.14%	0.05%
Excessively Long Trips	≤ 5.0%	3.6%	3.8%
Missed Trips	≤ 0.75%	0.59%	0.46%
Denials	0	6	4
Access to Work - On-Time Performance	≥ 94%	95.8%	95%
Average Hold Time (Reservations)	≤ 120	66	61
Calls On Hold > 5 Min (Reservations)	≤ 5%	3.2%	2.4%
Calls On Hold > 5 Min (ETA)	≤ 10%	2.8%	2.0%
Complaints Per 1,000 Trips	≤ 4.0	3.2	2.7
Preventable Incidents per 100,000 miles	≤ 0.25	0.20	0.18
Preventable Collisions per 100,000 miles	≤ 0.75	0.74	0.86
Miles Between Road Calls	≥ 25,000	58,746	39,903

*YTD through April 2023

FY23 Accomplishments



Fleet Preventative Maintenance & Rehabilitation Program



Title VI Program



Increase to Contractor Driver Wages and Taxi Subcontractor Rates



Established Capital Construction Fund



Grants for Facilities & Electric Vehicle Pilot Program



Customer Travel Mode Choice Survey

FY24 Initiatives



Award Design Services Contract for Paratransit Facility



Award new Paratransit Eligibility Services Contract



Award new Eastern Region Operations Services Contract



Initiate Electric Paratransit Vehicle Pilot Program



Conduct Customer Satisfaction Survey



Implement new Transportation Network Company (TNC) Pilot Program

Access Services – Recommendations

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$151,016,402 for FY24. This amount includes:
- Local funds for operating and capital expenses in the amount of \$148,482,499;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,533,903; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.



Board Report

File #: 2023-0216, File Type: Program

Agenda Number: 19.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 14, 2023

**SUBJECT: METROLINK FY24 ANNUAL WORK PROGRAM AND REGIONAL RAIL
SUPPORTIVE ACTIONS**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) FY 2023-24 Operating, Rehabilitation, and Capital Budget in the amount of \$199,400,319 as described in Attachment A;
- B. APPROVING programming of \$29,290,000 to SCRRA for a Working Capital Long-Term Loan, contingent upon SCRRA Board approval of a loan repayment policy addressing terms and conditions;
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 1 to the Regional Rail Planning and Environmental On-Call Services bench Contract Nos. AE56752000 through AE56752005 to increase the not-to-exceed cumulative contract amount by \$15,000,000 from \$10,000,000 to \$25,000,000 in support of various Board and CEO directed Metrolink station and planning feasibility studies, and 2028 Olympics planning efforts;
- D. APPROVING the programming of \$500,000 to SCRRA for FY 2023-24 supplemental Right-Of-Way (ROW) maintenance along Metro-owned property;
- E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SOGR) Memoranda of Understanding (MOUs) as follows:
 - FY 2017-18 SOGR program extended from March 30, 2024 to June 30, 2025
 - FY 2018-19 SOGR program extended from June 30, 2023 to June 30, 2025
 - FY 2019-20 SOGR program extended from June 30, 2023 to June 30, 2025;
- F. APPROVING the FY 2023-24 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and

- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

ISSUE

Metro is a member of the SCRRA Joint Powers Authority (JPA), operator of the “Metrolink” regional commuter rail service. The JPA requires member agencies to approve their share of the SCRRA budget on an annual basis, including Metrolink Operations, SOGR, and New Capital projects. SCRRA transmitted the FY 2023-24 budget to the JPA member agencies on May 26, 2023 (Attachment A). SCRRA is seeking member agency approval before adopting their FY 2023-24 budget on June 23, 2023.

BACKGROUND

SCRRA operates the Metrolink commuter rail service within Los Angeles County and the surrounding counties of Orange, Riverside, San Bernardino and Ventura, and northern San Diego County. Metrolink service is complemented by the Los Angeles - San Diego - San Luis Obispo (LOSSAN) intercity rail corridor operated by Amtrak and will connect directly into the future high speed rail network being built by the California High Speed Rail Authority and Brightline West.

Metro, as the regional transportation planning agency for LA County, works with Metrolink and other rail operators to plan and develop a more holistic, seamless, and multimodal approach to moving people through LA County and southern California between local communities and regional destinations. A majority of Metrolink’s budget derives from funding allocated by the Metro Board of Directors, of which four members serve as Board members for Metrolink. This report includes staff recommendations for funding Metro’s contribution to the FY2024 Metrolink budget.

Metro’s ability to deliver better mobility, air quality, and economic opportunity for LA County residents depends in part on an effective working relationship with Metrolink, LOSSAN, and other transit operators in the region. To that end, the CEO created the Multimodal Integrated Planning (MIP) unit in the Countywide Planning and Development Department to better align and coordinate planning for and with Metrolink, LOSSAN and other rail operators so that Metro can better serve local communities and improve LA County’s regional transportation system.

The MIP unit will be responsible for managing the overall various Board directed planning studies relating to the Class 1 commuter, intercity and freight rail corridors in Los Angeles County and the communities they serve. The current Regional Rail Planning and Environmental On-Call Services Bench Contracts, used to fund Metrolink-related and other planning studies, are at capacity. This report includes recommendations to provide staff the necessary additional funding to advance mission critical projects such as 2028 Olympics planning efforts and to support the delivery of Board-directed studies and development of the MIP unit, consistent with the Metro Vision 2028 Strategic Plan.

DISCUSSION

RECOMMENDATION A

Recommendation A will provide \$199,400,319 in funding for Metro’s JPA member agency share of SCRRA’s FY 2023-24 Budget, consisting of \$126,410,472 for Metrolink Commuter Rail Operations

and \$72,989,847 combined for SOGR and New Capital projects.

Metrolink Commuter Rail Operations - \$126,410,472

SCRRA's total FY 2023-24 Budget request for Metrolink Commuter Rail Operations from all JPA Member Agencies is \$250,658,882. Metro's share of Metrolink Commuter Rail Operations is \$126,410,472 which is a \$8,459,045 increase (7.2%) over FY23 funding levels (see Table 1 below). The increase in Commuter Rail Operations is attributable to costs related to increased fuel, annual fixed operating contract escalators of 3% to 5%, increased equipment maintenance, system security, and maintenance of way as well as the loss of fare revenue due to a 50% reduction in ridership attributed to the COVID pandemic.

No fare increases or further service restoration is budgeted for FY 2023-24. The member agencies continue to work collaboratively with SCRRA to ensure that appropriate and cost effective service levels are implemented as Metrolink continues to see gradual ridership recovery from the COVID pandemic. Depending upon the results of the Metrolink Service Growth Restoration Plan, to be finalized Fall 2023, SCRRA and the member agencies may wish to have discussions regarding future service level increases or adjustments to occur as early as Fall 2023. If so, that would require a future budget amendment and Metro Board action.

METROLINK OPERATIONS BUDGET SUMMARY (\$000)					
	FY23		FY24		CHANGE %
Expenses	\$	296,324,218	\$	303,438,180	2.4%
Revenues	\$	66,523,481	\$	52,779,298	-20.7%
Member Agencies Subsidy	\$	229,800,737	\$	250,658,882	9.1%
Metro Subsidy	\$	117,951,427	\$	126,410,472	7.2%
Metro Share of Subsidy		51.3%		50.4%	

SOGR and New Capital Projects - \$72,989,847

Through the annual budget process, SCRRA requests SOGR and New Capital project funding which will maintain the Metrolink commuter rail system in a state of good repair, ensure safety and reliability, and improve service. Metrolink's FY 2023-24 total SOGR and New Capital budget request from all the JPA member agencies is \$146,096,000, consisting of \$126,305,000 for SOGR and \$19,791,000 for New Capital Projects (see SOGR and New Capital Project List in Attachment A). Metro's share is \$72,989,847 (of the total \$146,096,000) for the FY 2023-24 Rehabilitation and Capital projects, consisting of the following:

- \$34,755,122 for 18 systemwide SOGR projects, costs to be shared by all the JPA member agencies, for projects such as rebuilding and rehabilitating Bombardier rail cars and rolling stock as a whole, track rehabilitation, positive train control enhancements, back-office communications, replacing MOW vehicles and equipment and rehabilitating building facilities;
- \$28,593,600 for nine (9) line specific projects on the Antelope Valley, San Bernardino and Ventura County Lines to rehabilitate bridges, culverts and tunnels, track, ties, ballast and crossing replacements, and signal, crossing and communication systems;
- \$9,621,125 for nine (9) systemwide New Capital Projects for projects such as new non-

revenue fleet vehicles and to leverage grant funds for the purchase of eight (8) new locomotives.

Metro staff has been working collaboratively with SCRRA and the other member agencies to review Metrolink's FY24 SOGR and New Capital programs, which align with the JPA member agencies' funding commitments. Staff continue to work with SCRRA to prioritize urgent SOGR track, bridges, culverts, structures, and signal projects to maintain safety and service reliability.

RECOMMENDATION B

Working Capital Long-Term Loan

SCRRA has asked the member agencies for a \$50,000,000 Working Capital Long-term Loan which would be used to provide SCRRA with sufficient funding to advance capital projects. This loan will enable SCRRA to quickly award contracts for design and construction of critical projects, stay on schedule, and avoid cash flow issues. Some of the large-scale projects SCRRA will be advancing during FY 2023-24 include the Southern California Optimized Rail Expansion (SCORE) mega program in advance of the 2028 Olympics, and the Antelope Valley Line Capital Improvements Program.

The loan requires approval of all five member agency counties. Recommendation B will program \$29,290,000 for Metro's portion of the loan. Metro approval of the working capital loan is contingent upon SCRRA Board adoption of a loan repayment policy, articulating loan terms, permitted uses, cost allocation methodology, reporting requirements, and other funding agreement details, to ensure transparency and accountability.

RECOMMENDATION C

Regional Rail Planning and Environmental On-Call Services Contracts

In May 2019, the Metro Board approved \$10M base term funding for the Regional Rail Planning and Environmental On-Call Services Bench contracts, which expire in August 2024. The bench contracts included 2 option terms, each of which provide an additional \$2M in contract authority, for a maximum contract authority of \$12M through August 2025 (Option 1) and \$14M through August 2026 (Option 2), if the options are exercised in the future.

Task orders for the contracts have been awarded in the amount of \$5.9M to date. \$4.1M in contract authority remains and will expire in August 2024. \$4.8M in additional task orders waiting to be issued, pending Board approval of additional contract authority funding.

In Recommendation C, an additional \$15M in Regional Rail Planning contract authority is requested from the Board to support Regional Rail related studies which address multiple Board directives as shown in Attachment B. These studies include critical, time-sensitive planning and preliminary design work for priority projects/programs identified in the 2028 Olympics Mobility Concept Plan. Funds requested have also included contingency for future needs.

With Board approval of Recommendation C, the overall Regional Rail Planning base term contract

authority will increase from \$10M to \$25M.

RECOMMENDATION D

Supplemental ROW Funding

Metro provides additional funding to SCRRA to maintain Metro-owned ROW that is not part of the SCRRA annual budget. This includes services such as trash removal, graffiti abatement, fence repair, homeless encampment removal, tree trimming, and weed abatement. The base budget for FY 2023-24 for these services is \$1,195,916.50. SCRRA has requested additional funding to provide a more comprehensive and quicker response to address growing ROW Maintenance needs, particularly homeless encampment related. During FY 2018-19 through FY 2021-22 Metro provided an additional \$500,000 annually to enhance Metro ROW funding to SCRRA.

Recommendation D will reinstate the \$500,000 supplemental ROW funding for FY 2023-24. Metro partners closely with SCRRA, the City of Los Angeles, law enforcement and other local agencies to address homeless encampment issues along the Metro-owned ROW.

RECOMMENDATION E

Extend Lapsing Dates for Three SOGR MOUs

SCRRA rehabilitation/renovation and capital projects maintain system safety, ensure state of good repair, and modernize the Metrolink system span over a five-year project delivery program for most projects. Recommendation E will extend three SCRRA SOGR MOUs which would otherwise lapse in 2023. Due to unforeseen material supplier delays and project work delays, time extensions are being requested. SCRRA indicated that their work is in progress, many projects are close to completion and will be completed and invoiced by the requested extension date.

RECOMMENDATION F

Transfers to Other Operators' Reimbursement Rate to Metro

SCRRA reimburses Metro for Metrolink riders who transfer to and from Metro services at no charge, including the rail system at Union Station, through the EZ Transit Program. Recommendation F will affirm the staff recommendation that the reimbursement rate to Metro remains at \$1.10 for FY 2023-24, the same as for FY 2022-23, and that the current EZ Transit Pass cap of \$5,592,000 be honored.

DETERMINATION OF SAFETY IMPACT

Approval of this item will improve safety for Metrolink passengers and local communities in which Metrolink operates. All Metrolink operations, SOGR and new capital projects will be done in accordance with applicable FRA, CPUC and other regulatory standards. Through approval of this item Metro will be funding safety-related improvements on the Metrolink system to support the safer travel of LA County residents and visitors.

FINANCIAL IMPACT

Recommendation A will provide \$199,400,319 to fund Metro's commitment to SCRRA for the FY 2023-24 Metrolink Annual Work Program. Metro's share of Commuter Rail Operations will be funded with \$126,410,472 in new Proposition C 10% / Measure M 1% funds which are designated for commuter rail. Metro's FY24 Budget will be amended in accord with Recommendation A.

SOG and New Capital will be funded with \$72,989,847 in new Measure R 3% funds which are designated for commuter rail capital programs. This is a programming action where capital expenditures will occur over multiple years and the Cost Center Manager will be responsible for annual budget funding allocations.

Recommendation B, contingent on approval by all five member agencies, will lead to the creation of a funding agreement, plus a SCRRA Board policy for the Working Capital Long-Term Capital Loan, to include terms and conditions for repayment to Metro and the JPA member agencies.

Recommendation C is programming action where project expenditures will occur over multiple years and the Cost Center Manager will be responsible for annual budget funding allocations.

EQUITY PLATFORM

The recommendations support SCRRA's Metrolink commuter rail operations, providing residents, workers, students, and families with a regional public transportation option to access jobs, resources and services across the Greater Los Angeles region. Metrolink enables residents who may not be able to afford to live in high cost areas to still access quality jobs and services in those areas while living in more affordable neighborhoods. These neighborhoods include Equity Focus Communities, such as Palmdale/Lancaster, the East San Fernando Valley, El Monte, Pomona, and Gateway Cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support the Metro Vision 2028 Strategic Plan goals 1, 4 and 5 as follows:

- Goal 1.2: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;
- Goal 4.1 Work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan;
- Goal 5.2 Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Metro Board could authorize a different budget amount than what SCRRA has transmitted for FY 2023-24. However, staff does not recommend a different budget amount since Metro has worked closely with SCRRA and the member agencies to create a balanced and pragmatic FY 2023-24 budget request which maintains current service levels, and ensures sufficient SOG to meet safety, service, and reliability needs.

The Metro Board could authorize less than a \$15M increase to the Regional Rail Planning and Environmental On-Call Services Contracts. This is not recommended since \$15M in additional Board

and/or CEO directed planning work has been identified. Without the \$15M requested increase in contract authority, highly time-sensitive Olympics planning and design work for the 2028 Mobility Concept Plan projects and programs would be delayed.

NEXT STEPS

The SCRRA Board is scheduled to adopt their FY 2023-24 budget on June 23, 2023. Metro staff will monitor the implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Metro Board action. Metro is firmly supportive and committed to being a strategic partner with SCRRA.

The SCRRA Board is also expected to consider the establishment of a new Working Capital Long-Term Capital Loan policy on July 28, 2023. Metro will also work with SCRRA to develop a funding agreement for the working capital loan.

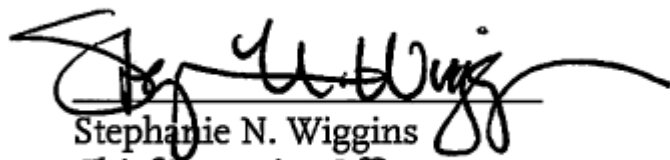
Upon Board approval, staff will execute Modification No. 1 to the Regional Rail Planning and Environmental On-Call Services Bench Contract Nos. AE56752000 through AE56752005 to increase the not-to-exceed cumulative contract amount by \$15,000,000. Metro will expeditiously issue and award task orders against the Regional Rail Planning and Environmental On-Call Services Bench contracts to continue 2028 Mobility Concept Plan planning efforts and initiate various Metrolink planning related studies during FY 2023-24. Staff will report back to the Board with regular updates.

ATTACHMENTS

Attachment A - SCRRA FY 24 Budget Transmittal
Attachment B - Regional Rail Planning and Environmental On-Call Services Summary
Attachment C - Procurement Summary
Attachment D - Contract Modification/Change Order Log
Attachment E - DEOD Summary

Prepared by: Jay Fuhrman, Manager, Transportation Planning, (213) 547-4381
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A



MEMORANDUM

DATE: May 26, 2023

TO: Martin Erickson, *Executive Director, VCTC*
Darrell Johnson, *Chief Executive Officer, OCTA*
Anne Mayer, *Executive Director, RCTC*
Stephanie N. Wiggins, *Chief Executive Officer, Metro*
Dr. Raymond Wolfe, *Executive Director, SBCTA*

FROM: Darren M. Kettle, *Chief Executive Officer, SCRRA*

SUBJECT: SCRRA Request for Adoption of the Authority's FY 2023-24 (FY24) Budget

On May 26, 2023, the SCRRA Board approved the transmission of the Proposed FY24 Budget for your consideration and adoption. The Board further approved the transmission of the Four Forecast Operating Statement for years FY25, FY26 FY27 and FY28 for your review and programming.

The FY24 Budget Operating Revenue is projected to be \$52.8M while the Operating Expenses are projected to be \$303.4M. The total Operating Support requested from Member Agencies is \$250.7M. The FY23 Capital Program includes \$129.8M for State of Good Repair (SGR), and \$20.3M for New Capital.

We recognize that we will face continuing financial challenges as we navigate through the post-COVID "new normal", and the changes to commute patterns.

Our response will be robust and include such initiatives as

- Free Fares for all Students
- Intense pursuit of Non riders
- Fare structure study
- Driving awareness of Metrolink throughout the region
- Expansion of Corporate Programs

On the side of efficiency

- Implementation of Train Crews and Equipment Usage optimization, Schedule Integration, and Potential Rider studies.

Staff will continue monitoring Ridership, Farebox Revenues and Expenses very closely.

The Proposed FY24 Budget documentation, which was presented at the Board of Directors Meeting on May 26, 2023, is attached for your review. It includes:

- Board Item # 7B Approved at the Board of Director's Meeting on May 23, 2023
- Board item # 7B attachments, which includes:
 - Attachment A - Ridership Recovery Forecast



- Attachment B - FY24 Proposed Operating Budget with Comparison to FY23
- Attachment C - Historical Actual and Budgeted Operating Statements
- Attachment D - FY24 Proposed Operating Budget by Member Agency
- Attachment E - FY24 Proposed Operating Budget by Line
- Attachment F - History of Actual and Budgeted Operating Subsidy by Member Agency
- Attachment G - FY24 Proposed SGR Projects by Member Agency, Line, and Project Detail List
- Attachment H - FY24 Proposed New Capital by Member Agency, Line, and Project Detail List
- Attachment I - FY24 Proposed Capital Program Cashflow
- Attachment K - FY25 Forecasted Operating Budget
- Attachment L - FY26 Forecasted Operating Budget
- Attachment M - FY27 Forecasted Operating Budget
- Attachment N - FY28 Forecasted Operating Budget Detail List

Next Steps

May - June 2023	Staff present at Member Agencies' Committee and Board meetings as requested
June 23, 2023	Proposed FY24 Budget to SCRRA Board for Adoption

Thank you for your ongoing support and active participation in the development of the FY23 Proposed Budget. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0405. You may also contact Arnold Hackett, Chief Financial Officer at 213-452-0345.



metrolinktrains.com/meeting

ITEM ID: 2023-196-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Arnold Hackett, Chief Financial Officer

SUBJECT: Proposed FY2023-2024 (FY24) Budget - Request to Transmit

Issue

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA) requires that the "Governing Board shall approve a preliminary administrative budget and capital improvement program for the succeeding fiscal year no later than May 1 of each year. The Board shall adopt a final budget no later than June 30 of each year...Decisions dealing with capital and operating fund allocations, as well as annual approval of each Member Agency's share of the Authority's annual budget, shall be approved by the Member Agencies themselves."

In response to staff's request, at the April 28th meeting the SCRRA Board of Directors approved a deferral of the transmittal of the FY24 Budget until May 26, 2023.

Recommendation

AUDIT AND FINANCE COMMITTEE RECOMMENDED (5-0) the Board approve t ransmitting the Proposed FY24 Budget for the consideration and adoption of the Member Agencies.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.
- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving.
- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.

The FY24 Budget has been constructed to provide support to each of Metrolink's strategic goals.

Background

The process of constructing the Proposed FY24 Budget was presented with a number of unique challenges:

- External support for updating the Ridership/Revenue Forecast
- Collaboration with LOSSAN
- Arrow Service Budget Development
- Adjustments to Service Levels

A particular issue was that service levels required Member Agency consensus in order to produce a budget.

After many discussions with Member Agencies, it was decided that a majority preferred a budget reflecting current service levels, with the proposed understanding that those levels could be revisited for implementation with the standard October 2023 schedule revisions. Any revisions would require an amendment to the Proposed FY24 Budget.

FY24 Operating Budget as originally reviewed with Member Agencies and the MAAC was based on an increased level of service to pre-pandemic levels to begin in October. The budget which is proposed here is based on a current level of service for the entire Fiscal Year 2023-24.

On April 28, 2023, staff requested, and the Board approved, the deferral of the transmission of the Proposed FY24 Budget to the Member Agencies until May 26, 2023.

Discussion

Kickoff meetings for the FY24 Budget were conducted in early December 2022. Metrolink CEO guidance was provided that required an increase of not more than 5% for each department. The Budget requests were submitted and subsequently analyzed and reviewed by Budget staff. The CFO then held internal meetings with each department, and, subsequently, the Chief Executive Officer. The purpose of the meetings was to review the necessity for budget amounts requested taking into consideration such factors as:

- Overarching goal of safety, fiscal sustainability and operational efficiency;
- Consideration of the post pandemic changes to farebox revenue;
- Condition of Assets;
- Funding at a level which will meet the goals of the Authority;
- Contractual requirements;
- Historic levels of spending;
- Current levels of spending;
- Known adjustments for the forthcoming year;
- Projects to improve efficiencies and create savings in current and future years.

Internal meetings were concluded in early March. The CFO then conducted meetings with each of the Member Agency CFOs and staff in late March. The Proposed FY24 Budget was reviewed with the Member Agency Advisory Committee (MAAC) members on April 7th, and May 4, 2023.

An overview of the FY24 Proposed Budget for Operations and the Capital Program detailing the total request for support was reviewed with the Member Agencies' Chief Executive Officers during the April 2023 monthly meeting.

Foundation for Proposed FY24 Budget

The Proposed FY24 Budget provides funding to achieve:

Continued emphasis on safe operations

- Intraoperative Positive Train Control (PTC) updates and maintenance as the centerpiece of Metrolink's efforts.
- Grant funded efforts to reduce the number of trespasser injuries (GPS/Cameras).

Investment in existing and new assets to maintain a state of good repair

- Funding of critical rehabilitation projects.
- Funding for studies to improve maintenance efficacy and efficiency.

Increase of ridership and revenue

- Assistance for Low Income Riders (Grant)

- Programs for Students
- Programs to generate ridership for entertainment, day trips, shopping, etc.
- External study of Fare Structure

FY24 Operating Budget Assumptions:

- Service
 - Service at current service level
 - Addition of Codeshare North and South of Union Station (Pending agreement with LOSSAN)
- Revenue
 - Ridership and Revenue Forecast as provided by KPMG/Sperry Capital (Attachment A)
- Expense
 - Contractor increases only as mandated by agreements
 - 5% merit pool
 - No COLA
 - No New FTE Headcount
- Arrow as a separate budget funded by SBCTA
- Reporting
 - Monthly
 - Formal mid-year budget review

Operating Budget Details

Proposed Total Operating Revenues are \$52.8M and reflect a projected net decrease of \$13.7M or 20.7% from the FY23 Budget. The year-over-year changes are detailed below in the Operating Revenues section. Expenditures are \$303.4M and reflect an increase of \$7.1M or 2.4% higher than the FY23 Budget. Details of the year-over-year expense change are explained below in the Operating Expenditures section. The required Operating Support is \$250.7M and is an increase of \$20.9M, or 9.1% from the FY23 Budget. (see Attachment B for comparisons).

The Proposed FY24 Budget Operating Statement by detailed categories compared to the FY23 Budget, by Member Agency, by Line, and historically over the last five years are included as Attachments C, D, E, and F.

Discussion of Proposed FY24 Budget Operating Statement Operating Revenues

Operating Revenues include Farebox, Dispatching, and Maintenance-of-Way (MOW) Revenues, and Other Revenues, such as interest, scrap, other minor miscellaneous revenues. Operating Revenues are estimated to total \$52.8M for FY24, a decrease of \$13.7M or 20.7% compared to the FY23 Budget.

Farebox Revenue, which is the largest component of the Total Operating Revenue, is projected at \$37.2M, a decrease of \$13.9M or 27.2% compared to the FY23 Budget. Revenue budgets for both FY22 and FY23 were overly optimistic. Recognizing our difficulty in forecasting accurately in a totally restructured environment for public transportation, we

sought assistance from KPMG/Sperry Capital. The Proposed FY24 Budget is based on the forecast provided by KPMG/Sperry Capital. The comparisons between amounts used in the FY23 Budget which was produced in-house in November of 2021, and the new forecast can be seen on Attachment A. Subsidies add an additional \$3.1M to the Farebox amount.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the expected rate of usage. The budget of \$2.0M for Dispatching Revenue reflects a decrease of \$0.8M as compared to the FY23 Budget resulting from Amtrak service reduction. The MOW Revenue is \$12.9M reflecting an increase of \$1.1M, or 8.9% as compared to the FY23 Budget. Other Revenues are budgeted at \$0.7M.

Operating Expenditures

Operating Expenditures are presented in the following four categories: Train Operations, Maintenance-of-Way (MOW), Administration and Services, and Insurance. Comparisons are to the FY23 Budget.

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink commuter rail services across the six-county service area, which includes the direct costs of railroad operations, equipment maintenance, and required support costs. The Proposed FY24 Budget for expenditures related to Train Operations including contingency is \$171.6M an increase of 0.4% from the FY23 Budget

MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains, and the safety of the public. The Proposed FY24 Budget amount for expenditures related to MOW is \$54.3M, an increase of 4.1% from the FY23 Budget.

Administration and Services include internal expenditures related to Train Operations. The Proposed FY24 Budget for expenditures related to Administration & Services is \$57.4M, an increase of 6.1% as compared to the FY23 Budget.

The Category of Insurance and Legal is \$20.0M for the Proposed FY24 Budget, a 5.4% increase from the FY23 Budget.

Overall, the total Proposed FY24 Budget for expenditures is \$303.4M, and has increased from the FY23 Budget by \$7.1M or 2.4%. The components of this change are as described below.

Total Train Operations have increased by \$0.7M or 0.4%. The primary drivers of this increase are:

- Train Operations Services have decreased \$4.8M or 9.4% as the result of the decision to remain at current service levels, while the FY23 Budget anticipated complete restoration of service;
- Equipment Maintenance increased by \$3.5M or 8.5%. The mechanical vendor has held their contract flat. The \$3.5M is an increase in the cost of parts for maintaining Rolling Stock. The F125 Locomotives are no longer under warranty;
- Fuel expense decreased by \$3.0M or 9.1% due to the worldwide price reductions in fuel;
- Security increased by \$0.8M or 4.9% due to increases by the Sheriff's Department;

- Utilities and Leases decreased by \$0.8M or 21.1% primarily as a result of telecom expense being moved to a systemwide expense category this year;
- Station Maintenance increased by \$3.0M or 139.3% due to increased Union Station Common Area Maintenance;
- Rail Agreements increased by \$1.4M or 25.9%, as a result of the AAR index driven by inflation to over 20%.

MOW has increased by \$2.1M or 4.1% from the FY23 Budget primarily as a result of the increase of the Herzog costs by \$2.5M or 7.2%, offset by a reduction in estimated Extraordinary Maintenance charges and the transfer of Holiday pay (\$0.3M) to an Indirect Administrative category.

Administration and Services have increased from FY23 Budget by \$3.3M or 6.1%. The primary drivers of this increase are:

- A decrease to Operations Salaries & Benefits for \$0.7M or 3.8%, as a result of the movement of Holiday pay to Indirect Administrative category;
- An increase to Operations Non-Labor Expense of \$0.8M or 7.1%, driven by \$1.3M for the New Mobile Ticketing System (Deferred from last year), offset by reductions to Hardware/Software purchases;
- An increase of \$3.1M or 14.4% in charges to Indirect Administrative costs is the result of:
 - \$1.0M telecom costs transferred to this category (offsetting decrease in utilities);
 - \$1.4M transfer of Holiday Pay to this category (offsetting decrease in Salaries and Wages for Operations and in MOW);
 - \$0.7M increase to Interns, Grads on Track, Job Core.

Total Insurance and Legal expense has increased by \$1.0M or 5.4% from the FY23 Budget,

- Property and Liability Insurance premiums are higher by \$0.8M or 4.7%
- Claims Administration is increased by \$0.3M

Member Agency Operating Support

Member Agency support is required to fund the difference between the total costs of operations and available revenues. The Proposed FY24 Budget estimates total Member Agency support is needed in the amount of \$250.7M, an increase of \$20.9M, or 9.1% more than the FY23 Budget.

The Budget Summary Comparison (Attachment F) includes a year-over-year comparison of net operating support by Member Agency. In response to Member Agency requests, this schedule reflects the FY24 Proposed member support in whole dollars which are required to create Member Agency Board requests.

ARROW Service Budget

At the request of the San Bernardino County Transportation Authority, staff will be submitting a request for a continuing appropriation resolution for approval to cover the 1st Quarter FY2024 expenses for Arrow Service. The Proposed FY24 Budget for Arrow Service will be submitted at a later date, to be determined.

Capital Program Budget

State of Good Repair (SGR)

The Proposed FY24 Proposed Budget was developed based on the Metrolink Rehabilitation Plan (MRP) which was created in fulfillment of the Transit Asset Management (TAM) requirement, and to address the Authority's SGR needs. The MRP addresses two critical elements:

- **Backlog:** Total cost of renovating all assets to achieve a current SGR
- **SGR:** Annual cost of keeping assets in a State of Good Repair

The FY24 budget request addresses only the SGR or annual cost of keeping assets in a State of Good Repair. The Proposed FY24 Budget does not address the current backlog which is estimated to be over \$768M.

The SGR authorization request for FY24 was identified as necessary investments to maintain a SGR. These projects total \$126.3M. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment G.

New Capital

The New Capital authorization request for FY24 was identified as necessary for safe and efficient rail operations. These projects total \$20.9M. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment H.

Multi-year Forecasts

Operating Budget Forecasts for FY25, FY26, FY27 and FY28 will be provided to the committee for their requested approval at the June 9, 2023 Committee Meeting. Upon Board approval, the FY25, FY26, FY27, and FY28 forecasted budgets will be provided to the Member Agencies for consideration and programming. The four- year forecasts will only be considered for adoption individually during the applicable year.

Upon approval by the Board, the Proposed FY24 Budget will be transmitted to Member Agencies for consideration and adoption.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY24 Proposed Budget for Operating as described:

- Attachment A - KPMG/Sperry Capital Ridership Forecast
- Attachment B - FY24 Proposed Operating Budget with Comparison to FY23
- Attachment C - Historical Actual and Budgeted Operating Statements
- Attachment D - FY23 Proposed Operating Budget by Member Agency
- Attachment E - FY23 Proposed Operating Budget by Line
- Attachment F - History of Actual and Budgeted Operating Support by Member Agency

Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY24 Proposed Budget for the Capital Program as described:

Attachment G - FY24 Proposed SGR Projects by Member Agency, Line, and Project Detail List
Attachment H - FY24 Proposed New Capital by Member Agency, Line, and Project Detail List
Attachment I - FY24 Proposed Capital Program Cashflow

Budget Impact

This report and the transmittal of the Proposed FY24 Budget has no impact on the FY23 Budget.

Next Steps

May-June, 2023: Staff presentations at Member Agencies' Committee and Board meetings, as requested

May 26: Board Approval for FY24 Budget transmittal to Member Agencies

June 9: Request AFCOM recommendation for adoption of FY24 Budget, approval of 4-year forecast and working capital policy, and continuing appropriation resolution for first quarter Arrow service FY24 Operating Budget

June 23 - Board Adoption of FY24 Budget, approval of 4-year forecast and working capital policy, and continuing appropriation resolution for first quarter Arrow service FY24 Operating Budget

Prepared by: Christine Wilson, Senior Finance Manager

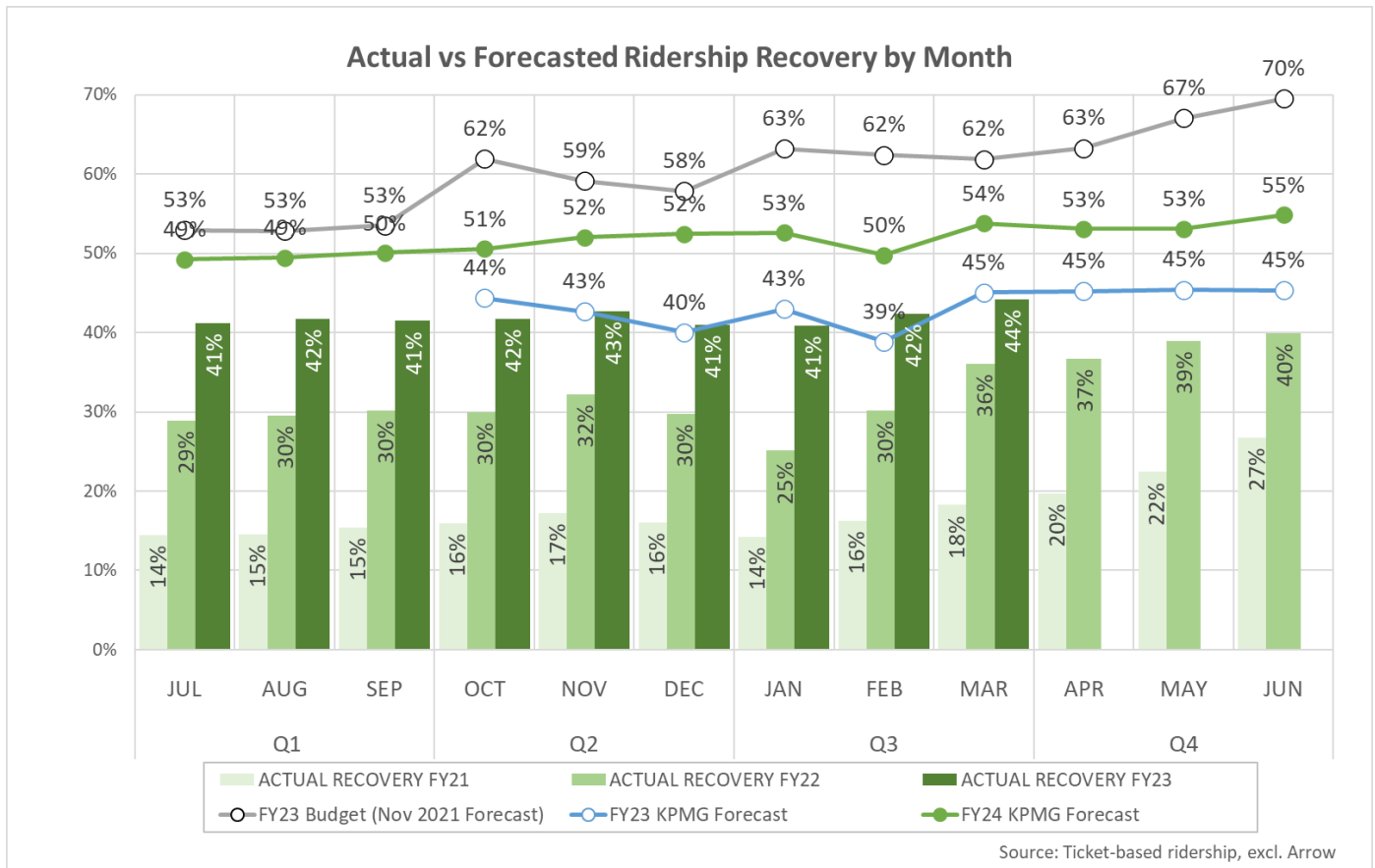
Approved by: Arnold Hackett, Chief Financial Officer

Attachment(s)

[Attachment A - Ridership Recovery Forecast](#)
[Attachment B - FY24 Proposed Operating Budget](#)
[Attachment C - Historical Actual and Budget](#)
[Attachment D - FY24 Proposed Operating Budget by Member Agency](#)
[Attachment E - FY24 Proposed Operating Budget by Line](#)
[Attachment F - History of Actual and Budgeted Operating Support](#)
[Attachment G - FY24 Capital Projects - SGR](#)
[Attachment H - FY24 Capital Projects - New Capital](#)
[Attachment I - FY24 Capital Projects - SGR and New Capital Cash Flow](#)
[Presentation - Proposed FY2023-2024 \(FY24\) Budget - Request to Transmit](#)

Ridership Recovery Forecast

Attachment A



FY24 Proposed Operating Budget

Attachment B

(\$000s)	FY 22-23 Amended Budget	FY 23-24 Proposed Budget	Variance FY23 Amended vs FY24 Proposed	
			\$ Variance	% Variance
Operating Revenue				
Farebox Revenue	47,085	34,138	(12,946)	-27.50%
Fare Reduction Subsidy	1,511	490	(1,020)	-67.54%
Other Train Subsidies	2,500	2,565	65	2.62%
Special Trains	-	-	-	n/a
Subtotal-Pro Forma FareBox	51,095	37,194	(13,901)	-27.21%
Dispatching	2,777	1,963	(814)	-29.32%
Other Revenues	773	691	(82)	-10.56%
MOW Revenues	11,879	12,932	1,053	8.86%
Total Operating Revenue	66,523	52,779	(13,744)	-20.66%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	51,345	46,530	(4,815)	-9.38%
Equipment Maintenance	41,054	44,560	3,506	8.54%
Fuel	32,716	29,743	(2,973)	-9.09%
Non-Scheduled Rolling Stock Repairs	100	100	-	0.00%
Operating Facilities Maintenance	2,218	2,244	26	1.18%
Other Operating Train Services	934	942	8	0.86%
Rolling Stock Lease	-	-	-	n/a
Security	15,738	16,513	774	4.92%
Public Safety Program	103	103	-	0.00%
Passenger Relations	1,911	2,021	110	5.77%
TVM Maintenance/Revenue Collection	5,365	5,342	(23)	-0.43%
Marketing	3,097	3,238	141	4.54%
Media & External Communications	372	322	(50)	-13.40%
Utilities/Leases	3,914	3,088	(826)	-21.11%
Transfers to Other Operators	3,276	3,269	(7)	-0.22%
Amtrak Transfers	824	1,185	362	43.94%
Station Maintenance	2,185	5,229	3,044	139.34%
Rail Agreements	5,305	6,680	1,375	25.92%
Holiday Trains	-	-	-	n/a
Special Trains	500	500	-	0.00%
Subtotal Operations & Services	170,958	171,611	652	0.38%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	51,167	53,546	2,378	4.65%
MoW - Extraordinary Maintenance	1,048	794	(253)	-24.18%
Subtotal Maintenance-of-Way	52,215	54,340	2,125	4.07%
<u>Administration & Services</u>				
Ops Salaries & Benefits	17,903	17,221	(683)	-3.81%
Ops Non-Labor Expenses	11,983	12,830	848	7.08%
Indirect Administrative Expenses	21,546	24,658	3,112	14.44%
Ops Professional Services	2,685	2,717	32	1.20%
Subtotal Admin & Services	54,117	57,426	3,309	6.11%
Contingency	90	88	(3)	-2.78%
Total Operating Expenses	277,380	283,464	6,084	2.19%
<u>Insurance and Legal</u>				
Liability/Property/Auto	16,088	16,838	750	4.66%
Net Claims / SI	1,000	990	(10)	-1.00%
Claims Administration	1,856	2,146	290	15.62%
Subtotal Insurance and Legal	18,944	19,974	1,030	5.44%
Total Expense	296,324	303,438	7,114	2.40%
Loss / Member Support Required	(229,801)	(250,659)	(20,858)	9.08%

Numbers may not foot due to rounding

Historical Actual and Budgeted Operating Statements

Form 01-01

(\$000s)	FY 19-20 Actual	FY 20-21 Actual	FY 21-22 Actual	FY 22-23 Amended Budget	FY 23-24 Proposed Budget	Variance FY24 Proposed vs FY23 Amended	
						\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	61,843	13,811	25,128	47,085	34,138	(12,946)	-27.50%
Fare Reduction Subsidy	1,090	164	689	1,511	490	(1,020)	-67.54%
AV Line Discount	-	-	(15)	-	-	-	n/a
Other Train Subsidies	-	2,306	2,365	2,500	2,565	65	2.62%
Special Trains	171	-	121	-	-	-	n/a
Subtotal-Pro Forma FareBox	63,104	16,256	28,288	51,095	37,194	(13,901)	-27.21%
Dispatching	2,300	2,079	2,155	2,777	1,963	(814)	-29.32%
Other Revenues	254	345	459	773	691	(82)	-10.56%
MOW Revenues	13,301	11,545	11,506	11,879	12,932	1,053	8.86%
Total Operating Revenue	78,958	30,225	42,407	66,523	52,779	(13,744)	-20.66%
Operating Expenses							
<u>Operations & Services</u>							
Train Operations	45,701	42,885	41,589	51,345	46,530	(4,815)	-9.38%
Equipment Maintenance	36,861	37,041	39,130	41,054	44,560	3,506	8.54%
Fuel	21,150	18,640	21,245	32,716	29,743	(2,973)	-9.09%
Non-Scheduled Rolling Stock Repairs	92	112	43	100	100	-	0.00%
Operating Facilities Maintenance	1,569	2,130	1,804	2,218	2,244	26	1.18%
Other Operating Train Services	863	945	520	934	942	8	0.86%
Rolling Stock Lease	231	230	-	-	-	-	n/a
Security	9,367	13,597	13,973	15,738	16,513	774	4.92%
Public Safety Program	55	64	14	103	103	-	0.00%
Passenger Relations	1,786	1,787	1,622	1,911	2,021	110	5.77%
TVM Maintenance/Revenue Collection	7,594	3,503	3,675	5,365	5,342	(23)	-0.43%
Marketing	1,359	2,092	2,646	3,097	3,238	141	4.54%
Media & External Communications	410	219	101	372	322	(50)	-13.40%
Utilities/Leases	2,762	2,899	2,913	3,914	3,088	(826)	-21.11%
Transfers to Other Operators	5,394	662	1,975	3,276	3,269	(7)	-0.22%
Amtrak Transfers	1,166	41	238	824	1,185	362	43.94%
Station Maintenance	1,980	1,960	1,984	2,185	5,229	3,044	139.34%
Rail Agreements	5,159	4,812	3,193	5,305	6,680	1,375	25.92%
Holiday Trains	57	-	-	-	-	-	n/a
Special Trains	524	-	74	500	500	-	0.00%
Subtotal Operations & Services	144,081	133,621	136,741	170,958	171,611	652	0.38%
<u>Maintenance-of-Way</u>							
MoW - Line Segments	43,375	43,756	49,740	51,167	53,546	2,378	4.65%
MoW - Extraordinary Maintenance	864	599	242	1,048	794	(253)	-24.18%
Subtotal Maintenance-of-Way	44,239	44,355	49,982	52,215	54,340	2,125	4.07%
<u>Administration & Services</u>							
Ops Salaries & Benefits	15,497	15,578	15,107	17,903	17,221	(683)	-3.81%
Ops Non-Labor Expenses	7,645	7,334	7,594	11,983	12,830	848	7.08%
Indirect Administrative Expenses	18,254	17,695	17,645	21,546	24,658	3,112	14.44%
Ops Professional Services	3,019	2,311	2,276	2,685	2,717	32	1.20%
Subtotal Admin & Services	44,415	42,917	42,622	54,117	57,426	3,309	6.11%
Contingency	11	-	-	90	88	(3)	-2.78%
Total Operating Expenses	232,745	220,893	229,344	277,380	283,464	6,084	2.19%
Insurance and Legal							
Liability/Property/Auto	9,870	12,447	12,857	16,088	16,838	750	4.66%
Net Claims / SI	2,303	1	(684)	1,000	990	(10)	-1.00%
Claims Administration	367	682	1,708	1,856	2,146	290	15.62%
Total Net Insurance and Legal	12,540	13,129	13,880	18,944	19,974	1,030	5.44%
Total Expense	245,285	234,023	243,224	296,324	303,438	7,114	2.40%
Non-Recurring Settlement Expense 1	-	3,234	-	-	-	-	n/a
Non-Recurring Settlement Expense 2	-	2,370	-	-	-	-	n/a
Loss / Member Support Required	(166,327)	(209,402)	(200,817)	(229,801)	(250,659)	(20,858)	9.08%
Member Support Payments	156,578	163,176	131,718	TBD	TBD	TBD	TBD
CARES Funding Utilized	9,748	46,226	66,491				
Refund of Remaining Carryforward	-	-	196				
Surplus / (Deficit)	-	-	(2,412)				

Numbers may not foot due to rounding

FY24 Proposed Operating Budget by Member Agency

Attachment D

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	17,181	8,347	3,151	4,688	771	34,138
Fare Reduction Subsidy	293	-	-	197	-	490
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	20,040	8,347	3,151	4,885	771	37,194
Dispatching	1,019	594	13	116	220	1,963
Other Revenues	344	150	73	88	35	691
MOW Revenues	6,811	3,047	880	1,766	427	12,932
Total Operating Revenue	28,215	12,138	4,117	6,855	1,454	52,779
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	25,174	9,227	4,409	5,606	2,114	46,530
Equipment Maintenance	21,813	10,129	5,091	5,414	2,112	44,560
Fuel	15,330	6,667	2,874	3,588	1,284	29,743
Non-Scheduled Rolling Stock Repairs	50	24	10	12	3	100
Operating Facilities Maintenance	1,129	534	232	271	78	2,244
Other Operating Train Services	468	130	112	157	75	942
Rolling Stock Lease	-	-	-	-	-	-
Security	8,581	3,437	1,766	1,903	825	16,513
Public Safety Program	49	18	15	11	10	103
Passenger Relations	980	526	182	284	48	2,021
TVM Maintenance/Revenue Collection	2,335	1,147	871	673	317	5,342
Marketing	1,605	787	301	462	84	3,238
Media & External Communications	153	56	48	34	32	322
Utilities/Leases	1,465	532	459	324	307	3,088
Transfers to Other Operators	1,746	821	236	359	108	3,269
Amtrak Transfers	485	543	-	-	157	1,185
Station Maintenance	3,135	718	354	742	281	5,229
Rail Agreements	1,973	1,825	1,608	373	902	6,680
Holiday Trains	-	-	-	-	-	-
Special Trains	238	99	56	72	36	500
Subtotal Operations & Services	86,710	37,220	18,625	20,284	8,772	171,611
<u>Maintenance-of-Way</u>						
MoW - Line Segments	29,835	10,521	3,380	6,802	3,008	53,546
MoW - Extraordinary Maintenance	465	114	76	85	55	794
Subtotal Maintenance-of-Way	30,300	10,635	3,456	6,886	3,063	54,340
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,169	2,980	2,555	1,810	1,707	17,221
Ops Non-Labor Expenses	6,368	2,567	1,563	1,475	858	12,830
Indirect Administrative Expenses	11,698	4,248	3,669	2,589	2,453	24,658
Ops Professional Services	1,289	468	404	285	270	2,717
Subtotal Admin & Services	27,523	10,264	8,191	6,160	5,289	57,426
<u>Contingency</u>	42	15	13	9	9	88
Total Operating Expenses	144,574	58,133	30,284	33,339	17,133	283,464
Insurance and Legal						
Liability/Property/Auto	8,473	4,009	1,740	2,030	585	16,838
Net Claims / SI	498	236	102	119	34	990
Claims Administration	1,080	511	222	259	75	2,146
Total Net Insurance and Legal	10,051	4,756	2,064	2,408	694	19,974
Total Expense	154,625	62,889	32,349	35,748	17,828	303,438
Loss/Member Support Required	(126,410)	(50,751)	(28,232)	(28,892)	(16,373)	(250,659)

FY24 Proposed Operating Budget by Line

Attachment E

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	9,818	2,017	5,881	2,201	7,597	3,400	3,225	34,138
Fare Reduction Subsidy	490	-	-	-	-	-	-	490
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Special Trains	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	11,155	2,171	6,753	2,509	7,776	3,400	3,430	37,194
Dispatching	367	434	292	2	842	6	19	1,963
Other Revenues	172	78	127	52	110	86	66	691
MOW Revenues	3,984	1,335	3,112	236	1,900	1,435	930	12,932
Total Operating Revenue	15,678	4,019	10,285	2,798	10,628	4,927	4,445	52,779
Operating Expenses								
<u>Operations & Services</u>								
Train Operations	12,064	5,473	10,155	3,033	6,575	5,062	4,167	46,530
Equipment Maintenance	10,420	4,886	8,336	2,831	7,371	5,917	4,800	44,560
Fuel	7,361	3,269	5,928	2,030	4,975	3,623	2,557	29,743
Non-Scheduled Rolling Stock Repairs	25	9	19	6	18	14	10	100
Operating Facilities Maintenance	558	200	425	128	403	305	225	2,244
Other Operating Train Services	299	125	136	113	72	92	105	942
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	3,625	1,657	3,789	1,295	2,400	2,118	1,628	16,513
Public Safety Program	15	17	19	15	10	13	14	103
Passenger Relations	604	124	351	90	402	283	167	2,021
TVM Maintenance/Revenue Collection	996	739	936	508	699	798	666	5,342
Marketing	992	216	534	159	629	413	296	3,238
Media & External Communications	47	54	58	48	31	39	45	322
Utilities/Leases	450	513	558	463	294	378	433	3,088
Transfers to Other Operators	723	282	651	278	929	166	239	3,269
Amtrak Transfers	-	415	-	-	771	-	-	1,185
Station Maintenance	1,608	816	1,024	412	842	8	518	5,229
Rail Agreements	-	902	-	2,186	1,054	1,148	1,391	6,680
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	110	76	80	69	84	67	15	500
Subtotal Operations & Services	39,897	19,772	32,998	13,665	27,560	20,443	17,276	171,611
<u>Maintenance-of-Way</u>								
MoW - Line Segments	15,629	8,067	12,907	1,177	7,319	5,054	3,392	53,546
MoW - Extraordinary Maintenance	174	120	126	110	134	107	23	794
Subtotal Maintenance-of-Way	15,804	8,187	13,034	1,287	7,453	5,160	3,415	54,340
<u>Administration & Services</u>								
Ops Salaries & Fringe Benefits	2,522	2,851	3,117	2,570	1,651	2,105	2,404	17,221
Ops Non-Labor Expenses	2,637	1,713	2,356	1,296	1,785	1,532	1,512	12,830
Indirect Administrative Expenses	3,598	4,098	4,453	3,694	2,345	3,016	3,455	24,658
Ops Professional Services	396	452	491	407	258	332	381	2,717
Subtotal Admin & Services	9,153	9,114	10,417	7,966	6,039	6,986	7,750	57,426
Contingency	13	15	16	13	8	11	12	88
Total Operating Expenses	64,867	37,088	56,464	22,931	41,061	32,600	28,454	283,464
Insurance and Legal								
Liability/Property/Auto	4,187	1,504	3,188	962	3,022	2,289	1,687	16,838
Net Claims / SI	246	88	187	57	178	135	99	990
Claims Administration	534	192	406	123	385	292	215	2,146
Total Net Insurance and Legal	4,967	1,784	3,781	1,141	3,585	2,715	2,001	19,974
Total Expense	69,833	38,872	60,246	24,072	44,645	35,315	30,455	303,438
Loss/Member Support Required	(54,156)	(34,853)	(49,961)	(21,274)	(34,018)	(30,388)	(26,010)	(250,659)

History of actual and budgeted Operating Support with variances of FY24 vs FY23

Attachment F

Support by Member Agency

	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY23 Amended Budget	\$229,800,737	\$117,951,427	\$45,988,164	\$25,890,809	\$25,224,743	\$14,745,594
FY24 Proposed Budget	\$250,658,883	\$126,410,472	\$50,750,849	\$28,231,763	\$28,892,306	\$16,373,492

Year-Over-Year Change	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY24 vs FY23						
\$ increase	\$20,858,146	\$8,459,046	\$4,762,685	\$2,340,955	\$3,667,563	\$1,627,899
% increase	9.1%	7.2%	10.4%	9.0%	14.5%	11.0%

Whole numbers are provided as requested by Member Agencies for their board approval and budget adoption.

FY24 Budget Summary

Summary of Support by Member Agency

FY24 Proposed Budget (Current)

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total Operating Support	\$ 250,658,882	\$ 126,410,472	\$ 50,750,849	\$ 28,231,763	\$ 28,892,306	\$ 16,373,492
Total Capital Support	\$ 147,160,000	\$ 73,274,847	\$ 29,673,025	\$ 15,691,304	\$ 18,053,872	\$ 10,466,952
SUB-TOTAL =	\$ 397,818,882	\$ 199,685,319	\$ 80,423,874	\$ 43,923,067	\$ 46,946,178	\$ 26,840,444
Working Capital Request	\$ 50,000,000	\$ 29,290,000	\$ 7,150,000	\$ 4,765,000	\$ 5,330,000	\$ 3,465,000
TOTAL =	\$ 447,818,882	\$ 228,975,319	\$ 87,573,874	\$ 48,688,067	\$ 52,276,178	\$ 30,305,444

FY23 Amended Budget

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total Operating Support	\$ 229,800,737	\$ 117,951,427	\$ 45,988,164	\$ 25,890,809	\$ 25,224,743	\$ 14,745,594
Total Capital Support	\$ 106,545,000	\$ 47,958,000	\$ 29,531,440	\$ 9,688,080	\$ 12,568,320	\$ 6,284,160
Working Capital Request	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL =	\$ 336,345,737	\$ 165,909,427	\$ 75,519,604	\$ 35,578,889	\$ 37,793,063	\$ 21,029,754

Variance

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total w/o Working Capital	\$ 61,473,145	\$ 33,775,892	\$ 4,904,270	\$ 8,344,178	\$ 9,153,115	\$ 5,810,690
variance	18.3%	20.4%	6.5%	23.5%	24.2%	27.6%
Total w/ Working Capital	\$ 111,473,145	\$ 63,065,892	\$ 12,054,270	\$ 13,109,178	\$ 14,483,115	\$ 9,275,690
variance	33.1%	38.0%	16.0%	36.8%	38.3%	44.1%

METROLINK

FY24 Operating Budget Summary of Support by Member Agency

FY24 Proposed Budget (CURRENT)

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenues	28,214,617	12,138,405	4,116,866	6,855,364	1,454,046	52,779,298
Total Expenses	154,625,089	62,889,254	32,348,629	35,747,670	17,827,538	303,438,180
FY24 Member Agency Support (Loss)	(126,410,472)	(50,750,849)	(28,231,763)	(28,892,306)	(16,373,492)	(250,658,882)

FY23 Amended Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenues	33,640,404	16,195,954	5,872,140	9,013,543	1,801,441	66,523,481
Total Expenses	151,591,831	62,184,118	31,762,948	34,238,286	16,547,034	296,324,218
FY23 Member Agency Support (Loss)	(117,951,427)	(45,988,164)	(25,890,809)	(25,224,743)	(14,745,594)	(229,800,737)

Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenues	(5,425,787)	(4,057,549)	(1,755,274)	(2,158,179)	(347,395)	(13,744,183)
variance	-16.1%	-25.1%	-29.9%	-23.9%	-19.3%	-20.7%
Expenses	3,033,258	705,136	585,681	1,509,384	1,280,504	7,113,962
variance	2.0%	1.1%	1.8%	4.4%	7.7%	2.4%
Member Agency Support (increase) / decrease	(8,459,045)	(4,762,685)	(2,340,954)	(3,667,563)	(1,627,898)	(20,858,145)
variance	-7.2%	-10.4%	-9.0%	-14.5%	-11.0%	-9.1%

FY24 Operating Budget

Summary of Member Agency Support by Line

FY24 Proposed Budget (CURRENT)

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Operating Revenues	15,677,747	4,018,862	10,285,337	2,798,005	10,627,540	4,926,708	4,445,098	52,779,297
Total Expenses	69,833,421	38,871,891	60,245,890	24,071,887	44,645,408	35,314,956	30,454,727	303,438,180
FY24 Member Agency Support (Loss)	(54,155,674)	(34,853,029)	(49,960,553)	(21,273,882)	(34,017,868)	(30,388,248)	(26,009,629)	(250,658,883)

FY23 Amended Budget

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Operating Revenues	19,508,547	4,934,705	12,286,922	3,201,774	12,728,840	7,919,490	5,943,203	66,523,481
Total Expenses	66,439,127	37,378,986	59,156,166	23,717,633	44,676,744	35,279,114	29,676,450	296,324,218
FY23 Member Agency Support (Loss)	(46,930,580)	(32,444,281)	(46,869,244)	(20,515,859)	(31,947,904)	(27,359,623)	(23,733,247)	(229,800,737)

Year-Over-Year Variance

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenues variance	(3,830,800) -19.6%	(915,843) -18.6%	(2,001,585) -16.3%	(403,769) -12.6%	(2,101,300) -16.5%	(2,992,782) -37.8%	(1,498,105) -25.2%	(13,744,184) -20.7%
Expenses variance	3,394,294 5.1%	1,492,905 4.0%	1,089,724 1.8%	354,254 1.5%	(31,336) -0.1%	35,842 0.1%	778,277 2.6%	7,113,962 2.4%
Member Agency Support (increase) / decrease variance	(7,225,094) -15.4%	(2,408,748) -7.4%	(3,091,309) -6.6%	(758,023) -3.7%	(2,069,964) -6.5%	(3,028,625) -11.1%	(2,276,382) -9.6%	(20,858,146) -9.1%

ATTACHMENT B -- PLANNING AND ENVIRONMENTAL ON-CALL SERVICES SUMMARY

PLANNING AND ENVIRONMENTAL ON-CALL SERVICES	
Previously Awarded	\$ 5,898,511
Pending Award	\$ 4,101,489
Subtotal: (\$10M cap)	\$ 10,000,000
 FY 24 Proposed Work Program (subject to Metro Board approval)	 \$ 11,075,963
Future Work	\$ 3,924,037
Subtotal:	\$ 15,000,000
TOTAL:	\$ 25,000,000

DESCRIPTION OF REPRESENTATIVE PROJECTS FY24 - FY26 PROPOSED WORK PROGRAM	
<p><u>Pico Rivera Station Feasibility Study</u></p> <p>This Metro Board directed study will assess the viability of construction of a new Metrolink station in the City of Pico Rivera along the Metrolink/Amtrak and future high-speed rail corridor. Operational, capital costs, ridership, parking, 1st/Last mile connectivity, land use, funding and other issues will be addressed as part of the study.</p> <p><u>San Bernardino Line Rail Multiple Unit (RMU) Study/Implementaion Plan</u></p> <p>This study will evaluate opportunities to implement RMU service along the Metrolink San Bernardino Line to Los Angeles Union Station. The study will identify opportunities to realize operational cost savings, and discuss other issues, such as maintenance, fueling, signal and communications, and other operational and capital needs, plus other impacts and benefits.</p> <p><u>Baldwin Park Grade Separation Analysis</u></p> <p>This study will include the development of initial concepts, viable alternatives after screening, rough order of magnitude costs, right-of-way impacts and recommendations for next steps for a grade separation along the Metro-owned ROW near the Baldwin Park station.</p> <p><u>LAC+USC Medical Center Station Project Approval/Environmental Document (PAED)</u></p> <p>This Board requested study will initiate and compete the PAED process for a new Metrolink station near the LAC+USC medical center, along the San Bernardino Line. Previously a feasibility study was completed which identified a suitable candidate location for a new Metrolink station.</p> <p><u>Glendale Station Train Horn Noise Reduction Study</u></p> <p>This study will assess opportunities to reduce the sounding of train horns near the Glendale Metrolink station. This may include the establishment of a "Quiet Zone", wayside horns, and/or other improvements which would lead to less frequent sounding of train horns.</p> <p><u>Metrolink Strategic Plan</u></p> <p>This visioning document will provide the framework for Metro's overall investment in the commuter rail network for Los Angeles County. The plan may identify future ridership and service level goals, prioritize use of Metro funds for various Los Angeles County capital and State Of Good Repair projects, address funding challenges, management of Metro-owned ROW, governance/interaction with key stakeholders and other JPA members, plus address future station, parking, and safety needs, etc.</p> <p><u>Olympics 2028 Mobility Concept Plan Implementation</u></p> <p>This Board directed effort will continue critical path planning efforts in preparation for the Olympics 2028 games. As part of this effort, preliminary designs, cost estimates and schedules will be developed for a selected group of projects from the Mobility Concept Plan in order to apply for federal and state grant funding.</p> <p><u>7th/Metro Station Improvements/30% design</u></p> <p>This Board directed 30% design effort will lead to the improved safety, security, usability, and comfort of the 7th/Metro Station through an integrated design project that will include updates to architecture, operational equipment, and the overall station environment. Design features needing updates in advance of the 2028 Olympic Games include floor and ceiling finishes, lighting, security equipment, and customer information/communication equipment at this important and busy transfer station.</p>	\$ 11,075,963
Contingency	\$ 3,924,037
Total Requested new Planning and Environmental On-Call Services Requested Additional Contract Authority	
	\$ 15,000,000

PROCUREMENT SUMMARY
REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL
SERVICES BENCH / AE56752000 TO AE56752005

1.	Contract Number: AE56752000 to AE56752005		
2.	Contractors: Gensler, HDR Engineering, Inc., Jacobs/CH2M Hill, Mott MacDonald, LLC, STV Inc. and WSP USA		
3.	Mod. Work Description : Increase the not-to-exceed cumulative contract amount.		
4.	Contract Work Description Provide planning and environmental on-call services.		
5.	The following data is current as of: 6/1/23		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	5/23/19	Contract Award Amount:
			Not-to-Exceed (NTE) \$10,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:
			\$0
	Original Complete Date:	8/13/24	Pending Modifications (including this action):
			\$15,000,000
	Current Est. Complete Date:	8/13/24	Current Contract Value (with this action):
			NTE \$25,000,000
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Jay Fuhrman		Telephone Numbers: (310) 993-7338

A. Procurement Background

This Board Action is to execute Modification No. 1 to the Regional Rail Planning and Environmental On-Call Services Bench Contract Nos. AE56752000 through AE56752005 issued in support of various Board and CEO directed Metrolink station and planning feasibility studies, and 2028 Olympics planning efforts. This Contract Modification will increase the NTE cumulative contract amount by \$15,000,000 from \$10,000,000 to \$25,000,000; and award and execute task orders for an NTE total authorized amount of \$25,000,000.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy.

On May 23, 2019, the Board approved the award of six, task order-based bench Contract Nos. AE56752000 through AE56752005 for Regional Rail Planning and Environmental Services for an NTE amount of \$10,000,000.

B. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

CONTRACT MODIFICATION/CHANGE ORDER LOG

REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL
SERVICES BENCH / AE56752000 TO AE56752005

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Increase cumulative not-to-exceed contract amount	Pending	Pending	\$15,000,000
	Modification Total:			\$15,000,000
	Original Contract:		5/23/19	\$10,000,000
	Total:			\$25,000,000

DEOD SUMMARY

REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES/ AE56752000
THROUGH AE56752005**A. Small Business Participation**

There are six (6) bench participants, Gensler Architects, Design & Planning P.C., HDR Engineering, Inc., Jacobs Engineering Group, Inc., Mott MacDonald LLC, STV Incorporated, and WSP USA, Inc., on this On-Call Task Order (TO) Contract. Each bench participant made an overall SBE/DVBE commitment.

1. Gensler Architecture, Design & Planning, P.C. (Gensler)

Gensler made a 24% SBE and a 3% DVBE overall commitment. Gensler has been awarded two (2) TO's that are 98% and 100% complete. Gensler's cumulative participation is 24.60% SBE and 0.00% DVBE participation, exceeding the SBE commitment by 0.60%. To-date, Gensler has utilized one (1) SBE firm on its awarded TO's. As additional TO's are awarded, Gensler will identify its corresponding commitments to listed SBE/DVBE firms.

Overall Small Business Commitment	24% SBE 3% DVBE	Cumulative Small Business Participation	24.60% SBE 0.00% DVBE
------------------------------------------	----------------------------	------------------------------------------------	----------------------------------

	SBE Subcontractors	Current Cumulative SBE Participation
1.	Arellano Associates, LLC	TBD
2.	KILOGRAPH	24.60%
3.	Metropolitan Research and Economics	TBD
4.	MLA Green, Inc.	TBD
5.	Turner Engineering Corporation	TBD
6.	UltraSystems Environmental, Inc.	TBD
	TOTAL	24.60%

	DVBE Subcontractors	Current Cumulative DVBE Participation
1.	Leland Saylor Associates Inc	TBD%
	TOTAL	0.00%

2. HDR Engineering (HDR)

HDR made a 24% SBE and a 3% DVBE overall commitment. HDR has been awarded one (1) Task Order that is 99% complete. HDR's cumulative participation is 24.51% SBE and 3.01% DVBE, exceeding the SBE/DVBE commitments by 0.51% and 0.01%, respectively. As additional TO's are awarded, HDR will identify its corresponding commitments to listed SBE/DVBE firms.

Overall Small Business Commitment	24% SBE 3% DVBE	Cumulative Small Business Participation	24.51% SBE 3.01% DVBE
------------------------------------------	----------------------------	------------------------------------------------	----------------------------------

	SBE Subcontractors	Current Cumulative SBE Participation
1.	AMMA Transit Planning	TBD
2.	Arellano Associates, LLC	TBD
3.	Gibson Transportation Consulting, Inc.	TBD
4.	Harris Miller Miller Hanson Inc.	TBD
5.	Intueor Consulting, Inc	TBD
6.	Leland Saylor Associates Inc	TBD
7.	MA Engineering	TBD
8.	Paleo Solutions, Inc.	TBD
9.	Redman Consulting, LLC	24.51%
10.	RSE Corporation	TBD
11.	Terry A. Hayes Associates Inc.	TBD
12.	Translutions, Inc.	TBD
13.	Zephyr UAS, Inc.	TBD
14.	ZMAssociates Environmental Corp	TBD
	TOTAL	24.51%

	DVBE Subcontractors	Current Cumulative DVBE Participation
1.	Amheart Solutions	3.01%
	TOTAL	3.01%

3. Jacobs Engineering (CH2M Hill)

Jacobs Engineering Group, Inc. (formerly known as CH2M Hill) made a 24% SBE and 3% DVBE overall commitment. CH2M has been awarded two (2) TO's that are 63% and 41% complete. CH2M's cumulative participation is 6.08% SBE and 0.00% DVBE, representing a 17.92% SBE and 3% DVBE shortfall. To-date, CH2M has utilized one (1) SBE firm on its awarded TO's. As additional TO's are awarded, CH2M will identify its corresponding commitments to listed SBE/DVBE firms.

Overall Small Business Commitment	24% SBE 3% DVBE	Cumulative Small Business Participation	6.08% SBE 0.00% DVBE
------------------------------------------	----------------------------	------------------------------------------------	---------------------------------

	SBE Subcontractors	Current Cumulative SBE Participation
1.	Connetics Transportation Group, Inc.	TBD
2.	David Engineering LLC	TBD
3.	Effect Strategies, LLC	TBD
4.	FPL and Associates, Inc.	TBD

5.	Galvin Preservation Associates Inc.	TBD
6.	Geospatial Professional Solutions, Inc.	TBD
7.	Here Design Studio, LLC	6.08%
8.	Kal Krishnan Consulting Services, Inc.	TBD
9.	Pacific Railway Enterprises, Inc.	TBD
10.	Terry A. Hayes Associates Inc.	TBD
11.	The Robert Group, Inc.	TBD
12.	TransLink Consulting, LLC	TBD
13.	Urban Strategy Group, Inc.	TBD
14.	Wagner Engineering & Survey, Inc,	TBD
15.	Yunsoo Kim Design, Inc.	TBD
	TOTAL	6.08%

	DVBE Subcontractors	Current Cumulative DVBE Participation
1.	Blackhawk Environmental Inc.	0.00%
	MA Engineering	0.00%
	V. W. & Associates, Inc.	0.00%
	TOTAL	0.00%

4. Mott MacDonald LLC (Mott)

Mott made an overall 24% SBE and 3% DVBE overall commitment. Mott has been awarded one (1) Task Order that is 99% complete. Mott's cumulative participation is 36.76% SBE and 3.20% DVBE, exceeding the SBE/DVBE commitments by 12.76% and 0.20%, respectively. As additional TO's are awarded, Mott will identify its corresponding commitments to listed SBE/DVBE firms.

Overall Small Business Commitment	24% SBE 3% DVBE	Overall Small Business Commitment	36.76% SBE 3.20% DVBE
------------------------------------------	----------------------------	------------------------------------------	----------------------------------

	SBE Subcontractors	Current Cumulative SBE Participation
1.	Cross-Spectrum Acoustics Inc.	7.72%
2.	D R Consultants & Designers, Inc.	TBD
3.	Engineering Solutions Services Inc	TBD
4.	Mc Lean & Schultz, Inc.	TBD
5.	McCormick-Busse, Inc.	TBD
6.	Paleo Solutions, Inc.	2.32%
7.	RSE Corporation	TBD
8.	Terry A. Hayes Associates Inc.	10.53%
9.	TransLink Consulting, LLC	TBD
10.	Watearth, Inc.	3.22%
11.	Zephyr UAS, Inc.	12.97%

	TOTAL	36.76%
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	DVBE Subcontractors	Current Cumulative DVBE Participation
1.	Leland Saylor	3.20%
2.	Ross Infrastructure Development LLC	TBD
	TOTAL	3.20%

5. STV Incorporated (STV)

STV made a 24% SBE and 3% DVBE overall commitment. To-date, STV has not been awarded any TO's. As TO's are awarded, STV will identify its corresponding commitments to listed SBE/DVBE firms.

Overall Small Business Commitment	24% SBE 3% DVBE	Cumulative Small Business Participation	0.00% SBE 0.00% DVBE
------------------------------------------	----------------------------	------------------------------------------------	---------------------------------

	SBE Subcontractors	Current Cumulative SBE Participation
1.	Arellano Associates, LLC	TBD
2.	Diaz Consultants, Inc.	TBD
3.	Here Design Studio, LLC	TBD
4.	Lenax Construction Services, Inc.	TBD
5.	LIN Consulting, Inc.	TBD
6.	Lynn Capouya, Inc.	TBD
7.	Sanchez/Kamps Associates Design	TBD
8.	Terry A. Hayes Associates Inc.	TBD
9.	TransLink Consulting, LLC	TBD
10.	Wagner Engineering & Survey, Inc.	TBD
	TOTAL	0.00 %

	DVBE Subcontractors	Current DVBE Participation
1.	TBD	TBD
	TOTAL	0.00%

6. WSP USA Inc. (WSP)

WSP made a 24% SBE and 3% DVBE overall commitment. WSP has been awarded one (1) TO that is 58% complete. WSP cumulative participation is 3.32% SBE and 14.19% DVBE, representing a 20.68% SBE shortfall. WSP is exceeding the DVBE commitment by 11.19%. To-date, WSP has utilized one (1) SBE firm and one (1) DVBE firm on its awarded TO. As additional TO's are awarded, WSP will identify its corresponding commitments to listed SBE/DVBE firms.

Overall Small Business Commitment	24% SBE 3% DVBE	Cumulative Small Business Participation	3.32% SBE 14.19% DVBE
------------------------------------------	----------------------------	------------------------------------------------	----------------------------------

	SBE Subcontractors	Current Cumulative SBE Participation
1.	Cogstone Resource Management Inc	TBD
2.	Diaz Consultants, Inc.	TBD
3.	GCM Consulting, Inc.	TBD
4.	General Technologies and Solutions (GTS) LLC	TBD
5.	McCormick-Busse, Inc.	TBD
6.	Pacific Railway Enterprises, Inc.	TBD
7.	Peak Consulting Group, LLC	3.32%
8.	RSE Corporation	TBD
9.	RAW International	TBD
10.	Redhill Group, Inc.	TBD
11.	Ruth Villalobos & Associates, Inc.	TBD
12.	Tatsumi and Partners Inc	TBD
13.	Terry A. Hayes Associates Inc.	TBD
14.	The Arroyo Group	TBD
	TOTAL	3.32%

	DVBE Subcontractors	Current Cumulative DVBE Participation
1.	Aldridge Design	TBD
2.	Continental Interpreting Services, Inc	TBD
3.	MA Engineering	TBD
4.	OhanaVets, Inc.	14.19%
5.	V. W. & Associates, Inc.	TBD
	TOTAL	14.19%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered

include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Metrolink FY 24 Annual Work Program

Finance, Budget and Audit Committee

Item #20

June 14, 2023



Recommendations

- A. APPROVE \$199,400,319 as Metro's contribution to SCRRA for FY 24 Metrolink Operations, Rehabilitation and Capital budget;
- B. APPROVE \$29,290,000 as Metro's contribution to SCRRA for a Working Capital Loan, contingent upon SCRRA adoption of a loan repayment policy;
- C. AUTHORIZE an increase to the Regional Rail Planning and Environmental On-Call Services Bench overall authority from \$10,000,000 to \$25,000,000 in support of various Board directed Metrolink planning studies and 2028 Olympics planning efforts;
- D. APPROVE an additional \$500,000 to SCRRA for enhanced Right-Of-Way (ROW) maintenance along Metro-owned ROW;
- E. EXTEND lapsing dates for three SOGR MOUs with SCRRA
- F. APPROVE FY 24 Transfers to Other Operators reimbursement rate to Metro of \$1.10 per boarding

Recommendation B: Working Capital Loan

- SCRRA has requested a working capital loan to advance payment quickly on major capital projects such as the SCORE program, Antelope Valley Line improvements, etc.
- Each member agency has expressed support contingent upon adequate terms and conditions for the loan.
- SCRRA intends to establish a new Working Capital Loan repayment policy at the July Board meeting.
- Recommendation B states that Metro approval of the loan is contingent upon the SCRRA Board adoption of a loan repayment policy.
- To ensure transparency and accountability, the policy will address:
 - Permitted uses
 - Cost allocation methodology
 - Reporting requirements
 - Other

Recommendation C: Regional Rail Planning and Environmental On-Call Services Bench

- Additional requested studies and continued support on Olympics planning requires replenishment of available funds through the Regional Rail Planning and Environmental On Call Services Bench, currently at capacity.
- Requested studies to be funded by this contract modification include:
 - Pico Rivera Station Feasibility Study
 - LAC+USC Medical Center Station Environmental Clearance
 - Olympics 2028 Mobility Concepts Plan Implementation
 - San Bernardino Line Service Planning
 - 7th/Metro Center Improvements
- This action will enable Metro to stay on schedule to advance time-sensitive Metrolink planning, station feasibility studies, and Olympics planning related activities without procurement delays.



Board Report

File #: 2023-0346, File Type: Program

Agenda Number: 20.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 14, 2023

SUBJECT: FISCAL YEAR 2023-24 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$3.3 billion in FY 2023-24 (FY24) 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 Metro Board approved policies and guidelines;
- B. APPROVING an adjustment to Tier 2 Operator funding for the Cities of Burbank, Glendale, Los Angeles, and Pasadena from a capped amount of \$6 million to \$8.2 million for FY24 that will be adjusted annually by the Consumer Price Index (CPI) in subsequent years;
- C. APPROVING fund exchanges in the estimated amount of \$4,471,049 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund exchanges in the estimated amount of \$984,952 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- E. APPROVING Two-year lag funding in the amount of \$273,680 for the transfer of the eastern segment of Metro line 130 to Long Beach Transit. The transfer will consist of 132,959 Revenue Miles;
- F. APPROVING fund exchange in the amount of \$320,133 of Metro's TDA Article 4 allocations with La Mirada Transit's share of FY18 and FY19 Federal Section 5307;
- 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 \$360,000 with Metro's TDA Article 4 allocation;

-
- H. APPROVING fund exchanges in the amount totaling \$16.2 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
 - I. APPROVING fund exchange in the amount of \$5 million of Metro's Prop C 40% allocations with the Local Transit Operators' share of federal Section 5307 funds to implement the Local Transit Systems Subcommittee's (LTSS) Zero Emission Vehicle (ZEV) Call for Projects;
 - J. APPROVING project selection and programming of \$13,937,073 for the LTSS ZEV Call for Projects as shown in Attachment B;
 - K. AUTHORIZING the Chief Executive Officer to adjust FY24 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 Administration and amend the FY24 budget as necessary to reflect the adjustments;
 - L. 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 C); and
 - M. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements and FY24 budget amendments to implement the above funding programs.

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 FY24 prior to fund disbursement. As in prior years, the proposed transit allocations include fund exchanges of Metro funding for municipal and local transit operator shares of federal and State grant programs to enable them to draw down funding quickly with less requirements. In addition, this year's fund allocations include two new actions: a recommendation to adjust the Tier 2 Operator funding pool by CPI and approval for the LTSS ZEV fund program.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro), 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. The Metro Board approval will allow the continued funding of transportation projects, programs, and services in Los Angeles County.

The recommended FY24 Transit Fund Allocations are developed according to federal, state, and local requirements, as well as policies and guidelines previously approved by the Metro Board. Details of significant information, methodologies, and assumptions are described in Attachment D.

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 FY24 Transit Fund Allocations.

DISCUSSION

In consultation with the Bus Operations Subcommittee (BOS) members on April 18, 2023, Metro staff recommended using FY22 vehicle service miles statistics and fare revenue data to allocate State, Local, and federal funds. To mitigate the impact of COVID-19, Metro staff recommended, and BOS members approved, the use of FY19 fare revenue data for the operators that would be disproportionately impacted by using the standard formula calculation. The four operators that were allowed to use FY19 fare revenue data include Arcadia Transit, La Mirada Transit, Redondo Beach, and Santa Clarita.

In addition, Metro was asked to accommodate fund exchanges with the municipal and local transit operators to assist them in accessing funding more quickly with less administrative requirements as follows:

- 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, Burbank, and Glendale are requesting fund exchanges of their LCTOP allocations with Metro's TDA Article 4 and Prop C 40% fund allocations to minimize the impact on administrative processes associated with these funding programs.
- La Mirada is requesting a fund exchange of their shares of FY18 and FY19 Federal Section 5307 allocations with Metro's TDA Article 4 to minimize the impact on administrative processes associated with the federal grant program.
- Long Beach Transit is requesting a fund exchange of their share of Section 5307 15% Discretionary funds with Metro's TDA Article 4 funds for the Southern California Regional Transit Training Consortium (SCRTTC). In April 2022, BOS awarded \$360,000 a year for three years for the regional training program through an award to Long Beach Transit.
- To expedite grant approval and fund disbursement by the Federal Transit Administration, Metro will exchange the \$5 million allocated to the Local Transit Operators under Section 5307 grants with its Prop C 40% funds to implement the LTSS ZEV program.

Tier 2 Operator Funding

On May 2, 2023, the City of Glendale submitted a request to increase the Tier 2 funding pool, which

has been capped at \$6 million since 2010. The other transit funding programs are allowed to grow annually based on their respective adopted program rules. In response, Metro staff recommended, and the BOS members approved, an adjustment of the funding from a \$6 million annual cap to \$8.2 million for FY24, with the subsequent annual allocations to be adjusted based on the CPI. The FY24 amount was derived by applying the actual annual CPI rates to the annual \$6 million capped allocation between the first year of the Tier 2 Operator program in 2010 through to 2024.

Reallocation of Federal Section 5307 Capital Revenues for LTSS ZEV Call for Projects

In June 2022, the Board approved a reallocation of greater than anticipated Federal Section 5307 Capital revenues made available by the Federal Infrastructure Investment and Jobs Act (IIJA), to fund a zero-emission vehicle capital call for projects available to local transit operators and administered by the LTSS. Staff, working with members of the BOS, and Los Angeles County Municipal Operators Association (LACMOA), agreed to collectively set aside the Section 5307 funding as follows: \$10 million in FY22, \$5 million in FY24 and \$5 million in FY26, for the purpose of addressing the capital needs of local operators, particularly the mandated conversion to electric or other zero emission vehicles. This will total \$20 million for the life of the IIJA. Metro is then exchanging local funds with Section 5307 funds to help expedite project delivery by reducing administrative requirements for the local operators. The Metro Board approved a fund exchange in June 2022 for the first \$10 million allocation, and staff is requesting approval of a fund exchange this year for the second \$5 million allocation in FY24 Section 5307 funds.

LTSS released the call for projects announcement in November 2022, applications were received in January 2023, and evaluated and scored in April 2023. A total of seven applications were received totaling \$13.9 million in requests. All applications received a score above 70, qualifying them for funding. The LTSS recommended funding all applications and utilizing the \$10 million in FY22 funds and \$3.9 million of FY24 funds to fully fund the requests. The selected projects and recommended grant awards are contained in Attachment B.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY24 Transit Fund Allocations are included in the FY24 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes Metro to disburse these funds to the Los Angeles County jurisdictions and transit operators.

EQUITY PLATFORM

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. The FY24 Transit Fund Allocations referenced in Attachment A are expected to provide benefits to people walking, biking, and taking transit, including those with disabilities. Through the process of public input and engagement, local decision making, and project implementation, cities and unincorporated

areas of the county, and transit operators have control to appropriately and equitably address the needs of their communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goals #1 and #2 by improving mobility, ease of travel, and safety. The local jurisdictions' and transit operator's improvement projects to be funded by their apportionments presented in Attachment A will assist in achieving those goals.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY24 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 Metro Board policies and guidelines require an annual allocation of funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects, and services. Allocation methodologies and assumptions comply with federal, state, and local requirements, as well as policies and guidelines previously approved by the Metro Board and have been agreed upon by affected operators and jurisdictions.

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 - FY24 Transit Fund Allocations

Attachment B - LTSS ZEV Call for Projects Selection and Awards

Attachment C - TDA and STA Resolution

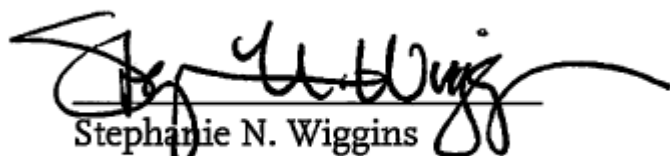
Attachment D - Summary of Significant Information, Methodologies, and Assumptions

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Metro®

Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2024
TRANSIT FUND ALLOCATIONS
PROPOSED

July 1, 2023 – June 30, 2024

June 14, 2023

FY 2024
Proposed
Transit Fund Allocations

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocation

Table of Contents

I. BUS TRANSIT SUBSIDIES

State and Local Funds:

Preliminary Revenue Estimates	1-2
State and Local Funds Summary.....	3
Bus Transit Funding % Shares.....	4
Included and Eligible Operators Estimated Funding Levels.....	5
Proposition C 5% Transit Security Funding Allocation	6
Proposition C 40% Discretionary Programs.....	7
Municipal Operators Service Improvement Program (MOSIP) , Zero-Fare Compensation for Commerce, Foothill Transit Mitigation , Transit Service Expansion , Discretionary Base Restructuring , BSIP, Overcrowding Relief	
Measure R 20% Bus Operation Allocations	8
Measure M 20% Transit Operations	9
Senate Bill 1 STA and SGR Funding Allocations.....	10
Low Carbon Transit Operations Program Fund Exchange.....	11
Tier 2 Operators Estimated Funding Levels	12

II. LOCAL SUBSIDIES

Incentive Programs	13-15
Local Returns, TDA Articles 3 & 8	16-18

III. FEDERAL FORMULA GRANTS

Revenue Estimates	19
Summary	20
Federal Section 5307 Urbanized Formula Program	21
Federal Section 5337 State of Good Repair.....	22
Federal Section 5339 Bus and Bus Facilities	23
Capital Allocation Procedure - % Share Calculation	24-25

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocation

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Bus Transit Subsidies

STATE AND LOCAL FUNDS

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

**Fiscal Year 2024
PRELIMINARY REVENUE ESTIMATES**

STATE AND LOCAL		FY24 Estimated Revenue	Carryover FY22 Budget vs Actual	Interest FY22 Actual	FY24 Total Funds Available	NOTE	FY23 Total Funds
<u>Transportation Development Act:</u>							
Planning & Administration:							
1 Planning - Metro		\$ 6,000,000			\$ 6,000,000		\$ 5,159,000
2 Planning - SCAG		4,500,000			4,500,000		3,869,250
3 Administration - Metro		4,378,855			4,378,855		3,909,692
4 Sub-total		14,878,855			14,878,855		12,937,942
5 Article 3 Pedestrian & Bikeways	2.0000%	11,702,423	1,853,156	36,032	13,591,611		11,144,314
6 Article 4 Bus Transit	90.7918%	531,242,243	84,125,722	1,635,695	617,003,660		508,403,193
7 Article 8 Streets & Highways	7.2082%	42,176,480	6,678,925	129,861	48,985,266		37,668,206
8 Total		600,000,000	92,657,803	1,801,588	694,459,391		570,153,654
<u>Proposition A:</u>							
9 Administration	5.0000%	60,000,000	11,310,295		71,310,295		58,250,104
10 Local Return	25.0000%	285,000,000	n/a		285,000,000	a	245,052,500
11 Rail Development	35.0000%	399,000,000	75,213,460		474,213,460		387,363,192
Bus Transit:	40.0000%						
12 95% of 40% Capped at CPI 3.71%		279,341,351	n/a		279,341,351	b	269,348,521
13 95% of 40% Over CPI		153,858,649	n/a		153,858,649	c	103,131,279
14 Sub-total		433,200,000	-		433,200,000		372,479,800
15 5% of 40% Incentive		22,800,000	4,297,912		27,097,912		22,135,040
16 Total		1,200,000,000	90,821,666		1,290,821,666		1,085,280,636
<u>Proposition C:</u>							
17 Administration	1.5000%	18,000,000	3,393,045		21,393,045		17,475,155
18 Rail/Bus Security	5.0000%	59,100,000	11,140,498		70,240,498		57,376,760
19 Commuter Rail	10.0000%	118,200,000	22,280,996		140,480,996		114,753,520
20 Local Return	20.0000%	236,400,000	n/a		236,400,000	a	203,264,600
21 Freeways and Highways	25.0000%	295,500,000	55,702,489		351,202,489		286,883,800
22 Discretionary	40.0000%	472,800,000	89,123,983		561,923,983		459,014,080
23 Total		1,200,000,000	181,641,011		1,381,641,011		1,138,767,916
<u>State Transit Assistance:</u>							
24 Bus (PUC 99314 Rev Base Share)		45,109,292	34,638,409	154,481	79,902,182	d	60,136,246
25 Rail (PUC 99313 Population Share)		58,209,440	26,503,605	99,713	84,812,758		46,500,350
26 Total		103,318,732	61,142,014	254,194	164,714,940		106,636,596
<u>SB 1 State Transit Assistance:</u>							
27 Bus (PUC 99314 Rev Base Share)		36,956,876	28,741,708	127,740	65,826,324	d,e	50,239,195
28 Rail (PUC 99313 Population Share)		47,689,486	21,993,329	82,579	69,765,394	f	38,843,608
29 Total		84,646,363	50,735,037	210,319	135,591,719		89,082,803
<u>SB 1 State Of Good Repair</u>							
30 Bus (PUC 99314 Rev Base Share)		11,636,592	1,624,468	146,937	13,407,997	e	22,636,276
31 Rail (PUC 99313 Population Share)		15,015,963	1,295,057	49,197	16,360,217	f	17,461,658
32 Total		26,652,555	2,919,525	196,134	29,768,214		40,097,934

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

**Fiscal Year 2024
PRELIMINARY REVENUE ESTIMATES (continued)**

STATE AND LOCAL		FY24 Estimated Revenue	Carryover FY22 Budget vs Actual	Interest FY22 Actual	FY24 Total Funds Available	NOTE	FY23 Total Funds
Measure R:							
33	Administration	1.5000%	18,000,000	3,392,424	(374,239)	21,018,185	17,233,321
34	Transit Capital - "New Rail"	35.0000%	413,700,000	77,969,202	3,037,464	494,706,666	401,121,258
35	Transit Capital - Metrolink	3.0000%	35,460,000	6,683,074	(448,272)	41,694,802	34,519,578
36	Transit Capital - Metro Rail	2.0000%	23,640,000	4,455,383	(142,630)	27,952,753	23,126,692
37	Highway Capital	20.0000%	236,400,000	44,553,830	(1,482,240)	279,471,590	228,958,160
38	Operations "New Rail"	5.0000%	59,100,000	11,138,457	(1,079,162)	69,159,295	57,495,727
39	Operations Bus	20.0000%	236,400,000	44,553,830	(4,713,883)	276,239,947	230,272,491
40	Local Return	15.0000%	177,300,000	n/a	n/a	177,300,000	152,448,450
41	Total		1,200,000,000	192,746,199	(5,202,962)	1,387,543,237	1,145,175,678
Measure M:							
Local Return Supplemental & Administration:							
42	Administration	0.5000%	6,180,000	1,158,407	(50,332)	7,288,075	5,999,954
43	Supplemental transfer to Local Return	1.0000%	11,820,000	n/a	n/a	11,820,000	10,163,230
44	Sub-total		18,000,000	1,158,407	(50,332)	19,108,075	16,163,184
45	Local Return Base	16.0000%	189,120,000	n/a	n/a	189,120,000	162,611,680
46	Metro Rail Operations	5.0000%	59,100,000	11,077,970	(1,074,801)	69,103,169	57,437,894
47	Transit Operations (Metro & Municipal Provid	20.0000%	236,400,000	44,311,878	(4,705,465)	276,006,413	229,911,476
48	ADA Paratransit/Metro Discounts for Seniors & S	2.0000%	23,640,000	4,431,188	93,938	28,165,126	22,871,140
49	Transit Construction	35.0000%	413,700,000	77,545,787	3,326,865	494,572,652	401,783,182
50	Metro State of Good Repairs	2.0000%	23,640,000	4,431,188	(172,125)	27,899,063	22,981,549
51	Highway Construction	17.0000%	200,940,000	37,665,096	(6,490,223)	232,114,873	195,049,184
52	Metro Active Transportation Program	2.0000%	23,640,000	4,431,188	(609,516)	27,461,672	22,974,153
53	Regional Rail	1.0000%	11,820,000	2,215,594	(84,424)	13,951,170	11,442,142
54	Total		1,200,000,000	187,268,295	(9,766,083)	1,377,502,212	1,143,225,584
55	Total Funds Available		\$ 5,614,617,649	\$ 859,931,550	\$ (12,506,810)	\$ 6,462,042,390	\$ 5,318,420,800
Total Planning & Admin Allocations:							
56	(Lines 4, 9, 17, 33 and 42)		\$ 117,058,855	\$ 19,254,170	\$ (424,571)	\$ 135,888,454	\$ 111,896,476

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 3.71% 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 10% for the revenue base share and population-base share due to anticipated shortfall of FY24 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 are reduced by 5% due to the anticipated shortfall of FY24 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.
- h) Per government accounting standards, reported interest is derived from the fair value of investments as of the end of FY22. Based on market conditions at that time, the amounts may be positive or negative.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

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	
	<u>Included Operators:</u>												
1	Metro Bus Operations	\$ 452,127,185	\$ 59,217,703	\$ 206,753,872	\$ 718,098,760	\$ 51,827,296	\$ 11,970,998	\$ 190,352,258	\$ 6,247,544	\$ 190,191,334	\$ 45,359,803	\$ 9,205,703	\$ 1,223,253,696
	Municipal Operators:												
2	Arcadia	559,754	68,974	241,136	869,864	8,148	111,391	221,714	17,687	221,526	52,833	10,722	1,513,886
3	Claremont	194,663	24,211	84,644	303,518	1,649	30,506	77,826	2,173	77,760	18,545	3,764	515,742
4	Commerce	753,721	88,345	308,858	1,150,924	50,350	1,470,936	283,981	35,807	283,741	67,671	13,734	3,357,144
5	Culver City	8,890,979	1,117,976	3,908,491	13,917,445	462,957	1,867,490	3,593,676	136,701	3,590,638	856,352	173,795	24,599,055
6	Foothill Transit	42,086,364	5,301,909	18,535,694	65,923,967	1,378,518	9,000,816	17,042,713	954,290	17,028,305	4,061,177	824,210	116,213,996
7	Gardena	8,690,038	1,095,248	3,829,032	13,614,318	326,530	2,353,409	3,520,618	114,107	3,517,641	838,942	170,262	24,455,827
8	La Mirada	486,696	19,657	68,723	575,076	5,033	24,768	63,188	7,007	63,134	15,057	3,056	756,319
9	Long Beach	39,535,684	4,940,880	17,547,201	62,023,765	3,554,049	9,713,831	15,882,204	694,066	15,868,777	3,784,634	768,086	112,289,412
10	Montebello	13,454,796	1,698,456	5,937,874	21,091,126	538,699	3,663,972	5,459,600	192,374	5,454,985	1,300,990	264,034	37,965,779
11	Norwalk	5,162,141	648,408	2,266,860	8,077,409	161,161	880,177	2,084,273	70,555	2,082,511	496,670	100,798	13,953,554
12	Redondo Beach	1,336,051	166,665	582,669	2,085,386	60,296	214,483	535,738	31,983	535,285	127,663	25,909	3,616,742
13	Santa Monica	33,349,039	4,214,750	14,734,940	52,298,729	1,288,566	6,205,679	13,548,096	473,138	13,536,642	3,228,430	655,205	91,234,485
14	Torrance	10,376,549	1,299,000	4,541,358	16,216,906	429,922	3,630,319	4,175,568	131,753	4,172,038	995,013	201,936	29,953,455
15	Sub-Total	164,876,475	20,684,479	72,587,479	258,148,433	8,265,877	39,167,778	66,489,194	2,861,641	66,432,984	15,843,977	3,215,511	460,425,396
	<u>Eligible Operators:</u>												
16	Antelope Valley	-	-	6,367,820	6,367,820	227,362	1,862,567	4,307,290	203,747	4,303,648	1,026,401	208,307	18,507,142
17	LADOT	-	-	36,418,908	36,418,908	2,524,222	6,912,658	9,581,472	480,647	9,573,372	2,283,207	463,373	68,237,861
18	Santa Clarita	-	-	5,451,954	5,451,954	371,692	1,431,704	3,583,881	206,420	3,580,851	854,017	173,322	15,653,841
19	Foothill BSCP	-	-	7,320,107	7,320,107	-	603,328	1,925,851	-	1,924,223	458,919	93,137	12,325,566
20	Sub-Total	-	-	55,558,790	55,558,790	3,123,275	10,810,257	19,398,494	890,815	19,382,094	4,622,545	938,138	114,724,409
	<u>Tier 2 Operators:</u>												
21	LADOT Community Dash	-	-	6,588,062	6,588,062	-	-	-	-	-	-	-	6,588,062
22	Glendale	-	-	1,092,249	1,092,249	-	-	-	-	-	-	-	1,092,249
23	Pasadena	-	-	529,965	529,965	-	-	-	-	-	-	-	529,965
24	Burbank	-	-	192,263	192,263	-	-	-	-	-	-	-	192,263
25	Sub-Total	-	-	8,402,539	8,402,539	-	-	-	-	-	-	-	8,402,539
26	Lynwood Trolley	-	-	-	-	-	242,307	-	-	-	-	-	242,307
26	LTSS ZEV CFP						15,000,000						15,000,000
27	Total Excluding Metro	164,876,475	20,684,479	136,548,808	322,109,762	11,389,153	65,220,342	85,887,688	3,752,456	85,815,079	20,466,522	4,153,649	598,794,651
28	County of Los Angeles											48,645	48,645
29	Grand Total	\$ 617,003,660	\$ 79,902,182	\$ 343,302,680	\$ 1,040,208,522	\$ 63,216,448	\$ 77,191,341	\$ 276,239,947	\$ 10,000,000	\$ 276,006,413	\$ 65,826,324	\$ 13,407,997	\$ 1,822,096,992

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

BUS TRANSIT FUNDING PERCENTAGE SHARES

	Operators	Vehicle Service Miles (VSM) FY22 Data (1)	Passenger Revenue	Base Fare	Fare Units	Fare Units Prior to Fare Increase/ decrease	Fare Units Used in FAP (2)	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment (3)	TDA/STA Share
	Included Operators										
1	Metro Bus Operations (4)	63,247,751	\$ 48,117,395	\$ 1.75	27,495,654	197,161,600	197,161,600	130,204,676	74.1127%	0.0000%	74.1127%
2	Arcadia DR	54,153	4,138	0.50	8,276	72,829	72,829	63,491	0.0361%	0.0000%	0.0361%
3	Arcadia MB (5)	161,751	7,290	0.50	14,580	-	14,580	88,166	0.0502%	0.0000%	0.0502%
4	Claremont	24,629	10,742	2.50	4,297	81,840	81,840	53,235	0.0303%	0.0000%	0.0303%
5	Commerce	388,497	-	-	-	-	-	194,249	0.1106%	0.0000%	0.1106%
6	Culver City	1,243,082	1,065,143	1.00	1,065,143	3,673,208	3,673,208	2,458,145	1.3992%	0.0000%	1.3992%
7	Foothill Transit	9,094,100	6,110,456	1.75	3,491,689	14,221,000	14,221,000	11,657,550	6.6355%	0.0000%	6.6355%
8	Gardena	1,112,743	1,115,630	1.00	1,115,630	3,703,600	3,703,600	2,408,172	1.3707%	0.0000%	1.3707%
9	La Mirada (5)	50,841	35,602	1.00	35,602	-	35,602	43,222	0.0246%	0.0000%	0.0246%
10	Long Beach	5,755,022	6,735,804	1.25	5,388,643	15,972,456	15,972,456	10,863,739	6.1837%	0.0000%	6.1837%
11	Montebello	1,613,391	1,856,014	1.10	1,687,285	5,855,556	5,855,556	3,734,474	2.1257%	0.0000%	2.1257%
12	Norwalk	757,299	156,775	1.25	125,420	2,094,068	2,094,068	1,425,684	0.8115%	0.0000%	0.8115%
13	Redondo Beach DR (5)	41,978	12,084	1.00	12,084	-	12,084	27,031	0.0154%	0.0000%	0.0154%
14	Redondo Beach MB (5)	377,761	301,087	1.00	301,087	-	301,087	339,424	0.1932%	0.0000%	0.1932%
15	Santa Monica	3,872,993	5,548,734	1.25	4,438,987	14,661,333	14,661,333	9,267,163	5.2749%	0.0000%	5.2749%
16	Torrance	1,202,341	337,534	1.00	337,534	4,510,000	4,510,000	2,856,171	1.6257%	0.0000%	1.6257%
17	Sub-Total	88,998,332	71,414,428		45,521,912		262,370,843	175,684,588	100.0000%	0.0000%	100.0000%
	Eligible Operators										
18	Antelope Valley	2,779,424	1,785,985	1.50	1,190,657	3,543,241	3,543,241	3,161,333	1.6770%	0.0000%	1.6770%
19	Santa Clarita (5)	2,163,153	3,097,621	1.00	3,097,621	-	3,097,621	2,630,387	1.3954%	0.0000%	1.3954%
20	LADOT Local	2,597,911	38,110	0.50	76,220	6,727,520	6,727,520	4,662,716	2.4735%	0.0000%	2.4735%
21	LADOT Express	1,586,368	554,586	1.50	369,724	3,152,832	3,152,832	2,369,600	1.2570%	0.0000%	1.2570%
22	Foothill - BSCP	1,198,312	727,599	1.50	485,066	1,650,000	1,650,000	1,424,156	0.7498%	0.0000%	0.7498%
23	Sub-Total	10,325,168	6,203,901		5,219,288		18,171,214	14,248,191	7.5527%	0.0000%	7.5527%
24	Total	99,323,500	77,618,329		50,741,200		280,542,057	189,932,779			

Notes:

- (1) Operators' statistics exclude BSIP, TSE, Base Restructuring and MOSIP services that are funded from PC 40% Discretionary. Also excluded are services funded from other sources (CRD, federal, etc.)
- (2) Fare units used are frozen to the level prior to fare change in accordance with the Funding Stability Policy, adopted by the Board in November 2007.
- (3) TDA cap of 0.25% is applied for DAR operators - Arcadia, Claremont, La Mirada and Redondo Beach DR.
- (4) MTA Statistics include contracted services with LADOT for Lines 422, 601 and 602 (Consent Decree Lines), Glendale and Palos Verdes Peninsula Transit Authority (PVPTA).
- (5) The fare unit used in FAP has been maintained at FY19 level.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

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					
<u>Included Operators</u>										
1	Metro Bus Operations	74.1127%	\$ 457,278,367	\$ (5,151,182)	\$ 452,127,185	\$ 59,217,703	74.1127%	\$ 206,753,872	\$ 718,098,760	\$ (273,680)
2	Arcadia DR	0.0361%	222,980		222,980	28,876	0.0361%	100,952	352,808	273,680
3	Arcadia MB	0.0502%	309,637	27,137	336,774	40,098	0.0502%	140,185	517,057	
4	Claremont	0.0303%	186,959	7,704	194,663	24,211	0.0303%	84,644	303,518	
5	Commerce	0.1106%	682,200	71,521	753,721	88,345	0.1106%	308,858	1,150,924	
6	Culver City	1.3992%	8,632,997	257,982	8,890,979	1,117,976	1.3992%	3,908,491	13,917,445	
7	Foothill Transit	6.6355%	40,941,275	1,145,089	42,086,364	5,301,909	6.6355%	18,535,694	65,923,967	
8	Gardena	1.3707%	8,457,490	232,548	8,690,038	1,095,248	1.3707%	3,829,032	13,614,318	
9	La Mirada ⁽⁴⁾	0.0246%	151,794	334,902	486,696	19,657	0.0246%	68,723	575,076	
10	Long Beach ⁽⁵⁾	6.1837%	38,153,414	1,382,270	39,535,684	4,940,880	6.1837%	17,547,201	62,023,765	
11	Montebello	2.1257%	13,115,458	339,338	13,454,796	1,698,456	2.1257%	5,937,874	21,091,126	
12	Norwalk	0.8115%	5,006,995	155,146	5,162,141	648,408	0.8115%	2,266,860	8,077,409	
13	Redondo Beach DR	0.0154%	94,933		94,933	12,294	0.0154%	42,980	150,206	
14	Redondo Beach MB	0.1932%	1,192,056	49,062	1,241,118	154,372	0.1932%	539,690	1,935,179	
15	Santa Monica	5.2749%	32,546,244	802,795	33,349,039	4,214,750	5.2749%	14,734,940	52,298,729	
16	Torrance	1.6257%	10,030,861	345,688	10,376,549	1,299,000	1.6257%	4,541,358	16,216,906	
17	Sub-Total	100.0000%	617,003,660	-	617,003,660	79,902,182	100.0000%	279,341,351	976,247,193	
<u>Eligible Operators</u>			Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI ⁽⁶⁾							
18	Antelope Valley ⁽⁷⁾	1.6770%	-	343,224	343,224	1,339,978	1.6770%	4,684,618	\$ 6,367,820	
19	Santa Clarita ⁽⁷⁾	1.3954%	-	439,189	439,189	1,114,929	1.3954%	3,897,837	5,451,954	
20	LADOT Local	2.4735%	15,261,437		15,261,437	1,976,361	2.4735%	6,909,441	24,147,240	
21	LADOT Express	1.2570%	7,755,889		7,755,889	1,004,390	1.2570%	3,511,390	12,271,669	
22	Foothill - BSCP	0.7498%	4,626,423		4,626,423	599,123	0.7498%	2,094,560	7,320,107	
23	Sub-Total	7.5527%	27,643,749	782,413	28,426,162	6,034,781	7.5527%	21,097,846	55,558,790	
24	Total FAP		\$ 617,003,660		\$ 617,003,660	\$ 79,902,182	107.5527%	\$ 279,341,351	\$ 1,031,805,983	\$ -
Proposition A Discretionary (95% of 40%) Growth Over CPI:										
25	Revenue								\$ 153,858,649	
Uses of Fund:										
26	Eligible Operators - Formula Equivalent Funds								55,558,790	
27	Tier 2 Operators ⁽⁸⁾								8,402,539	
28	Total Uses of Funds								63,961,329	
29	Proposition A Discretionary (95% of 40%) GOI Transfer to PC 40% based on Board policy.								89,897,320	
30	Backfill from (Transfer to) PC40% Discretionary								(89,897,320)	
31	Total								\$ -	

Notes:

- (1) Included Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.
- (2) Prop A Discretionary funds (95% of 40%) allocated to Included Operators have been capped at 3.71% 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) The City of La Mirada has requested to exchange its FY18 5307 funds, totaling \$161,686, and its FY19 funds totaling \$158,447 , with Metro's TDA 4 funds.
- (5) Funds allocated to the SCRTTC through Long Beach Transit will be exchanged with Metro's TDA Article 4 share.
- (6) Formula Equivalent funds are allocated by formula to Eligible Operators based on PUC 99207.5. Fund source is Prop A 95% of 40% growth over CPI.
- (7) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's Prop C 40% Discretionary transfer to Proposition A Discretionary GOI.
- (8) The Board has approved an adjustment in the funding for Tier II operators for FY24, increasing the annual cap from \$6 million to \$8.2 million, with subsequent annual adjustments based on the CPI.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

	Operators	FY22 Unlinked Passengers	Percent of Total Unlinked Passengers	Total ⁽¹⁾
1	Antelope Valley	1,113,754	0.3597%	\$ 227,362
2	Arcadia	39,916	0.0129%	8,148
3	Claremont	8,078	0.0026%	1,649
4	Commerce	246,643	0.0796%	50,350
5	Culver City	2,267,843	0.7323%	462,957
6	Foothill Transit	6,752,806	2.1806%	1,378,518
7	Gardena	1,599,539	0.5165%	326,530
8	LADOT Local/Express	12,365,151	3.9930%	2,524,222
9	La Mirada	24,653	0.0080%	5,033
10	Long Beach	17,409,861	5.6220%	3,554,049
11	Montebello	2,638,870	0.8521%	538,699
12	Norwalk	789,462	0.2549%	161,161
13	Redondo Beach DR/MB	295,365	0.0954%	60,296
14	Santa Clarita	1,820,768	0.5880%	371,692
15	Santa Monica	6,312,168	2.0383%	1,288,566
16	Torrance	2,106,014	0.6801%	429,922
17	Sub-Total	55,790,891	18.0161%	11,389,153
18	Metro Bus/Rail Operations ⁽²⁾	253,881,136	81.9839%	51,827,296
19	Total	309,672,027	100.0000%	\$ 63,216,448

Notes:

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

Estimated Revenue: \$ 70,240,498

90% Thereof: \$ 63,216,448

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

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

PROPOSITION C 40% DISCRETIONARY PROGRAMS

Operators		MOSIP			Zero-fare Compensation (1)	Foothill Transit Mitigation	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Total
		Prop A %Share	% Share	\$ Allocation						
<u>INCLUDED OPERATORS</u>										
1	Metro Bus Operations (2)	\$ -			\$ 13,995,592	\$ -	\$ -	\$ 12,975,406	\$ 26,970,998	
2	Metro exchange (3)				(10,000,000)			(5,000,000)	(15,000,000)	
3	Metro Sub-total				3,995,592			7,975,406	11,970,998	
4	Arcadia	0.0863%	0.2581%	69,458	1,079,403	17,449	-	-	24,484	111,391
5	Claremont	0.0303%	0.0906%	24,381		6,125	-	-	-	30,506
6	Commerce	0.1106%	0.3306%	88,965		22,349	-	280,219	-	1,470,936
7	Culver City	1.3992%	4.1842%	1,125,822		282,819	270,101	-	188,748	1,867,490
8	Foothill Transit	6.6355%	19.8430%	5,339,119		-	373,843	2,243,392	1,044,461	9,000,816
9	Gardena	1.3707%	4.0991%	1,102,935		277,069	776,368	-	197,037	2,353,409
10	La Mirada	0.0246%	0.0736%	19,795		4,973	-	-	-	24,768
11	Long Beach	6.1837%	18.4918%	4,975,556		1,249,915	2,563,169	-	925,191	9,713,831
12	Montebello	2.1257%	6.3567%	1,710,376		429,665	-	1,279,709	244,222	3,663,972
13	Norwalk	0.8115%	2.4267%	652,958		164,030	-	-	63,189	880,177
14	Redondo Beach DR/MB	0.2086%	0.6238%	167,835	42,162	-	-	4,486	214,483	
15	Santa Monica	5.2749%	15.7742%	4,244,330	1,066,222	-	-	895,126	6,205,679	
16	Torrance	1.6257%	4.8617%	1,308,117	328,613	909,043	814,279	270,267	3,630,319	
17	Sub-Total	25.8873%	77.4141%	20,829,649	1,079,403	3,891,392	4,892,525	4,617,599	3,857,211	39,167,778
<u>ELIGIBLE OPERATORS</u>										
18	Antelope Valley	1.6770%	5.0150%	1,349,382		36,150	423,309	-	53,726	1,862,567
19	Santa Clarita	1.3954%	4.1728%	1,122,754		30,078	221,403	-	57,469	1,431,704
20	LADOT Local/Express	3.7305%	11.1558%	3,001,671		701,372	3,041,162	-	168,453	6,912,658
21	Foothill - BSCP	0.7498%	2.2423%	603,328		-	-	-	-	603,328
22	Sub-Total	7.5527%	22.5859%	6,077,135		767,600	3,685,874	-	279,649	10,810,257
23	City of Lynwood Trolley					242,307		-	-	242,307
24	Total Municipal Operators	33.4400%	100.0000%	26,906,784	1,079,403	4,658,991	8,820,706	4,617,599	4,136,860	50,220,342
25	LTSS ZEV CFP (3)									15,000,000
26	Total	33.4400%	100.0000%	\$ 26,906,784	\$ 1,079,403	\$ 8,654,583	\$ 8,820,706	\$ 4,617,599	\$ 12,112,266	\$ 77,191,341

Last Year	\$ 26,123,091		\$ 8,505,164	\$ 4,452,414	\$ 16,500,112
% Increase	3.00%		3.71%	3.71%	3.71%
Current Year	\$ 26,906,784		\$ 8,820,706	\$ 4,617,599	\$ 17,112,266

Note:

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

(2) Antelope Valley, Santa Clarita, Burbank, and Glendale's, LCTOP fund in the amount of \$984,952 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.

(3) Due to the Infrastructure Investment Jobs Act (IIJA) leading to greater-than-expected 5307 grants, the Board approved in June 2022 to allocate \$10 million in FY22, \$5 million in FY24, and \$5 million in FY26 from 5307 to the LTSS. Metro will exchange these amounts with its PC40 fund. In FY24, \$15 million will be deducted from Metro's PC40% fund (Foothill Mitigation & BSIP) to cover FY22 and FY24 5307 exchange.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

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 Operations	74.1127%	68.9083%	\$ 190,352,258	62.4754%	\$ 6,247,544
2 Arcadia	0.0863%	0.0803%	221,714	0.1769%	17,687
3 Claremont	0.0303%	0.0282%	77,826	0.0217%	2,173
4 Commerce	0.1106%	0.1028%	283,981	0.3581%	35,807
5 Culver City	1.3992%	1.3009%	3,593,676	1.3670%	136,701
6 Foothill Transit (3)	6.6355%	6.1695%	17,042,713	9.5429%	954,290
7 Gardena	1.3707%	1.2745%	3,520,618	1.1411%	114,107
8 La Mirada	0.0246%	0.0229%	63,188	0.0701%	7,007
9 Long Beach	6.1837%	5.7494%	15,882,204	6.9407%	694,066
10 Montebello	2.1257%	1.9764%	5,459,600	1.9237%	192,374
11 Norwalk	0.8115%	0.7545%	2,084,273	0.7056%	70,555
12 Redondo Beach DR	0.0154%	0.0143%	39,518	0.3198%	31,983
13 Redondo Beach MB	0.1932%	0.1796%	496,220		
14 Santa Monica	5.2749%	4.9045%	13,548,096	4.7314%	473,138
15 Torrance	1.6257%	1.5116%	4,175,568	1.3175%	131,753
<u>Eligible Operators:</u>					
16 Antelope Valley	1.6770%	1.5593%	4,307,290	2.0375%	203,747
17 Santa Clarita	1.3954%	1.2974%	3,583,881	2.0642%	206,420
18 LADOT Local	2.4735%	2.2998%	6,352,912		
19 LADOT Express	1.2570%	1.1688%	3,228,561	4.8065%	480,647
20 Foothill BSCP (3)	0.7498%	0.6972%	1,925,851	-	-
21 Total Municipal Operators	33.4400%	31.0917%	85,887,688	37.5246%	3,752,456
22 Total Funds Allocated	107.5527%	100.0000%	\$ 276,239,947	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 FY22 data.
(3) Foothill Transit Clean Fuel allocation includes the allocation for the Foothill BSCP.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

MEASURE M 20% TRANSIT OPERATIONS

(Metro and Municipal Providers)

	Operators	Measure M Percentage Share ⁽¹⁾	\$ Allocation
	<u>Included Operators:</u>		
1	Metro Bus Operations	68.9083%	\$ 190,191,334
2	Arcadia	0.0803%	221,526
3	Claremont	0.0282%	77,760
4	Commerce	0.1028%	283,741
5	Culver City	1.3009%	3,590,638
6	Foothill Transit	6.1695%	17,028,305
7	Gardena	1.2745%	3,517,641
8	La Mirada	0.0229%	63,134
9	Long Beach	5.7494%	15,868,777
10	Montebello	1.9764%	5,454,985
11	Norwalk	0.7545%	2,082,511
12	Redondo Beach DR	0.0143%	39,484
13	Redondo Beach MB	0.1796%	495,800
14	Santa Monica	4.9045%	13,536,642
15	Torrance	1.5116%	4,172,038
	<u>Eligible Operators:</u>		
16	Antelope Valley	1.5593%	4,303,648
17	Santa Clarita	1.2974%	3,580,851
18	LADOT Local	2.2998%	6,347,541
19	LADOT Express	1.1688%	3,225,831
20	Foothill BSCP	0.6972%	1,924,223
21	Total Municipal Operators	31.0917%	85,815,079
22	Total Funds Allocated	100.0000%	\$ 276,006,413

Notes:

(1) Metro adheres to the Measure R allocation methodology for Measure M 20% fund allocations.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

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 Operations	68.9083%	\$ 45,359,803	\$ 9,205,703	\$ 54,565,506
2	Arcadia	0.0803%	52,833	10,722	63,555
3	Claremont	0.0282%	18,545	3,764	22,309
4	Commerce	0.1028%	67,671	13,734	81,405
5	Culver City	1.3009%	856,352	173,795	1,030,147
6	Foothill Transit	6.1695%	4,061,177	824,210	4,885,386
7	Gardena	1.2745%	838,942	170,262	1,009,204
8	La Mirada	0.0229%	15,057	3,056	18,113
9	Long Beach	5.7494%	3,784,634	768,086	4,552,720
10	Montebello	1.9764%	1,300,990	264,034	1,565,024
11	Norwalk	0.7545%	496,670	100,798	597,468
12	Redondo Beach DR	0.0143%	9,417	1,911	11,328
13	Redondo Beach MB	0.1796%	118,246	23,998	142,244
14	Santa Monica	4.9045%	3,228,430	655,205	3,883,635
15	Torrance	1.5116%	995,013	201,936	1,196,949
	<u>Eligible Operators:</u>				
16	Antelope Valley	1.5593%	1,026,401	208,307	1,234,708
17	Santa Clarita	1.2974%	854,017	173,322	1,027,339
18	LADOT Local	2.2998%	1,513,861	307,236	1,821,097
19	LADOT Express	1.1688%	769,347	156,138	925,484
20	Foothill BSCP	0.6972%	458,919	93,137	552,056
21	Total Municipal Operators	31.0917%	20,466,522	4,153,649	24,620,171
22	County of Los Angeles		-	48,645	48,645
23	Total Funds Allocated	100.0000%	\$ 65,826,324	\$ 13,407,997	\$ 79,234,322

Notes:

(1) The STA and SGR portions of SB1 fund will be distributed based on Measure R allocation methodology.

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

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

LOW CARBONTRANSIT OPERATIONS PROGRAM
Eligible Allocation Fiscal Year 2022 - 2023

	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.		\$ 4,471,049	\$ 984,952	\$ 5,456,001
2	Antelope Valley	\$ 343,224		(343,224)	-
3	Arcadia	27,137	(27,137)		-
4	Claremont	7,704	(7,704)		-
5	Commerce	71,521	(71,521)		-
6	Culver City	257,982	(257,982)		-
7	Foothill Transit	1,145,089	(1,145,089)		-
8	Gardena	232,548	(232,548)		-
9	La Mirada	14,769	(14,769)		-
10	Long Beach	1,022,270	(1,022,270)		-
11	Montebello	339,338	(339,338)		-
12	Norwalk	155,146	(155,146)		-
13	Redondo Beach	49,062	(49,062)		-
14	Santa Clarita	439,189		(439,189)	-
15	Santa Monica	802,795	(802,795)		-
16	Torrance	345,688	(345,688)		-
	Tier Two Operators				
17	Burbank	63,655		(63,655)	-
18	Glendale	138,884		(138,884)	-
19	Pasadena			-	-
20	TOTAL	\$ 5,456,001	\$ -	\$ -	\$ 5,456,001

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

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

Operators	Vehicle Service Miles FY22 data	Passenger Revenue	Base Fare	Fare Units (1),(2)	50% VSM + 50% Fare Units	% Share
LADOT Community Dash	3,781,837	\$ 5,325	\$ 0.50	16,808,232	10,295,035	5.0778%
Glendale	791,773	229,016	1.00	2,187,836	1,489,805	0.7348%
Pasadena	739,633	687,525	0.75	916,700	828,167	0.4085%
Burbank	212,160	189,786	1.00	189,786	200,973	0.0991%
Sub-Total	5,525,403	1,111,652		20,102,554	12,813,979	6.3202%
Included and Eligible Operators	99,323,500	77,618,329		50,741,200	189,932,779	93.6798%
Total	104,848,903	\$ 78,729,981		70,843,754	202,746,757	100.0000%
<div> <div>% Share</div> <div>TDA Article 4 + Interest</div> <div>STA Revenue Base Share + Interest</div> <div>Proposition A Discretionary</div> <div>Total</div> </div>						
Funds Allocated to Included Operators		\$ 617,003,660	\$ 79,902,182	\$ 279,341,351	\$ 976,247,193	
<u>Formula Equivalent Calculation</u>						
LADOT Community Dash	5.0778%	\$ 31,330,089	\$ 4,057,257	\$ 14,184,340	\$ 49,571,686	
Glendale	0.7348%	4,533,808	587,130	2,052,630	7,173,567	
Pasadena	0.4085%	2,520,296	326,379	1,141,035	3,987,710	
Burbank	0.0991%	611,606	79,203	276,897	967,706	
Total	6.3202%	\$ 38,995,798	\$ 5,049,969	\$ 17,654,902	\$ 61,700,669	
Funds Allocated to Tier 2 Operators					13.29% (3)	
<u>Actual Allocation</u>						
LADOT Community Dash		\$ 4,163,759	\$ 539,208	\$ 1,885,094	\$ 6,588,062	\$ 6,588,062
Glendale		602,542	78,029	272,794	953,365	1,092,249
Pasadena		334,947	43,376	151,643	529,965	529,965
Burbank		81,282	10,526	36,800	128,608	192,263
Total		\$ 5,182,530	\$ 671,139	\$ 2,346,331	\$ 8,200,000	\$ 8,402,539

Prop A Incentive Allocation ⁽⁶⁾	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
LADOT Community Dash	\$ 2,414,739	\$ (320,918)	\$ 2,093,821
Glendale	498,481	(66,248)	432,233
Pasadena	432,721	(57,508)	375,212
Burbank	163,682	(21,753)	141,929
Total	\$ 3,509,623	\$ (466,428)	\$ 3,043,196

Notes:

(1) The fare unit has been maintained at FY19 level for Burbank and Pasadena Transit.

(2) Funding Stability Policy is applied on LADOT and Glendale Fare Units.

(3) This percentage is applied as a deduction from Tier 2 Operators' Incentive Program allocations.

(4) The Board has approved an adjustment in the funding for Tier II operators for FY24, increasing the annual cap from \$6 million to \$8.2 million, with subsequent annual adjustments based on the CPI.

(5) Burbank and Glendale's LCTOP fund will be exchanged with Metro's "Foothill Mitigation" Fund. Metro will allocate Prop A Discretionary (95% of 40%) GOI funds to these operators.

(6) Estimated - to be Adjusted to Actual apportionment.

LOCAL SUBSIDIES

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS		Total Allocation
1	Agoura Hills	\$ 66,450
2	Antelope Valley, Elderly & Disabled	649,937
3	Culver City Community Transit and LA County	70,197
4	Gardena, Hawthorne and LA County	194,807
5	Glendale Paratransit and La Canada Flintridge	269,419
6	Inglewood Transit and LA County	216,411
7	LA County (Whittier et al)	209,817
8	LA County (Willowbrook)	43,386
9	Los Angeles Taxi & Lift Van, City Ride ⁽¹⁾	492,365
10	Los Angeles Dial-a-Ride, City Ride ⁽¹⁾	1,109,084
11	Monrovia D.A.R. and LA County	103,558
12	Palos Verdes PTA D.A.R.	42,394
13	Palos Verdes PTA - PV Transit	458,012
14	Pasadena Community Transit, San Marino and LA County	478,805
15	Pomona Valley TA - E&D (Get About)	803,438
16	Pomona Valley TA General Public (VC)	74,883
17	Santa Clarita D.A.R.	1,008,737
18	West Hollywood (DAR)	259,246
19	Whittier (DAR)	291,382
20	TOTAL EXISTING SUB-REGIONAL PARATRANSIT PROJECTS	\$ 6,842,327
PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION (IF PROP A DISC. CANNOT FULLY FUND THESE SYSTEMS)		
21	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	\$ -
22	Santa Clarita - Local Fixed Route	-
23	Antelope Valley - Local Fixed Route	-
24	Foothill - Bus Service Continuation Project	-
25	(IF PROP A DISC. CANNOT FULLY FUND THESE SYSTEMS)	\$ -
26	PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT	\$ -
27	PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES	\$ -

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)

(In Order of Priority)

Priority V: VOLUNTARY NTD DATA REPORTING (Estimated - to be Adjusted to Actual apportionment) FY22 NTD Report Year		Estimate	Tier 2 Deduction ⁽³⁾	Total Allocation
28	City of Alhambra (MB and DR)	\$ 144,875		\$ 144,875
29	City of Artesia (DR)	2,249		2,249
30	City of Azusa (DR)	26,289		26,289
31	City of Baldwin Park (MB and DR)	112,798		112,798
32	City of Bell (MB/DR)	30,927		30,927
33	City of Bell Gardens (MB and DR)	66,331		66,331
34	City of Bellflower (MB and DR)	47,156		47,156
35	City of Burbank (MB)* (1)	134,566	(15,917)	118,649
36	City of Calabasas (MB and DR)	43,239		43,239
37	City of Carson (MB and DT)	35,683		35,683
38	City of Cerritos (MB and DR)	21,574		21,574
39	City of Compton (MB and DR)	105,585		105,585
40	City of Covina (DR)	24,920		24,920
41	City of Cudahy (MB and DR)	31,394		31,394
42	City of Downey (MB and DR)	82,147		82,147
43	City of Duarte (MB)	-		-
44	City of El Monte (MB and DR)	133,926		133,926
45	City of Glendora (MB and DR)	49,864		49,864
46	City of Glendale (MB)* (1)	437,920	(60,561)	377,358
47	City of Huntington Park (MB)	157,801		157,801
48	City of Los Angeles -- Community DASH* (MB) (1)	2,414,739	(234,818)	2,179,921
49	City of Los Angeles -- Department of Aging (DR) (1)	96,782		96,782
50	LA County Dept. of Public Works -- Avocado Heights (MB)	22,246		22,246
51	LA County Dept. of Public Works -- East Valinda (MB)	25,174		25,174
52	LA County Dept. of Public Works -- East LA (MB and DR)	147,526		147,526
53	LA County Dept. of Public Works -- Willowbrook (MB)	41,957		41,957
54	LA County Dept. of Public Works -- King Medical (MB)	21,279		21,279
55	LA County Dept. of Public Works -- Athens (MB)	20,877		20,877
56	LA County Dept. of Public Works -- Lennnox (MB)	17,179		17,179
57	LA County Dept. of Public Works -- South Whittier (MB)	111,431		111,431
58	LA County Dept. of Public Works -- Florance/Firestone (MB)	32,174		32,174
59	City of Lakewood (DR)	29,684		29,684
60	City of Lawndale (MB)	38,110		38,110
61	City of Lynwood (MB)	78,534		78,534
62	City of Malibu (DT)	3,336		3,336
63	City of Manhattan Beach (DR)	19,798		19,798
64	City of Maywood (MB and DR)	23,623		23,623
65	City of Monterey Park (MB and DR)	9,557		9,557
66	City of Pasadena (MB)*	390,641	(42,079)	348,562
67	City of Pico Rivera (DR)	8,028		8,028
68	City of Rosemead (MB and DR)	80,365		80,365
69	City of Santa fe Springs (DR)	7,146		7,146
70	City of South Gate (DT and MB)	131,714		131,714
71	City of South Pasadena (DR)	11,401		11,401
72	City of West Covina (MB and DR)	109,850		109,850
73	City of West Hollywood (MB)	65,065		65,065
74	TOTAL VOLUNTARY NTD DATA REPORTING	\$ 5,647,455	\$ (353,376)	\$ 5,294,080

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)
(In Order of Priority)

PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS		Total Allocation
75	Avalon Ferry Subsidy	\$ 700,000
76	Avalon Transit Services (Jitney and Dial-a-Ride)	300,000
77	Hollywood Bowl Shuttle Service	1,057,000
78	TOTAL SPECIAL DEMONSTRATION PROJECTS	\$ 2,057,000
79	Total funds	\$ 14,193,407
80	Reserves for contingencies (2)	7,941,633
81	TOTAL ESTIMATED REVENUE	\$ 22,135,040
82	Surplus (Deficit)	\$ -

NOTES:

(1) Tier 2 Operators' share have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.

(2) 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.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

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

LOCAL JURISDICTION	Population DOF Report 2022 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	19,771	0.2005%	\$ 571,403	\$ 473,964	\$ 355,473	\$ 402,869	\$ 23,137		\$ -	\$ 1,826,847
2 ALHAMBRA	81,834	0.8299%	2,365,091	1,961,781	1,471,335	1,667,513	95,745			7,561,465
3 ARCADIA	55,934	0.5672%	1,616,553	1,340,888	1,005,666	1,139,755	65,444			5,168,306
4 ARTESIA	16,226	0.1645%	468,949	388,981	291,736	330,634	18,990			1,499,289
5 AVALON	3,394	0.0344%	98,090	81,363	61,022	69,159	5,000	3,394	233,896	548,530
6 AZUSA	49,704	0.5040%	1,436,499	1,191,538	893,654	1,012,808	58,156			4,592,655
7 BALDWIN PARK	70,855	0.7185%	2,047,786	1,698,584	1,273,938	1,443,797	82,901			6,547,006
8 BELL	33,624	0.3410%	971,770	806,058	604,543	685,149	39,344			3,106,863
9 BELLFLOWER	77,359	0.7845%	2,235,758	1,854,503	1,390,877	1,576,327	90,510			7,147,975
10 BELL GARDENS	38,861	0.3941%	1,123,125	931,602	698,702	791,862	45,471			3,590,762
11 BEVERLY HILLS	32,265	0.3272%	932,493	773,479	580,109	657,457	37,754			2,981,292
12 BRADBURY	904	0.0092%	26,127	21,671	16,253	18,421	5,000			87,472
13 BURBANK	105,451	1.0694%	3,047,648	2,527,943	1,895,958	2,148,752	123,375			9,743,675
14 CALABASAS	22,926	0.2325%	662,586	549,598	412,198	467,158	26,828			2,118,368
15 CARSON	92,362	0.9366%	2,669,361	2,214,165	1,660,624	1,882,040	108,062			8,534,252
16 CERRITOS	48,634	0.4932%	1,405,575	1,165,887	874,416	991,004	56,904			4,493,787
17 CLAREMONT	37,072	0.3759%	1,071,421	888,715	666,536	755,408	43,378			3,425,458
18 COMMERCE	12,140	0.1231%	350,859	291,028	218,271	247,374	14,210			1,121,742
19 COMPTON	94,233	0.9556%	2,723,435	2,259,018	1,694,263	1,920,165	110,251			8,707,132
20 COVINA	50,449	0.5116%	1,458,030	1,209,398	907,048	1,027,988	59,027			4,661,492
21 CUDAHY	22,318	0.2263%	645,014	535,022	401,267	454,769	26,117			2,062,189
22 CULVER CITY	40,135	0.4070%	1,159,945	962,144	721,608	817,822	46,961			3,708,479
23 DIAMOND BAR	54,204	0.5497%	1,566,554	1,299,415	974,561	1,104,503	63,420			5,008,454
24 DOWNEY	112,584	1.1417%	3,253,799	2,698,941	2,024,205	2,294,099	131,719			10,402,764
25 DUARTE	21,258	0.2156%	614,379	509,611	382,208	433,170	24,877			1,964,245
26 EL MONTE	107,706	1.0922%	3,112,819	2,582,002	1,936,501	2,194,702	126,013			9,952,037
27 EL SEGUNDO	17,084	0.1732%	493,746	409,549	307,162	348,117	19,994			1,578,568
28 GARDENA	59,947	0.6079%	1,732,533	1,437,090	1,077,818	1,221,527	70,139			5,539,107
29 GLENDALE	193,116	1.9583%	5,581,261	4,629,509	3,472,132	3,935,082	225,934			17,843,917
30 GLENDORA	51,821	0.5255%	1,497,683	1,242,288	931,716	1,055,945	60,633			4,788,265
31 HAWAIIAN GARDENS	13,619	0.1381%	393,604	326,484	244,863	277,511	15,940			1,258,402
32 HAWTHORNE	86,841	0.8806%	2,509,798	2,081,812	1,561,359	1,769,540	101,603			8,024,112
33 HERMOSA BEACH	19,171	0.1944%	554,063	459,580	344,685	390,643	22,435			1,771,407
34 HIDDEN HILLS	1,738	0.0176%	50,230	41,665	31,248	35,415	5,000			163,558
35 HUNTINGTON PARK	53,942	0.5470%	1,558,982	1,293,134	969,851	1,099,164	63,114			4,984,246

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)										
LOCAL JURISDICTION	Population DOF Report 2022 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)	438	0.0044%	12,659	10,500	7,875	8,925	-			39,959
37 INGLEWOOD	106,481	1.0798%	3,077,416	2,552,635	1,914,476	2,169,740	124,580			9,838,847
38 IRWINDALE	1,490	0.0151%	43,063	35,719	26,789	30,361	5,000			140,933
39 LA CANADA-FLINTRIDGE	20,081	0.2036%	580,363	481,395	361,047	409,186	23,500			1,855,491
40 LA HABRA HEIGHTS	5,594	0.0567%	161,673	134,103	100,577	113,988	6,551			516,892
41 LAKEWOOD	80,876	0.8201%	2,337,404	1,938,815	1,454,111	1,647,993	94,624			7,472,946
42 LA MIRADA	48,696	0.4938%	1,407,367	1,167,374	875,530	992,268	56,977			4,499,515
43 LANCASTER	175,164	1.7763%	5,062,428	4,199,151	3,149,363	3,569,278	204,932	175,164	12,071,326	28,256,479
44 LA PUENTE	37,587	0.3812%	1,086,305	901,061	675,796	765,902	43,980			3,473,044
45 LA VERNE	32,304	0.3276%	933,620	774,414	580,810	658,252	37,800			2,984,895
46 LAWDALE	31,301	0.3174%	904,633	750,369	562,777	637,814	36,626			2,892,218
47 LOMITA	20,633	0.2092%	596,316	494,628	370,971	420,434	24,146			1,906,495
48 LONG BEACH	460,682	4.6717%	13,314,206	11,043,784	8,282,838	9,387,216	538,961			42,567,004
49 LOS ANGELES CITY	3,819,538	38.7329%	110,388,764	91,564,575	68,673,431	77,829,889	5,079,264			353,535,923
50 LYNWOOD	66,723	0.6766%	1,928,367	1,599,529	1,199,647	1,359,600	78,066			6,165,209
51 MALIBU	10,686	0.1084%	308,837	256,172	192,129	217,746	12,509			987,393
52 MANHATTAN BEACH	34,902	0.3539%	1,008,705	836,695	627,521	711,190	40,839			3,224,950
53 MAYWOOD	24,814	0.2516%	717,151	594,858	446,144	505,629	29,037			2,292,820
54 MONROVIA	37,563	0.3809%	1,085,611	900,486	675,364	765,413	43,952			3,470,827
55 MONTEBELLO	61,622	0.6249%	1,780,942	1,477,245	1,107,934	1,255,658	72,099			5,693,877
56 MONTEREY PARK	60,207	0.6105%	1,740,047	1,443,323	1,082,493	1,226,825	70,443			5,563,131
57 NORWALK	101,645	1.0308%	2,937,650	2,436,703	1,827,528	2,071,198	118,922			9,392,001
58 PALMDALE	167,398	1.6975%	4,837,983	4,012,979	3,009,734	3,411,032	195,847	167,398	11,536,136	27,003,711
59 PALOS VERDES ESTATES	12,980	0.1316%	375,136	311,165	233,374	264,491	15,192			1,199,358
60 PARAMOUNT	52,477	0.5322%	1,516,642	1,258,015	943,511	1,069,312	61,400			4,848,880
61 PASADENA	138,310	1.4026%	3,997,308	3,315,662	2,486,746	2,818,313	161,816			12,779,845
62 PICO RIVERA	61,442	0.6231%	1,775,740	1,472,930	1,104,697	1,251,990	71,888			5,677,245
63 POMONA	149,766	1.5187%	4,328,399	3,590,293	2,692,720	3,051,749	175,219			13,838,379
64 RANCHO PALOS VERDES	41,468	0.4205%	1,198,470	994,099	745,574	844,984	48,521			3,831,648
65 REDONDO BEACH	68,972	0.6994%	1,993,365	1,653,444	1,240,083	1,405,427	80,698			6,373,017
66 ROLLING HILLS	1,684	0.0171%	48,669	40,370	30,277	34,314	5,000			158,631
67 ROLLING HILLS ESTATES	8,289	0.0841%	239,561	198,710	149,032	168,903	9,704			765,910
68 ROSEMEAD	50,511	0.5122%	1,459,822	1,210,884	908,163	1,029,252	59,100			4,667,221
69 SAN DIMAS	34,352	0.3484%	992,810	823,510	617,632	699,983	40,196			3,174,130
70 SAN FERNANDO	23,519	0.2385%	679,724	563,814	422,860	479,242	27,522			2,173,162

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)										
LOCAL JURISDICTION	Population DOF Report 2022 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	38,845	0.3939%	1,122,662	931,219	698,414	791,536	45,452			3,589,283
72 SAN MARINO	12,257	0.1243%	354,241	293,833	220,375	249,758	14,347			1,132,553
73 SANTA CLARITA	228,835	2.3206%	6,613,578	5,485,789	4,114,342	4,662,921	267,722	228,835	15,770,031	36,914,383
74 SANTA FE SPRINGS	18,763	0.1903%	542,271	449,799	337,350	382,330	21,958			1,733,707
75 SANTA MONICA	92,408	0.9371%	2,670,691	2,215,268	1,661,451	1,882,978	108,115			8,538,502
76 SIERRA MADRE	10,865	0.1102%	314,010	260,463	195,347	221,394	12,718			1,003,933
77 SIGNAL HILL	11,597	0.1176%	335,166	278,011	208,508	236,310	13,574			1,071,569
78 SOUTH EL MONTE	19,668	0.1994%	568,426	471,495	353,621	400,771	23,017			1,817,329
79 SOUTH GATE	93,259	0.9457%	2,695,286	2,235,668	1,676,751	1,900,318	109,111			8,617,135
80 SOUTH PASADENA	26,580	0.2695%	768,191	637,194	477,895	541,615	31,103			2,455,998
81 TEMPLE CITY	36,262	0.3677%	1,048,011	869,297	651,973	738,903	42,430			3,350,614
82 TORRANCE	144,433	1.4647%	4,174,269	3,462,447	2,596,835	2,943,080	168,980			13,345,610
83 VERNON	208	0.0021%	6,011	4,986	3,740	4,238	5,000			23,976
84 WALNUT	28,094	0.2849%	811,947	673,489	505,116	572,465	32,874			2,595,891
85 WEST COVINA	108,243	1.0977%	3,128,339	2,594,875	1,946,156	2,205,644	126,641			10,001,656
86 WEST HOLLYWOOD	35,399	0.3590%	1,023,069	848,609	636,457	721,318	41,420			3,270,873
87 WESTLAKE VILLAGE	8,043	0.0816%	232,451	192,812	144,609	163,890	9,417			743,180
88 WHITTIER	87,931	0.8917%	2,541,301	2,107,942	1,580,957	1,791,751	102,878			8,124,828
89 UNINCORP LA COUNTY	1,009,857	10.2407%	29,185,956	24,208,982	18,156,737	20,577,635	2,606,562	136,022	9,373,877	104,109,748
90 TOTAL	9,861,224	100.0000%	\$ 285,000,000	\$ 236,400,000	\$ 177,300,000	\$ 200,940,000	\$ 13,591,611	710,813	\$ 48,985,266	\$ 962,216,877

NOTES:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2022 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 Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

FEDERAL FORMULA GRANTS REVENUE ESTIMATES ^{(1),(2)}

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

1	Section 5307 Urbanized Area Formula Grants:			
	Estimated Revenue			\$ 331,435,652
2		Estimated Revenue	\$ 331,435,652	
		Off the Top:		
3		1% Enhancement Allocation	(3,314,357)	
4			<u>\$ 328,121,295</u>	
5		85% Formula Allocation	\$ 278,903,101	
		Allocated to LTSS	\$ 5,000,000	
		Allocated to Munis	\$ 273,903,101	
6		15% Discretionary Allocation	49,218,194	
7			<u>\$ 328,121,295</u>	
8	Section 5339 Bus and Bus Facilities Formula Grants:			
	Estimated Revenue			\$ 25,881,610
	Section 5337 State of Good Repair (LA County Share of LA UZA 2):			
	High Intensity Fixed Guideway:			
9		Directional Route Miles (DRM) Generated		
10		Vehicle Revenue Miles (VRM) Generated		
11			<u>\$ 139,066,494</u>	
	High Intensity Motorbus:			
12		Directional Route Miles (DRM) Generated		
13		Vehicle Revenue Miles (VRM) Generated		
14			<u>\$ 8,931,044</u>	
15	Section 5337 State of Good Repair Total Estimated Revenue			\$ 147,997,538
16	Total Federal Formula Funds Available			\$ 505,314,800

Note:

(1) Funding based on assumption of full Congressional authorization of the Infrastructure Investment and Jobs Act (IIJA).

(2) Fund allocations are based on FY22 TPM data.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

Fiscal Year 2024

FEDERAL FORMULA GRANTS (Estimated - to be Adjusted to Actual apportionment) (1)

Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
	Allocation	Fund Exchanges	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation	
Included Operators:										
1 Metro Bus Operations	\$ 206,440,929	\$ (15,869,320)	\$ 190,571,610	\$ 16,694,895	\$ 9,186,715	\$ 25,881,610	\$ 140,954,933	\$ 7,042,605	\$ 147,997,538	\$ 364,450,758
Municipal Operators:										
2 Arcadia	500,180	47,263	547,443	47,263	(47,263)	-	-	-	-	547,443
3 Claremont	61,454	5,807	67,261	5,807	(5,807)	-	-	-	-	67,261
4 Commerce	2,588,764	95,686	2,684,450	95,686	(95,686)	-	-	-	-	2,684,450
5 Culver City	3,865,922	365,298	4,231,220	365,298	(365,298)	-	-	-	-	4,231,220
6 Foothill Transit	35,365,884	7,412,526	42,778,409	2,550,085	(2,550,085)	-	4,862,441	(4,862,441)	-	42,778,409
7 Gardena	3,951,808	304,921	4,256,730	304,921	(304,921)	-	-	-	-	4,256,730
8 La Mirada	198,162	18,725	216,886	18,725	(18,725)	-	-	-	-	216,886
9 Long Beach	24,188,208	1,736,049	25,924,258	1,854,706	(1,854,706)	-	241,344	(241,344)	-	25,924,258
10 Montebello	5,440,349	514,069	5,954,417	514,069	(514,069)	-	-	-	-	5,954,417
11 Norwalk	9,289,234	188,540	9,477,774	188,540	(188,540)	-	-	-	-	9,477,774
12 Redondo Beach	904,481	85,466	989,947	85,466	(85,466)	-	-	-	-	989,947
13 Santa Monica	16,486,987	1,366,255	17,853,242	1,264,336	(1,264,336)	-	101,919	(101,919)	-	17,853,242
14 Torrance	3,725,967	352,073	4,078,040	352,073	(352,073)	-	-	-	-	4,078,040
15 Sub-Total	106,567,401	12,492,677	119,060,078	7,646,974	(7,646,974)	-	5,205,703	(5,205,703)	-	119,060,078
Eligible Operators:										
16 Antelope Valley	331,959	818,369	1,150,328	31,367	(31,367)	-	787,002	(787,002)	-	1,150,328
17 LADOT	15,725,088	2,334,302	18,059,390	1,284,402	(1,284,402)	-	1,049,900	(1,049,900)	-	18,059,390
18 Santa Clarita	2,370,276	223,972	2,594,248	223,972	(223,972)	-	-	-	-	2,594,248
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	18,427,322	3,376,642	21,803,965	1,539,741	(1,539,741)	-	1,836,901	(1,836,901)	-	21,803,965
26 LTSS ZEV CFP										
21 Total Excluding Metro	124,994,723	15,869,320	140,864,043	9,186,715	(9,186,715)	-	7,042,605	(7,042,605)	-	140,864,043
22 Grand Total	\$ 331,435,652	\$ -	\$ 331,435,652	\$ 25,881,610	\$ -	\$ 25,881,610	\$ 147,997,538	\$ -	\$ 147,997,538	\$ 505,314,800

Note: Totals may not add due to rounding.

(1) Allocations are based on FY22 statistics.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	85% FORMULA ALLOCATION	LTSS Fund Exchange	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	0.1212%	\$ 331,959			Two (2) Battery Electric Replacement Buses	1,456,131	WAYSINE DEPLOYMENT	120,000	\$ 331,959		\$ 818,369	\$ 1,150,328
2	Arcadia	0.1826%	500,180							500,180	47,263	547,443	
3	Claremont	0.0224%	61,454							61,454	5,807	67,261	
4	Commerce	0.3697%	1,012,633				2,588,764	95,686	2,684,450				
5	Culver City	1.4114%	3,865,922		24 Zero-Emission Double Deck Buses	8,378,532			3,865,922	365,298	4,231,220		
6	Foothill Transit	9.8529%	26,987,351						35,365,884	7,412,526	42,778,409		
7	Gardena	1.1781%	3,226,959		Electric Charging Station Project- Expanded Electrification: Solar Generation Equipment and Energy Storage System	564,849	Bus Stop Amenities Project	160,000	3,951,808		304,921	4,256,730	
8	LADOT	4.9626%	13,592,729		Downtown Yard Installation of Electric Bus Chargers	2,132,359			15,725,088		2,334,302	18,059,390	
9	La Mirada	0.0723%	198,162		Long Beach Transit Facilities Modernization Program SCR TTC/Southern California Regional Transit Training Consortium	3,500,000	Bus Stop Improvements	700,000	198,162		18,725	216,886	
10	Long Beach Transit	7.1661%	19,628,208						24,188,208 (2)	(360,000)	2,096,049	25,924,258	
11	Montebello	1.9862%	5,440,349							514,069	5,954,417		
12	Metro Bus Operations (3)	64.5049%	176,680,799	5,000,000	Division 18 (Carson) Charging Infrastructure Project	24,760,130			206,440,929 (2)	360,000	(16,229,320)	190,571,610	
13	Norwalk	0.7285%	1,995,300		Replacement of 14 CNG Buses	5,781,642	Bus Stop Equity Project	1,512,292	9,289,234		188,540	9,477,774	
14	Redondo Beach	0.3302%	904,481						904,481	85,466	989,947		
15	Santa Clarita	0.8654%	2,370,276						2,370,276	223,972	2,594,248		
	Santa Monica	4.8851%	13,380,371		Replacement of 40-foot Buses	2,946,616	Real-Time Arrival Signs	160,000	16,486,987	1,366,255	17,853,242		
16	Torrance	1.3603%	3,725,967						3,725,967		352,073	4,078,040	
17	TOTAL	100.0000%	\$ 273,903,101	\$ 5,000,000		\$ 49,880,259		\$ 2,652,292	\$ 331,435,652	\$ -	\$ -	\$ 331,435,652	

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.

(3) Due to the Infrastructure Investment Jobs Act (IIJA) leading to greater-than-expected 5307 grants, the Board approved in June 2022 to allocate \$10 million in FY22, \$5 million in FY24, and \$5 million in FY26 from 5307 to the LTSS. Metro will exchange these amounts with its PC40 fund. In FY24, \$5 million will be included in Metro's 5307 fund to cover FY24 fund exchange.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

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)	485.4	99.774%	\$ 50,771,591	27,684,200	98.806%	\$ 87,126,703	\$ 137,898,294	\$ 1,168,201	\$ 139,066,495
2 Long Beach Transit	0.5	0.103%	52,299	60,068	0.214%	189,044	241,344	(241,344)	-
3 Santa Monica	0.6	0.123%	62,758	12,443	0.044%	39,160	101,919	(101,919)	-
4 Foothill Transit	-	0.000%	-	262,121	0.936%	824,938	824,939	(824,939)	-
5 Sub-total	486.5	100.000%	50,886,648	28,018,832	100.000%	88,179,845	139,066,495	-	139,066,495
High Intensity Motorbus:									
6 Antelope Valley	23.6	13.825%	549,445	116,374	4.792%	237,556	787,002	(787,002)	-
7 Foothill Transit	39.4	23.081%	917,294	1,528,527	62.947%	3,120,208	4,037,503	(4,037,503)	-
8 LADOT	35.1	20.562%	817,183	114,003	4.695%	232,716	1,049,900	(1,049,900)	-
9 Metro Bus Operations	72.6	42.531%	1,690,243	669,370	27.566%	1,366,396	3,056,639	5,874,404	8,931,043
10 Sub-total	170.7	100.00%	3,974,166	2,428,274	100.000%	4,956,877	8,931,043	-	8,931,043
11 Total LA County Share - UZA 2	657.20		\$ 54,860,814	30,447,106	200.000%	\$ 93,136,722	\$ 147,997,538	\$ -	\$ 147,997,538

Note:

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

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

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	0.1212%	\$ 31,367	\$ (31,367)	\$ -
2	Arcadia	0.1826%	47,263	(47,263)	-
3	Claremont	0.0224%	5,807	(5,807)	-
4	Commerce	0.3697%	95,686	(95,686)	-
5	Culver City	1.4114%	365,298	(365,298)	-
6	Foothill Transit	9.8529%	2,550,085	(2,550,085)	-
7	Gardena	1.1781%	304,921	(304,921)	-
8	LADOT	4.9626%	1,284,402	(1,284,402)	-
9	La Mirada	0.0723%	18,725	(18,725)	-
10	Long Beach	7.1661%	1,854,706	(1,854,706)	-
11	Montebello	1.9862%	514,069	(514,069)	-
12	Metro Bus Operations	64.5049%	16,694,895	9,186,715	25,881,610
13	Norwalk	0.7285%	188,540	(188,540)	-
14	Redondo Beach	0.3302%	85,466	(85,466)	-
15	Santa Clarita	0.8654%	223,972	(223,972)	-
16	Santa Monica	4.8851%	1,264,336	(1,264,336)	-
17	Torrance	1.3603%	352,073	(352,073)	-
18	TOTAL	100.0000%	\$ 25,881,610	\$ -	\$ 25,881,610

Note:

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

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

CAPITAL ALLOCATION % SHARE CALCULATION

	OPERATOR	MILEAGE CALCULATION (FY22 data)				ACTIVE FLEET CALCULATION (FY22 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	2,628,918	832,701	1,910,431	0.9081%	62	52	62.0	0	0.0	62.0	0.6510%
2	Arcadia DR	71,270	-	42,762	0.0203%	0	0	0.0	86	2.0	2.0	0.0205%
3	Arcadia MB	191,716	-	115,030	0.0547%	8	6	7.2	0	0.0	7.2	0.0756%
4	Claremont	27,529	-	16,517	0.0079%	0	0	0.0	50	1.1	1.1	0.0119%
5	Commerce	452,573	-	271,544	0.1291%	22	13	15.6	48	1.1	16.7	0.1752%
6	Culver City	1,446,527	-	867,916	0.4125%	54	34	40.8	0	0.0	40.8	0.4284%
7	Foothill Transit	11,136,880	3,884,492	8,235,925	3.9147%	359	303	359.0	0	0.0	359.0	3.7693%
8	Gardena	1,178,632	-	707,179	0.3361%	52	24	28.8	55	1.3	30.1	0.3155%
9	LADOT	4,358,583	3,137,834	3,870,283	1.8396%	242	183	219.6	0	0.0	219.6	2.3057%
10	La Mirada	56,747	-	34,048	0.0162%	0	0	0.0	192	4.4	4.4	0.0458%
11	Long Beach	6,586,801	-	3,952,081	1.8785%	259	144	172.8	40	0.9	173.7	1.8239%
12	Montebello	1,835,718	30,753	1,113,732	0.5294%	71	47	56.4	40	0.9	57.3	0.6017%
13	Metro Bus Operations	69,539,185	3,517,924	43,130,681	20.5010%	2,360	1,558	1,869.6	0	0.0	1,869.6	19.6299%
14	Norwalk	1,036,738	-	622,043	0.2957%	34	24	28.8	0	0.0	28.8	0.3024%
15	Redondo Beach	473,836	-	284,302	0.1351%	14	14	14.0	75	1.7	15.7	0.1649%
16	Santa Clarita	1,834,350	735,839	1,394,946	0.6631%	83	66	79.2	0	0.0	79.2	0.8316%
17	Santa Monica	4,435,473	50,531	2,681,496	1.2746%	195	124	148.8	0	0.0	148.8	1.5623%
18	Torrance	1,162,536	448,103	876,763	0.4167%	63	48	57.6	54	1.2	58.8	0.6177%
19	TOTAL	108,454,012	12,638,177	70,127,678	33.3333%	3,878	2,640	3,160.2	640	14.5	3,174.7	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.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

	OPERATOR	FARE UNITS (FY22 data)				UNLINKED PASSENGERS (FY22 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	\$1,850,053	\$ 1.50	1,233,369	0.4038%	1,113,754	0.0747%	2.0375%	-1.9163%	0.1212%
2	Arcadia DR	4,138	1.00	4,138	0.0014%	15,445	0.0010%	0.0432%	0.0014%	0.0446%
3	Arcadia MB	2,620	0.50	5,240	0.0017%	24,471	0.0016%	0.1336%	0.0043%	0.1380%
4	Claremont	10,742	2.50	4,297	0.0014%	8,078	0.0005%	0.0217%	0.0007%	0.0224%
5	Commerce (1)	-	-	113,692	0.0372%	246,643	0.0165%	0.3581%	0.0116%	0.3697%
6	Culver City	1,142,579	1.00	1,142,579	0.3740%	2,267,843	0.1521%	1.3670%	0.0444%	1.4114%
7	Foothill Transit	7,480,849	1.75	4,274,771	1.3994%	6,852,419	0.4595%	9.5429%	0.3100%	9.8529%
8	Gardena	1,167,450	1.00	1,167,450	0.3822%	1,599,539	0.1073%	1.1411%	0.0371%	1.1781%
9	LADOT	911,373	1.50	607,582	0.1989%	6,893,870	0.4622%	4.8065%	0.1561%	4.9626%
10	La Mirada	19,606	1.00	19,606	0.0064%	24,653	0.0017%	0.0701%	0.0023%	0.0723%
11	Long Beach	6,958,816	1.10	6,326,196	2.0709%	17,409,861	1.1674%	6.9407%	0.2255%	7.1661%
12	Montebello	2,068,909	1.10	1,880,826	0.6157%	2,638,870	0.1769%	1.9237%	0.0625%	1.9862%
13	Metro Bus Operations	48,425,637	1.75	27,671,793	9.0585%	198,145,246	13.2860%	62.4754%	2.0294%	64.5049%
14	Norwalk	208,328	1.25	166,662	0.0546%	789,462	0.0529%	0.7056%	0.0229%	0.7285%
15	Redondo Beach	-	1.00	0	0.0000%	295,365	0.0198%	0.3198%	0.0104%	0.3302%
16	Santa Clarita	1,367,016	1.00	1,367,016	0.4475%	1,820,768	0.1221%	2.0642%	-1.1988%	0.8654%
17	Santa Monica	5,617,870	1.25	4,494,296	1.4712%	6,312,168	0.4232%	4.7314%	0.1537%	4.8851%
18	Torrance	433,500	1.00	433,500	0.1419%	2,106,014	0.1412%	1.3175%	0.0428%	1.3603%
19	TOTAL	\$77,669,486		50,913,013	16.6667%	248,564,469	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 (FY19 data)			SANTA CLARITA (FY19 data)			
				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%	1.9163%	11,404,989	58.0772%	1.1988%
21	UZA number LA 2				1,795,116	5.9483%	0.1212%	8,232,648	41.9228%	0.8654%
22	Total				30,178,482	100.0000%	2.0375%	19,637,637	100.0000%	2.0642%

LTSS ZEV Call for Projects Selection & Awards

	Project Proposal	Sponsor	Number of Vehicles	Local Fund	Amount Requested	Total	Award Value
1	2 BEV	Avalon	2	\$ 49,400	\$ 274,000	\$ 323,400	\$ 274,000
2	2 BEV and charging equipment	Calabasas	2	124,000	496,000	620,000	496,000
3	2 30' BEV and charging equipment	El Monte	2	615,805	1,436,879	2,052,684	1,436,879
4	Parking Deck and bus price increase	Glendale	5	22,101,900	4,930,194	27,032,094	4,930,194
5	4 BEV and charging equipment	Glendora	4	1,735,535	1,000,000	2,735,535	1,000,000
6	8 FCEB and 7 BEV	Pasadena	15	5,832,904	5,000,000	10,832,904	5,000,000
7	5 BEV and charging equipment	West Hollywood	5	575,000	800,000	1,375,000	800,000
8	Total		35	\$ 31,034,544	\$ 13,937,073	\$ 44,971,617	\$ 13,937,073

BEV = battery electric vehicle

FCEB = fuel cell electric bus

Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY FOR FISCAL YEAR 2023-2024 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 a 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 money 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.
- 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.

ATTACHMENT C

**Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations**

- 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 2023-24 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

ATTACHMENT C

**Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations**

available under the Urban Mass Transportation Act of 1964; the sum of the claimant's allocations from the State Transit Assistance fund and from the Local Transportation Fund does 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 22, 2023.

COLLETTE LANGSTON
Board Secretary

DATED:
(SEAL)

**Summary of Significant Information, Methodologies & Assumptions
for Revenue Estimates**

- Sales tax revenue estimates are projected to increase by 16% over FY 2022-23 (FY23) amended budget based upon a review of several economic forecasts.
- Assumed Consumer price index (CPI) growth of 3.71% represents a composite index from several economic forecasting sources.
- At their March meeting, Bus Operations Sub-Committee (BOS) members concurred with the use of FY22 Vehicle Service Miles statistics and Fare Revenue to allocate State, Local, and Federal funds.
- To mitigate the impact of COVID-19, Metro staff recommended, and BOS members approved to use of the FY19 fare revenue data for the Arcadia Transit, La Mirada Transit, Redondo Beach, and Santa Clarita.
- 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. 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. The 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. Values included in the allocation of federal funding assume

Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations

Congressional action to fully fund formula allocations in the amount represented in the Infrastructure Investment and Jobs Act (IIJA).

- 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 (\$1,822.1M)

Formula Allocation Procedure (\$1,040.2M)

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, an adjustment of the funding from a \$6 million annual cap to \$8.2 million has been made for FY24, with the subsequent annual allocations to be adjusted based on the CPI. The FY24 amount was derived by applying the actual annual CPI rates to the annual \$6 million capped allocation between the first year of the Tier 2 Operator program in 2010 through to 2024.

Measure R Allocations (\$286.2M)

- **Measure R 20% Bus Operations (\$276.2M)**
Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance, and expansion. The 20% bus operations

Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations

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 every even year.

Measure M 20% Transit Operations (\$276.0M)

Measure M, was 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 (\$63.2M)

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. The remaining ten percent is allocated to Metro to mitigate other security needs.

Proposition C 40% Discretionary Programs (\$77.2M)

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.

Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations

- **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.

Senate Bill 1 (\$79.2M)

The following programs are funded with SB1:

- **State Transit Assistance (\$65.8M)**
- **State of Good Repair (\$13.4M)**

SB1 fund will be allocated based on Measure R allocation methodology.

Local Subsidies (\$984.4M)

Proposition A Incentive Programs (\$22.1M)

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.

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 \$700,000 in subsidy funding.

Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations

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.

Local Returns (\$899.6M)

Proposition A 25% (\$285.0M)

Proposition C 20% (\$236.4M)

Measure R 15% (\$177.3M)

Measure M 17% (\$200.9M)

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 (\$13.6M)

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

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

TDA Article 8 funds (\$49.0M)

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.

Federal Funds (\$505.3M)**Section 5307 Urbanized Formula Program (\$331.4 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 FY24, \$331.4 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 19, 2021, meeting, the BOS allocated \$360,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCRTTC) from the 15% discretionary fund. SCRTTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, and 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 (\$25.9M)

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 FY24, \$25.9 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 the administrative process.

Section 5337 State of Good Repair (\$148.0M)

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 FY24, \$139.1 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 FY24, \$8.9 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.



FY 2023-24 Transit Fund Allocations

Finance, Budget & Audit Committee

June 14, 2023

Item #20

Background



- Metro responsible for allocating transit funds to transit operators and jurisdictions in Los Angeles County
- Funding for local transportation projects & programs
- Programs funded through this action include:
 - Regional transit funding for transit operators
 - Local Return (Proposition A/C and Measure R/M)
 - Transportation Development Act Article 3 (bike & ped) & Article 8 (unmet transit needs)
- Allocations developed per federal, state, local requirements, and Board adopted policies & guidelines
- Approved and reviewed by:
 - Bus Operations Subcommittee (BOS)
 - Local Transit Systems Subcommittee (LTSS)
 - Technical Advisory Committee (TAC)

Key Recommendations



- \$3.3 billion for FY24 transportation fund allocations for (Attachment A):
 - 89 LA County local jurisdictions
 - Transit Operators: Included, Eligible, Tier 2 and Local Transit systems
- Increasing Tier 2 funding from capped \$6M to \$8.2M in FY24 & adjusted by CPI annually
- LTSS ZEV Call for Projects Awards:
 - Funded by BOS' increased capacity from IIJA
 - \$13.9M for 7 projects to purchase 35 ZEV vehicles & infrastructure
- Exchanges of Metro funds for transit operator federal & state grants so funds can be drawn down quickly
- Administrative actions to enable flow of funds
 - Adopt Transportation Development Act resolution
 - Authorize CEO to execute agreements