



**Metro®**

*One Gateway Plaza, Los Angeles, CA 90012,  
3rd Floor, Metro Board Room*

**Agenda - Final**

**Wednesday, June 18, 2025**

**9:00 AM**

Watch online: <https://boardagendas.metro.net>

Listen by phone: Dial 888-978-8818 and enter Access Code:  
5647249# (English) or 7292892# (Español)

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

**Finance, Budget and Audit Committee**

*Tim Sandoval, Chair*

*Lindsey Horvath, Vice Chair*

*Kathryn Barger*

*James Butts*

*Imelda Padilla*

*Gloria Roberts, non-voting member*

*Stephanie Wiggins, Chief Executive Officer*

## **METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES**

### **(ALSO APPLIES TO BOARD COMMITTEES)**

#### **PUBLIC INPUT**

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general 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 General 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.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

**REMOVAL FROM THE BOARD ROOM** - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

#### **INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

## DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process, labor contracts, personal employment contracts, contracts valued under \$50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars (\$50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

## ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

Requests can also be sent to [boardclerk@metro.net](mailto:boardclerk@metro.net).

## LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



**323.466.3876**

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

## HELPFUL PHONE NUMBERS AND EMAIL

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - <https://records.metro.net>

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - <https://www.metro.net>

TDD line (800) 252-9040

Board Clerk Email - [boardclerk@metro.net](mailto:boardclerk@metro.net)

**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

### **Live Public Comment Instructions:**

Live public comment can be given by telephone or in-person.

The Meeting begins at 9:00 AM Pacific Time on June 18, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter  
English Access Code: 5647249#  
Spanish Access Code: 7292892#

***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.***

### **Instrucciones para comentarios publicos en vivo:**

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

La Reunion de la Junta comienza a las 9:00 AM, hora del Pacifico, el 18 de Junio de 2025. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-978-8818 y ingrese el codigo  
Codigo de acceso en ingles: 5647249#  
Codigo de acceso en espanol: 7292892#

***Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.***

### **Written Public Comment Instruction:**

Written public comments must be received by 5PM the day before the meeting.  
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."  
Email: BoardClerk@metro.net  
Post Office Mail:  
Board Administration  
One Gateway Plaza  
MS: 99-3-1  
Los Angeles, CA 90012



## CALL TO ORDER

## ROLL CALL

APPROVE Consent Calendar Items: 6, 7, 8, and 9.

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

## CONSENT CALENDAR

**6. SUBJECT: LICENSE AGREEMENTS FOR THREE MICROWAVE  
RADIO STATION LOCATIONS**

[2025-0326](#)

### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO), or their designee, to execute three 5-year license agreements commencing August 1, 2025, with American Tower Corporation dba SpectraSite Communications, LLC; with up to three additional five-year options for each site for microwave radio stations located at the following sites:

- 5 Mt. Lukens Road, Tujunga - at an initial rate of approximately \$7,617.47 per month with 3.5% annual escalations, plus utilities, for a total estimated amount of \$2,678,592.90 over the full 20-year term (including options).
- Oat Mountain Orcutt Ranch, Chatsworth - at an initial rate of approximately \$5,274.26 per month with 3.5% annual escalations, plus utilities, for a total estimated amount of \$1,837,556.05 over the full 20-year term (including options).
- 1 Hauser Mountain, Acton - at an initial rate of approximately \$4,274.97 per month with 3.5% annual escalations, plus utilities, for a total estimated amount of \$1,495,434.10 over the full 20-year term (including options).

**Attachments:**      [Attachment B - Deal Points](#)  
[Presentation](#)

**7. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM**

[2025-0242](#)

**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 \$29.8 million for the 12-month period effective August 1, 2025, to August 1, 2026.

**Attachments:**      [Attachment A - Options, Premiums, and Loss History](#)  
                                 [Attachment B - Proposed Public Entity Carriers and Program Structure](#)  
                                 [Presentation](#)

**8. SUBJECT: FY25 LOCAL RETURN CAPITAL RESERVE ACCOUNTS**

[2025-0292](#)

**RECOMMENDATION**

CONSIDER:

A. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Hidden Hills (Measure M), Lakewood (Proposition C and Measure M), Long Beach (Proposition C), and amend the existing accounts for the Cities of Industry (Proposition A), Lynwood (Proposition A), South Pasadena (Proposition C, Measure R and Measure M), and Whittier (Proposition C) (Attachment A); and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities in Recommendation A for their Capital Reserve Accounts as approved.

**Attachments:**      [Attachment A - Project Summary 2025 for Proposed Capital Reserve Accounts](#)  
                                 [Presentation](#)

**9. SUBJECT: FY26 TRANSPORTATION DEVELOPMENT ACT (TDA)  
ARTICLE 8 FUND PROGRAM**

[2025-0403](#)

**RECOMMENDATION**

ADOPT:

A. Findings and Recommendations (Attachment A) for allocating fiscal year 2026 (FY26), Transportation Development Act (TDA) Article 8 funds estimated (Attachment B) at \$33,368,313 as follows:

1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore, TDA Article 8 funds in the amount of \$156,044 may be used for street and road projects or transit projects;

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 the Antelope Valley, transit needs can be met by using other existing fund sources. Therefore, TDA Article 8 funds in the amount of \$8,131,009 for Lancaster and \$7,821,276 for Palmdale may be used for street and road projects or transit projects, provided that 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 fund sources. Therefore, \$10,853,278 in TDA Article 8 funds for the City of Santa Clarita may be used for street and road projects or transit projects, provided that 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 fund sources such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$6,406,706 may be used for street and road projects or transit projects, provided that 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 - FY26 Proposed Findings and Recommended Actions](#)  
                                 [Attachment B - TDA Article 8 Apportionments Estimates for FY26](#)  
                                 [Attachment C - FY26 TDA Article 8 Resolution](#)  
                                 [Attachment D - History of TDA Article 8 Definitions of Unmet Transit Needs](#)  
                                 [Attachment E - TDA Article 8 Public Hearing Process](#)  
                                 [Attachment F - Summary of Recommendations and Actions Taken](#)  
                                 [Presentation](#)

**NON-CONSENT**

**10. SUBJECT: METROLINK FY2025-26 ANNUAL WORK PROGRAM AND  
PASSENGER RAIL SUPPORTIVE ACTIONS**

[2025-0211](#)

**RECOMMENDATION**

**CONSIDER:**

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) Fiscal Year (FY) 2025-26 Operating, Rehabilitation, and Capital Budget in the amount of \$216,565,092 as described in Attachment A;
- B. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SGR) and capital project Memoranda of Understanding (MOUs) as follows:
- Ticket Vending Machine (TVM) Replacement Project extended from June 30, 2025, to December 31, 2026
  - FY 2016-17 SGR Program extended from June 30, 2025, to December 31, 2026
  - FY 2017-18 SGR Program extended from June 30, 2025 to December 31, 2026
  - FY 2018-19 SGR Program extended from June 30, 2025 to June 30, 2027
  - FY 2019-20 SGR Program extended from June 30, 2025 to December 31, 2027
  - FY 2020-21 SGR Program extended from June 30, 2025 to June 30, 2027
  - Doran Street Grade Separation Project extended from March 31, 2025, to December 31, 2027
  - LINK US Task 2 Project extended from June 30, 2025, to December 31, 2026;
- C. APPROVING the FY 2025-26 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
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

**Attachments:**      [Attachment A - SCRRA FY26 Budget Transmittal](#)

**11. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2026  
BUDGET**

[2025-0398](#)

**RECOMMENDATION**

**CONSIDER:**

A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$203,170,329 for FY26. This amount includes:

- Local funds for operating and capital expenses in the amount of \$200,482,112
- Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,688,217; and

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

**Attachments:**      [Attachment A - FY26 Access Services ADA Program  
Presentation](#)

**12. SUBJECT: FISCAL YEAR 2025-26 TRANSIT FUND ALLOCATIONS**

[2025-0404](#)

**RECOMMENDATION**

**CONSIDER:**

A. APPROVING \$2.9 billion in Fiscal Year 2025-26 (FY26) 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. Federal and state fund allocations are subject to actual fund apportionments;

B. APPROVING fund exchanges in the estimated amount of \$3,140,305 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;

C. APPROVING fund exchanges in the estimated amount of \$1,035,635 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 (LCTOP). Funding will be adjusted based on LCTOP actual allocations;

D. 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 subject to final federal apportionments. If federal funds are not available for this fund exchange, \$360,000 in FY27 TDA Article 4 funds will be allocated to Metro off the top as reimbursement;
- E. APPROVING fund exchanges in the amount totaling \$15.6 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339 subject to final federal apportionments;
- F. AUTHORIZING the Chief Executive Officer to adjust FY26 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 FY26 Budget as necessary to reflect the adjustments;
- G. 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 subject to final federal apportionments;
- H. APPROVING revised Zero Emission Transit Capital Program (ZETCP) -Equivalent fund allocations to the Included and Eligible Transit Operators commensurate with current ZETCP fund availability to Metro (Attachment B), and delegate authority to the Chief Executive Officer to negotiate any future amendments if further adjustments are made in funding availability;
- I. 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
- J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements, amendments to existing agreements, and FY26 Budget amendments to implement the above funding programs.

**Attachments:**

[Attachment A - FY26 Transit Fund Allocations](#)

[Attachment B - Revised ZETCP-Equivalent Fund Allocations](#)

[Attachment C - TDA and STA Resolution](#)

[Attachment D - Sum. of Significant Info., Methodologies & Assumptions Presentation](#)

---

**13. SUBJECT: ADDRESSING THE FISCAL CLIFF**

[2025-0381](#)

**RECOMMENDATION**

CONSIDER:

A. RECEIVING AND FILING status report on the Workplan to Address the Fiscal Cliff; and

B. ADOPTING the Principles for Addressing the Fiscal Cliff (Attachment A).

**Attachments:**      [Attachment A - Guidelines for Addressing the Fiscal Cliff](#)  
                                 [Attachment B - Eligibility and Allocation of FY26 Funding](#)  
                                 [Presentation](#)

**SUBJECT: GENERAL PUBLIC COMMENT**

[2025-0501](#)

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 #:** 2025-0326, **File Type:** Agreement

**Agenda Number:** 6.

### FINANCE, BUDGET & AUDIT COMMITTEE JUNE 18, 2025

**SUBJECT: LICENSE AGREEMENTS FOR THREE MICROWAVE RADIO STATION LOCATIONS**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO), or their designee, to execute three 5-year license agreements commencing August 1, 2025, with American Tower Corporation dba SpectraSite Communications, LLC; with up to three additional five-year options for each site for microwave radio stations located at the following sites:

- 5 Mt. Lukens Road, Tujunga - at an initial rate of approximately \$7,617.47 per month with 3.5% annual escalations, plus utilities, for a total estimated amount of \$2,678,592.90 over the full 20-year term (including options).
- Oat Mountain Orcutt Ranch, Chatsworth - at an initial rate of approximately \$5,274.26 per month with 3.5% annual escalations, plus utilities, for a total estimated amount of \$1,837,556.05 over the full 20-year term (including options).
- 1 Hauser Mountain, Acton - at an initial rate of approximately \$4,274.97 per month with 3.5% annual escalations, plus utilities, for a total estimated amount of \$1,495,434.10 over the full 20-year term (including options).

#### **ISSUE**

Metro currently licenses microwave radio station facilities at three locations: Mt. Lukens Road in Tujunga, Oat Mountain Orcutt Ranch in Chatsworth, and Hauser Mountain in Acton (collectively, the "Towers") to support continuous communication and security across the agency's bus and rail network. The current license agreement for these sites expires on July 31, 2025. Given the critical operational role these towers play in maintaining Metro's communications infrastructure, continued access is essential. Board approval is required to authorize the execution of new agreements..

#### **BACKGROUND**

Metro has operated the three towers since 1995 under a single license agreement with SpectraSite Communications, originally executed on August 1, 1995. The License was amended on July 10,



---

1997, and on August 11, 2010, to extend the term through July 31, 2025. The Towers house critical equipment for Metro's Advanced Transportation Management System, which supports voice and data communication between buses and the Bus Operations Center, and rail communications, which facilitate real-time communication between rail lines and the Rail Operations Center. Both systems are essential for maintaining safe, reliable, and efficient public transportation services throughout Los Angeles County.

## **DISCUSSION**

### **License Renewal and Structure**

To continue uninterrupted use of these vital tower sites, Metro staff is proposing to renew the licenses for a 5-year term with three additional 5-year extension options for each location through 2045. As part of this renewal, staff negotiated a separation of the original single license into three distinct agreements, one per site, in alignment with best practices for asset-specific management, legal clarity, and financial tracking.

### **Financial Terms**

The initial rate under the new proposed licenses is less than 1% higher than the current rental rate. Staff evaluated current lease rates for comparable communications towers in the greater Los Angeles region using third-party data (including CoStar) and internal leasing experience and found the rates to be within a normal market range for similar infrastructure, particularly when factoring in Metro's long-term occupancy and reliability of the sites. Metro has over 20 tower agreements with both governmental agencies and private tower landlords ranging from \$7,000.00 to \$150,465.00 per year. These three agreements range from \$52,880.16 to \$94,318.56 per year and are at or below the middle of that range.

### **Considerations**

Continued use of these tower sites supports operational efficiency and cost control by leveraging Metro's existing, proven infrastructure. These sites have delivered reliable performance since 1995 and play a key role in providing redundancy and continuity across Metro's communications network. Retaining access ensures uninterrupted service and minimizes the risk of operational disruption. Additionally, by securing favorable long-term rates now, Metro can avoid higher future costs that could result from relocating to or negotiating with multiple alternative tower providers. Staff will continue to evaluate market conditions and operational needs at the conclusion of each term to ensure ongoing value and alignment with Metro's strategic goals.

## **DETERMINATION OF SAFETY IMPACT**

This Board Action will help ensure continued safe and reliable bus and rail transportation throughout the system.

## **FINANCIAL IMPACT**

The proposed agreements include an initial 5-year term for each site, with three additional 5-year renewal options, for a potential total term of 20 years. The rental rates include a 3.5% annual

escalation applied throughout the initial term and any exercised options. The cost of the first year is shown below.

Period	Location 308 (5 Mt. Lukens Rd.)	Location 313 (Oat Mtn. Orcutt Ranch)	Location 314 (1 Hauser Mt.)	Total
8/1/2025-7/31/2026	\$94,318.56	\$64,977.96	\$52,880.16	\$212,176.68

The total projected expenditure for all three sites over the full term (including options) is \$6,011,583.05.

#### Impact to Budget

Funding for the license payments in FY26 is included in the Real Estate Non-Departmental Cost Center (0651), under Bus Operations (306006). Future year obligations will be incorporated by staff into Metro's annual budget process and planned accordingly as ongoing operational costs.

#### EQUITY PLATFORM

The proposed actions would support Metro bus and rail operations and customer experience, which would benefit all Metro riders and employees. There are no specific equity benefits or impacts.

#### VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. All Board items are assessed for their potential impact on VMT to ensure continued progress.

As part of these ongoing efforts, this item is expected to contribute to further VMT reductions. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro transit operations, as communications throughout the Metro bus and rail system are critical to keeping these systems safe and on time. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

#### IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #2: "Deliver outstanding trip experiences for all users of the transportation system."

### **ALTERNATIVES CONSIDERED**

If the Board does not approve the License renewals, Metro would need to secure agreements at multiple alternative tower sites to maintain current coverage. This would result in higher rental costs, potential capital expenses to relocate equipment, and increased risk of service disruptions. Given the reliability and strategic locations of the current Towers, pursuing alternatives is not recommended.

### **NEXT STEPS**

Upon Board approval, Metro will execute the three license agreements with American Tower Corporation dba SpectraSite Communications, LLC. This will secure continued use of the microwave radio station locations through July 31, 2045, including the option periods.

### **ATTACHMENTS**

Attachment A - License Location Map  
Attachment B - Deal Points

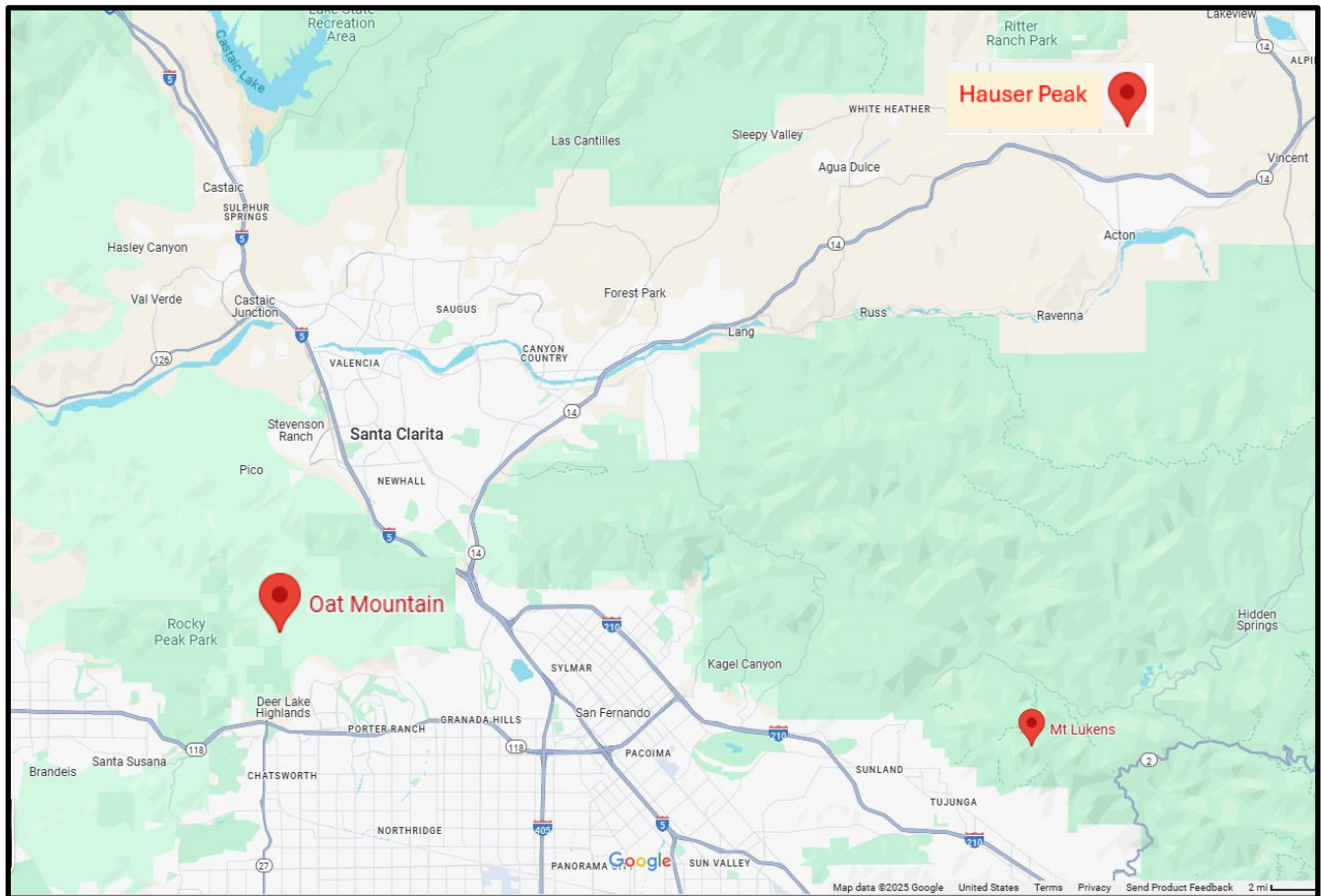
Prepared by: John Beck, Manager, Real Property Management, (213) 922-4435  
Craig Justesen, Executive Officer, Real Property Management, (213) 928-7051  
Holly Rockwell, Senior Executive Officer -Transit Oriented Communities and Real Estate, (213) 922-5585  
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322  
Bryan Sastokas, Deputy Chief Info Tech Officer, (213) 922-5510

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034

Dawn Jackson-Perkins, Chief People Officer, (213) 418-3166  
Ray Sosa, Chief Planning Officer, (213) 547-4274

  
Stephanie Wiggins  
Chief Executive Officer

LOCATION MAP



**Mt. Lukens  
Location 308**  
5 Mt. Lukens Road  
Tujunga, CA  
(AL000081)

**Oat Mountain  
Location 313**  
Orcutt Ranch  
Chatsworth, CA  
(AL000082)

**Hauser Peak  
Location 314**  
1 Hauser Mtn.  
Acton, CA  
(AL000083)

## Attachment B – Deal Points

<b>New or renewal</b>	License Renewal
<b>Landlord/Owner</b>	American Towers Corporation dba SpectraSite Communications, LLC
<b>Location</b>	5 Mr. Lukens Road, Tujunga Orcutt Ranch, Chatsworth 1 Hauser Mountain, Acton
<b>Premises</b>	Radio tower locations
<b>Purpose</b>	Radio tower for rail and bus communications.
<b>Commencement and Duration (note any extensions)</b>	5-years commencing August 1, 2025. There are three (3) options to extend the term for five (5) years each.
<b>Total Cost</b>	The total lease value is approximately \$6,011,583.03 over the five (5)-year terms including options.
<b>Early Termination Clauses</b>	None.
<b>Determination of Lease Value</b>	Real Estate staff.
<b>Background with this Landlord</b>	This will be the second transactions with the landlord at these locations. Metro has a total of eight (8) tower agreements with this landlord.
<b>Special Provisions</b>	None.





**We're supporting thriving communities.**  
**Finance, Budget & Audit Committee - June 16, 2025**  
**Legistar File #2025-0326**

# Recommendation

**AUTHORIZE** the Chief Executive Officer (CEO), or designee, to execute three separate five (5)-year license agreements commencing August 1, 2025, with American Tower Corporation dba SpectraSite Communications, LLC (Licensor); and

**AUTHORIZE** the Chief Executive Officer (CEO), or designee, to execute up to three (3) additional five (5)-year options for each site for microwave radio stations located at the following sites:

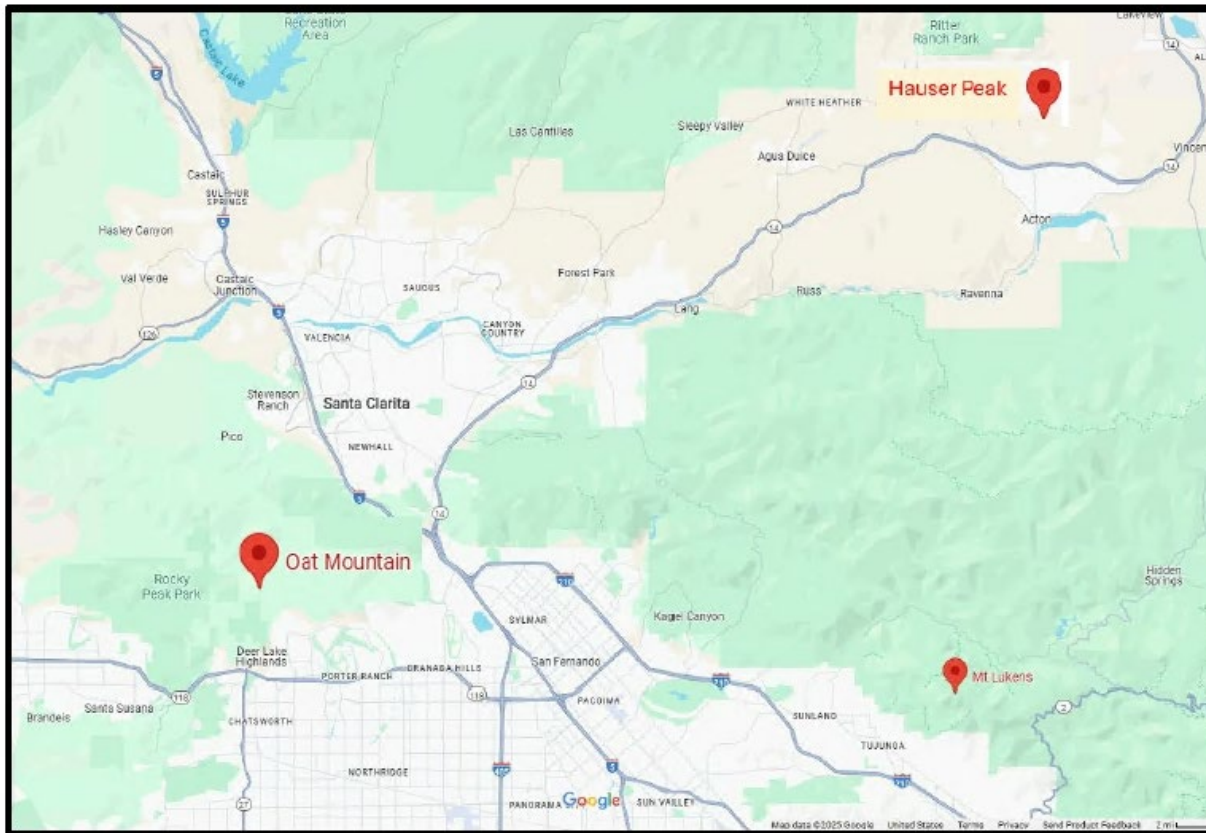
- 5 Mt. Lukens Road, Tujunga - at an initial rate of approximately \$7,617.47 per month with 3.5% annual escalations, plus utilities, for a total estimated amount of \$2,678,592.90 over the full 15-year term (including options).
- Oat Mountain Orcutt Ranch, Chatsworth - at an initial rate of approximately \$5,274.26 per month with 3.5% annual escalations, plus utilities, for a total estimated amount of \$1,837,556.05 over the full term (including options).
- 1 Hauser Mountain, Acton - at an initial rate of approximately \$4,274.97 per month with 3.5% annual escalations, plus utilities, for a total estimated amount of \$1,495,434.10 over the full term (including options).

# Background

- **Longstanding Use:** Metro has operated three microwave radio towers since 1995 under a license agreement with SpectraSite Communications.
- **License History:** The agreement was extended in 1997 and 2010, with the current term expiring on **July 31, 2025**.
- **System Integration:** The towers support Metro's Advanced Transportation Management System (ATMS) and Rail Communications (Rail Comm).
- **Operational Importance:** These systems provide essential voice and data communication between buses, trains, and their respective operations centers, ensuring safe and efficient service countywide.



# Location Map



**Mt. Lukens**  
**Location 308**  
5 Mt. Lukens Road  
Tujunga, CA  
(AL000081)

**Oat Mountain**  
**Location 313**  
Orcutt Ranch  
Chatsworth, CA  
(AL000082)

**Hauser Peak**  
**Location 314**  
1 Hauser Mtn.  
Acton, CA  
(AL000083)

# Financial Impact & Next Steps

## **Financial Impact:**

Up to \$6,011,583 for all three sites for up to 20 years (five-year initial period plus three five-year options)

## **Upon Board approval:**

Metro will execute the three license agreements with American Tower Corporation dba SpectraSite Communications, LLC. This will secure continued use of the microwave radio station locations through July 31, 2044, including the option periods.



## Board Report

File #: 2025-0242, File Type: Program

Agenda Number: 7.

### FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 18, 2025

**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 \$29.8 million for the 12-month period effective August 1, 2025, to August 1, 2026.

#### **ISSUE**

Metro's Public Entity excess liability insurance policies (which include transit rail and bus operations) will expire on August 1, 2025. Insurance underwriters will not commit to final pricing until two to three weeks before the current program expires on August 1<sup>st</sup>. Consequently, staff is 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 primarily from bus and rail operations.

#### **BACKGROUND**

Metro's insurance broker, Marsh USA, LLC (Marsh), 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. However, final pricing is not available until approximately 14 days prior to binding coverage.

Metro established a program of excess liability insurance to protect against insured losses. Each year, Risk Management meets with Metro's insurance broker 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. Marsh is the new insurance broker for Metro, and as such, an abbreviated stewardship meeting was conducted in March to identify the required data, including loss development, ridership projections, mileage, and revenue hour estimates. Risk Management obtained the data, including targeted completion dates of

---

various projects, to provide an accurate account of the agency's present and future liability exposures.

The data was then forwarded to Marsh to present to the domestic insurance marketplace as well as international markets in London and Bermuda. Due to timing requirements, Marsh approached underwriters in March and April to ensure that the data was deemed current. The initial indications of interest and costs became apparent in May.

Marsh 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 Marsh ample time to continue to negotiate with underwriters to ensure that Metro obtains the most competitive pricing available.

## **DISCUSSION**

Staff and Marsh have identified three main objectives for the 2025-2026 excess liability renewal:

1) mitigating insurer concerns about Metro's risk exposure, 2) maintaining a diverse mix of insurers to foster competition, and 3) maintain total limits of \$300 million with an \$8 million self-insured retention (SIR) for rail claims and \$12.5 million for all other claims, while remaining open to alternative structures.

To achieve these objectives, Metro and Marsh will continue to emphasize the lower risk associated with light rail and subway services, along with safety enhancements, to obtain more favorable pricing. All potential insurers in the US, London, and Bermuda will be approached, and Marsh and Metro will work to find the best partners for this risk.

The global insurance market faces challenges for US Casualty risks, particularly for public entities in California. The firming market, primarily driven by loss development related to auto liability, is reducing carrier capacity and increasing rates, with average increases ranging from 10-15% for loss-free programs and over 20% for those with historical losses. Average rate increases vary based on rail vs. bus exposure, jurisdiction, and the market access point.

Staff attended meetings arranged by Marsh at the RIMS convention with all major underwriters on Metro's program. These encounters with the various markets and underwriters afforded an opportunity to respond directly to additional questions they had concerning operations, safety, risk management, and claims. These meetings also fostered deeper relationships with these partners to ensure they understand Metro.

Metro's August 1<sup>st</sup> insurance placement will see increased premiums due to stricter underwriting guidelines, adverse auto liability losses, and the overall state of the market discussed above. Marsh recommends maintaining a bifurcated program for bus and rail. Metro has an \$8M SIR for rail risks. Metro self-insures a total of \$20M for bus and all other non-rail risks, including an initial \$12.5M SIR and quota share layers. A higher SIR may offer Metro greater flexibility in managing premium costs. Marsh will continue to explore options, including alternative retentions up to \$25M, and quota share

---

arrangements, to achieve more favorable premiums until the renewal date. Separate from this action, Marsh and Risk Management will explore the formation of a Metro Captive Insurer as an alternative to traditional insurance placement.

Attachment A provides an overview of renewal options, premiums, and loss history, and Attachment B reflects the proposed 2025-2026 Excess Liability Program, which mirrors the current 2024-2025 program structure. Risk Management recommends proceeding with renewal at a minimum coverage limit of \$300 million and a not-to-exceed premium of \$29.8 million.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this recommendation positively impacts the safety of Metro's patrons and employees. Liability insurance carriers will perform certain facility inspections to mitigate potential risks or hazards and provide an overall risk assessment of Metro's assets as they underwrite the program. In addition, carriers may provide best-practice guidance to enhance Metro's risk profile.

### **FINANCIAL IMPACT**

Funding of \$28.5M for this action is included in the FY26 Proposed Budget in cost center 0531, Non-Departmental - Operations Risk Management, under projects 300022 - Rail Operations - A Line, 300033 - Rail Operations - C Line, 300044 - Rail Operations - B Line, 300066 - Rail Operations - E Line, 300077 - K Line, 301012 - Bus Operations - G Line, 306001 - Operations Transportation, and 320011 - Union Station.

Metro's insurance premiums are amortized and span two fiscal years. The cost center manager and the Interim Chief Transit Safety Officer will be accountable for budgeting in FY27 costs not included in the FY26 budget.

#### **Impact to Budget**

The sources of funding for this action will come from federal, state, and local funding sources that are eligible for bus and rail operations, and capital projects.

### **EQUITY PLATFORM**

The insurance policies cover all Metro-owned property, stations, tunnels, bridges, rolling stock fleet, right of ways, facilities, and buildings that provide transportation service and benefits to Metro riders. Metro's liability insurance program ensures that its facilities, rolling stock fleet, and infrastructure, which serve riders, are covered by insurance policies in the event of major loss or damage.

### **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on

## VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides excess liability coverage for Metro's assets. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the agency's overall function, it is consistent with the goals of reducing VMT.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

## **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 2024-2025 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, staff will advise Marsh to proceed with the placement of the excess liability insurance program outlined herein, effective August 1, 2025.

## **ATTACHMENTS**

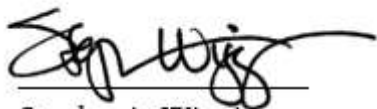
Attachment A - Options, Premiums, and Loss History

Attachment B - Proposed Public Entity Liability Carriers and Program Structure

Prepared by: William Douglas, Senior Manager Risk Financing, (213) 922-2105

Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-4518

Reviewed by: Kenneth Hernandez, Interim Chief Transit Safety Officer, (213) 922-2990

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins  
Chief Executive Officer

**ATTACHMENT A**

**Options, Premiums and Loss History  
Public Entity Program Insurance Premium and Proposed Options**

	<b>Current 2024 / 2025 Program</b>	<b>2025 / 2026 OPTIONS (Estimated)</b>	
		<b>A</b>	<b>B</b>
Self-Insured Retention (SIR)	\$8M rail, \$12.5M bus & other non-rail	\$8M rail, \$12.5M bus & other non-rail	\$8M rail, \$15M bus & other non-rail
Quota Share	Up to \$7.5M in \$25M bus & other non-rail layer	Up to \$7.5M in \$25M bus & other non-rail layer	Up to \$5M in \$25M bus & other non-rail layer
Limit of Coverage	\$300M	\$300M	\$300M
Terrorism Coverage	Yes	Yes	Yes
Premium	\$24.5M	\$29.8M	\$29.3M

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

	<b>2016/2017</b>	<b>2017/2018</b>	<b>2018/2019</b>	<b>2019/2020</b>	<b>2020/2021</b>	<b>2021/2022</b>	<b>2022/2023</b>	<b>2023/2024</b>	<b>2024/2025</b>
Self-Insured Retention:									
Rail	\$7.5M	\$7.5M	\$8M	\$8M	\$8M	\$8M	\$8M	\$8M	\$8M
Bus + Other Non-Rail	\$7.5M	\$7.5M	\$8M	\$8M	\$10M	\$17.5M	\$20M	\$20M	\$20M
Insurance Premium	\$3.7M	\$4.1M	\$4.1M	\$6.2M	\$14.5M	\$16.7M	\$19.1M	\$22.2M	\$24.5M
Claims in Excess of Retention	1	1	2	1	TBD	TBD	TBD	TBD	TBD
Estimated Amount in Excess of Retention	\$10M	\$10M	\$10M	\$25M	TBD	TBD	TBD	TBD	TBD



## Proposed Public Entity Liability Carriers and Program Structure

Liability Insurance Summary 2025-2026

Los Angeles County Metropolitan Transportation Authority



Excess Limit	Layer(s)		Participation	Carrier	Premium
12	\$300M	\$35M xs \$265M	\$5,000,000 \$2,500,000 \$4,000,000 \$6,000,000 \$2,500,000 \$5,500,000 \$7,000,000 \$2,500,000	Lloyds (Aspen) Lloyds (Convex) Lloyds (Ascot) Lloyds (Inigo) Lloyds (Argo) ARK Helix Lloyds (Arcadian)	
11	\$265M	\$10M xs \$255M	\$10,000,000	Lloyds (Munich Re)	
10	\$255M	\$40M xs \$215M	\$10,000,000 \$10,000,000 \$10,000,000 \$10,000,000	Liberty Specialty Chubb Bermuda Ins Ltd AIG AWAC	
9	\$215M	\$30M xs \$185M	\$10,000,000 \$5,000,000 \$10,000,000 \$5,000,000	Lloyds (Hiscox) Lloyds (Convex) Lloyds (Argo) Lloyds (Munich Re)	
8	\$185M	\$75 xs \$110M	\$7,500,000 \$7,500,000 \$5,000,000 \$7,500,000 \$5,000,000 \$7,500,000 \$15,000,000 \$2,500,000 \$12,500,000 \$5,000,000	Lloyds (Aspen) Lloyds (Apollo) Lloyds (Ascot) Lloyds (Canopus) Lloyds (Argo) Hamilton XL Bermuda Ltd. Lloyds (Convex) Lloyds (Inigo) Lloyds (Vantage)	
7	\$110M	\$17.5M xs \$92.5M	\$5,000,000 \$2,500,000 \$10,000,000	(Lloyds (Munich Re) Lloyds (Apollo) Hamilton	
6	\$92.5M	\$17.5M xs \$75M	\$7,500,000 \$5,000,000 \$5,000,000	Sompo Ark Helix	
5	\$75M	\$10M xs \$65M	\$10,000,000	AXA XL	
4	\$65M	\$15M xs \$50M	\$15,000,000	AWAC	
3	\$50M	\$10M xs \$40M	\$10,000,000	Great American	
2	\$40M	\$15M xs \$25M	\$2,500,000 \$2,000,000 \$2,500,000 \$2,000,000 \$2,500,000 \$2,000,000 \$1,500,000	Lloyds (Hiscox) Lloyds (MAP) Lloyds (Inigo) Lloyds (Ascot) Lloyds (QBE) ARK Helix	
1	\$25M	\$17M Rail - /Queens Island \$12.5M Bus/All Other - Gemini/Upland	\$17,000,000 \$2,500,000 \$5,000,000 \$5,000,000	Queens Island Rail Self-Insured Upland Specialty Quota Share w/Metro 50% Gemini Quota Share w/Metro 50%	
\$8M Rail SIR Per Occurrence					
\$12.5M Bus/All Other SIR Per Occurrence					
Totals					\$ 29,809,029.60

\*Including Public Officials/EPLI – Excess \$75M excluding Public Officials/EPLI'



# Excess Liability Insurance Program

Finance, Budget, and Audit Committee

June 18, 2025

File ID #2025-0242



Metro

# Excess Liability Insurance Program Renewal

## **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 \$29.8 million for the 12-month period effective August 1, 2025, to August 1, 2026.

# Excess Liability Insurance Program Renewal

## Background:

- Each year, Risk Management meets with Metro's insurance broker (Marsh USA, LLC) to prepare for the upcoming excess liability marketing process and obtain the most competitive coverage and premium available.
- Marsh provides a not-to-exceed premium amount to facilitate the Board's authority for binding the renewal program.
- With the Board's approval, Marsh can continue negotiating with underwriters to ensure Metro obtains the most competitive pricing.

# Excess Liability Insurance Program Renewal

## Current State of the Market:

- The firming market, primarily driven by loss development related to auto liability, is reducing carrier capacity and increasing rates, with average increases ranging from 10-15% for loss-free programs and over 20% for those with historical losses. Average rate increases vary based on rail vs. bus exposure, jurisdiction, and the market access point.
- Metro's August 1<sup>st</sup> insurance placement will see increased premiums due to stricter underwriting guidelines, adverse auto liability losses, and the overall state of the market.

# Excess Liability Insurance Program Renewal

## Proposed Coverage:

- Ongoing negotiations aim to maintain a similar coverage structure as the expiring policy.
- With minimum limits of \$300M.
- A not-to-exceed SIR of \$25M.
- For a total premium of up to \$29.8M.





Thank you.



Metro®



## Board Report

---

**File #:** 2025-0292, **File Type:** Formula Allocation / Local Return

**Agenda Number:** 8.

---

**FINANCE, BUDGET, AND AUDIT COMMITTEE  
JUNE 18, 2025**

**SUBJECT: FY25 LOCAL RETURN CAPITAL RESERVE ACCOUNTS**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

CONSIDER:

- A. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Hidden Hills (Measure M), Lakewood (Proposition C and Measure M), Long Beach (Proposition C), and amend the existing accounts for the Cities of Industry (Proposition A), Lynwood (Proposition A), South Pasadena (Proposition C, Measure R and Measure M), and Whittier (Proposition C) (Attachment A); and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities in Recommendation A for their Capital Reserve Accounts as approved.

**ISSUE**

A local jurisdiction may need additional time to accumulate sufficient Local Return funding to implement a project, or to avoid lapsing of funds. To avoid lapsing, a local jurisdiction may request that funding be dedicated in a Capital Reserve Account. Board approval is required to set up these Capital Reserve Accounts and any amendments to existing accounts.

**BACKGROUND**

Local Return Funds are generated from 4 half-cent sales taxes that are directly allocated to the 88 cities plus the County of Los Angeles based on population share for transit and transportation related projects. Proposition A (voter approved in 1980) local return has a 25% share; Proposition C (voter approved in 1990) local return has a 20% share; Measure R (voter approved in 2008) has a 15% share; and Measure M (voter approved in 2016) local return has a 17% share. Together, these 4 funding sources make up over \$800 million annually in revenue that support projects such as local bus and dial-a-ride services, bus stop improvements, street paving, active transportation, and much more. Each of these local return revenue sources has a timely use of funds requirement. As a mechanism to help cities avoid lapsing their local return funds and to allow for the accumulation of



---

funds for larger scale transportation projects Capital Reserve accounts are created on an annual basis if needed.

## **DISCUSSION**

Staff uses a First-In-First-Out (FIFO) calculation to determine if a city may be in jeopardy of losing their 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 funds to accommodate longer term financial and planning commitments for specific capital projects.

Should Local Return funds lapse due to time constraints, per 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 formula on a per capita basis.

The Cities of Hidden Hills, Lakewood, Long Beach, and South Pasadena are all working on large street improvement projects that are difficult to coordinate and construct. The Cities of Industry, Lynwood, and Whittier require time extensions or fund increases on existing Board Approved Capital Reserve accounts to complete the construction of their projects. The termination date for all these capital reserve accounts will be June 30, 2030, unless a city requests an additional time extension before then.

### **New Capital Reserve Accounts**

#### *City of Hidden Hills*

The City of Hidden Hills is requesting a new Measure M 17% Local Return capital reserve account in the amount of \$100,000 for their Round Meadow/Mureau Road Entry Intersection Improvement project. The scope of this project includes pavement repairs, crack filling, microsurface (slurry seal), and traffic striping of the City owned roads outside the security gates (public access). Proposed resurfacing will increase safety, improve the riding surface for vehicles and bicycles, and extend the life of the asphalt. Work is considered road maintenance and rehabilitation as all improvements will be within the street right of way. Hidden Hills requires additional time to complete this project due to project delays. At the beginning of FY25 the city had a Measure M potential lapsing amount of \$46,775. Approval of this capital reserve will prevent these funds from lapsing. In FY24, Hidden Hills had no audit findings related to Measure M.

#### *City of Lakewood*

The City of Lakewood is requesting a new Proposition C 20% Local Return and Measure M 17% Local Return capital reserve account totaling \$2,300,000 for their Street Improvement Rehabilitation

---

and Engineering Project. The scope of this project includes citywide street paving and resurfacing at multiple locations, to maintain the streets and improve safety throughout the city. This is a long-term multi-year project, and the establishment of this capital reserve will assist in the accumulation of funds for the project. At the beginning of FY25 the City had a Proposition C potential lapsing amount of \$1,445,804 and a Measure M potential lapsing amount of \$798,230. Approval of this capital reserve will prevent these funds from lapsing. In FY24 Lakewood had no audit findings.

#### *City of Long Beach*

The City of Long Beach is requesting a new Proposition C 20% Local Return capital reserve account in the amount of \$3,200,000 for their Studebaker-Lyones Complete Streets Project. This project will synchronize 17 signals on Studebaker, running fiber-optic cable along the length of the corridor. After the underground work is complete, existing bus stops will be upgraded to boarding islands to avoid transit conflicts with a new median-separated bikeway. Long Beach requires extended time to both accumulate funds for the project and to complete construction of the multi-year project. Construction is scheduled to begin in the summer of 2025. At the beginning of FY25 the City had a Proposition C potential lapsing amount of \$9,816,483. Approval of this capital reserve will prevent these funds from lapsing. In FY24 Long Beach had no audit findings.

### **Amended Capital Reserve Accounts**

#### *City of Industry*

The City of Industry is requesting a time extension to their Board approved Park and Ride Lot Proposition A 25% Local Return capital reserve account totaling \$289,325. The scope of this project involves relocating the Industry Park and Ride lot from the corner of Mayor Dave Way and Glendora Avenue to the Homestead Museum lot, located on the northwest corner of Parriott Place and Don Julian Road. This location is better suited to the express travel way due to the close proximity to the 60 freeway and serve Foothill Transit Line 495. The proposed lot will consist of a minimum of 117 parking spaces, including ADA accessible spaces. The project is in preliminary stages of planning and will require additional time to complete construction. At the beginning of FY25 the City had no potential lapsing Proposition A funds. In FY24 Industry had no Proposition A audit findings

#### *City of Lynwood*

The City of Lynwood is requesting a time extension to their Board approved Transit Center Improvement Proposition A 20% Local Return account totaling \$2,363,966. The scope of this project includes rehabilitation efforts of the Rosa Parks Transit Center located at the Lynwood Community Center, that primarily serves the Lynwood Trolley. Additional time is needed to complete the construction of this project; approval of this capital reserve amendment will allow for project completion. At the beginning of FY25 the City had no potential lapsing funds. In FY24 Lynwood had one audit finding where funds were expended on liability insurance prior to Metro approval and was resolved.

#### *City of South Pasadena*

The City of South Pasadena is requesting an amendment to their Board approved Street Repairs per Pavement Management System Measure R 15% Local Return account to add an additional: \$600,000 of Measure R funds, \$800,000 of Proposition C funds, and \$600,000 of Measure M funds. This project is a city-wide continuing street maintenance and repair project that includes road

---

rehabilitation, street paving, and restriping, as it pertains to the most current Pavement Management System certification. Additional funds are needed to assist in the completion of this long-term project. At the beginning of FY25 the City had a Measure R potential lapsing amount of \$437,167, a Proposition C potential lapsing amount of \$401,887, and a Measure M potential lapsing amount of \$305,160. Approval of this capital reserve will prevent these funds from lapsing. Per South Pasadena's FY24 audit, the City did not maintain nor provide accurate accounting records and documentation to facilitate the performance of the audit. The City experienced significant turnover in key personnel within the finance and public works departments which led to the aforementioned issues. To resolve these issues, the city engaged an external CPA firm to assist with the audit processes and year end closing activities.

#### *City of Whittier*

The City of Whittier is requesting a time extension to their Board approved Greenway Trail Bike Path Extension Gap Closure Proposition C 20% Local Return account totaling \$1,228,462. The scope of this project is to extend the Whittier Greenway trail to create a larger and more connected network for active transportation. The project aims to connect to the Orange County trail network and potentially link with La Habra and Brea which will greatly benefit the active transportation network in the community. Additional time is needed to complete the construction of this project. Approval of this capital reserve amendment will allow for the completion of this project. At the beginning of FY25 the City had no potential lapsing Proposition C funds. In FY24 Whittier had no audit findings.

### **DETERMINATION OF SAFETY IMPACT**

Approval of the new Capital Reserve Accounts that include Street and Road improvement projects 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, and Measures R and M funds. As specified by the ordinances, these funds are allocated to and held by each Los Angeles County local jurisdiction by formula.

#### 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 (see Attachment A). For Hidden Hills, Lakewood, Long Beach, and South Pasadena, these projects will provide better street conditions to enhance mobility for pedestrians, cyclists, transit users, and individuals with disabilities. The Cities of Industry and Lynwood's park and ride lot and transit center projects will greatly improve access to transit for residents and workers within the city. The City of

---

Whittier's Greenway Trail Bike Path Extension Gap Closure project will bring needed improvements to the active transportation network in the city of Whittier.

### **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

The projects result from the funding adjustments presented in this report have mixed outcomes, but on a whole, most of the projects in this report will likely decrease VMT in LA County. Within this suite of projects, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation system, and increase accessibility to destinations via transit, cycling, walking, and carpooling. Some of the projects within this status report include items that will ease congestion for cars and trucks resulting in the possibility of increased VMT. However, these projects also provide for carpooling infrastructure and reinvestment of funding towards transit projects. The projects' multi-modal benefits may contribute to offsetting the possible increase in VMT. The VMT-related effects of each of the projects in this board report are discussed in Attachment A.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports the following Strategic Plan Goals by funding the improvement projects presented in Attachment A:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling;
- Goal 2: Deliver outstanding trip experiences for all users of the transportation system; and
- Goal 3: Enhance communities and lives through mobility and access to opportunity

### **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 FY25 Proposed Capital Reserve Accounts

Prepared by: Chelsea Meister, Manager, Transportation Planning, (213) 922-5638  
Susan Richan, Senior Director, Finance, (213) 922-3017  
Cosette Stark, Executive Officer, Finance, (213) 922-2822

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



Stephanie Wiggins  
Chief Executive Officer

## ATTACHMENT A

### PROPOSED CAPITAL RESERVE ACCOUNTS (Project Summary)

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Hidden Hills (New)	<p><u>Project:</u> Round Meadow/Mureau Road Entry Intersection Improvement</p> <p><u>Justification:</u> The City requires additional time to complete this project due to implementation delays preventing timely execution. This will prevent funds from lapsing.</p> <p><u>VMT:</u> This project will likely increase VMT</p>	\$100,000	Measure M 17% Local Return	6/30/30
City of Industry (Extension)	<p><u>Project:</u> Park and Ride Lot</p> <p><u>Justification:</u> Additional time needed to complete construction of the project.</p> <p><u>VMT:</u> This project will likely decrease VMT</p>	\$289,325	Prop A 25% Local Return	<p>Original date of termination 6/30/25</p> <p>New date of termination 6/30/30</p>
City of Lakewood (New)	<p><u>Project:</u> Street Improvement Rehabilitation and Engineering</p> <p><u>Justification:</u> The capital reserve will assist in the completion of this long-term project and prevent funds from lapsing.</p> <p><u>VMT:</u> This project will likely increase VMT</p>	<p>\$1,500,000</p> <p>\$800,000</p>	<p>Prop C 20% Local Return</p> <p>Measure M 17% Local Return</p>	6/30/30
City of Long Beach (New)	<p><u>Project:</u> Studebaker-Lyones Complete Streets</p> <p><u>Justification:</u> Additional time and fund accumulation needed for project with construction scheduled to begin summer of 2025.</p> <p><u>VMT:</u> This project will likely decrease VMT</p>	\$3,200,000	Prop C 20% Local Return	6/30/30

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Lynwood (Extension)	<u>Project:</u> Transit Center Improvement  <u>Justification:</u> Additional time needed to complete construction of the project.  <u>VMT:</u> This project will likely decrease VMT	\$2,363,966	Prop A 25% Local Return	Original date of termination 6/30/25  New date of termination 6/30/30
City of South Pasadena (Amended)	<u>Project:</u> Street Repairs per Pavement Management System  <u>Justification:</u> Additional funds needed to assist in the completion of this long-term project and prevent funds from lapsing.  <u>VMT:</u> This project will likely increase VMT	Existing Amount \$85,000  Amend to add \$600,000  Amend to add \$800,000  Amend to add \$600,000	Measure R 15% Local Return  Prop C 20% Local Return  Measure M 17% Local Return	Existing 6/30/29
City of Whittier (Extension)	<u>Project:</u> Greenway Trail Bike Path Extension Gap Closure Project  <u>Justification:</u> Additional time needed to complete construction of the project.  <u>VMT:</u> This project will likely decrease VMT	\$1,228,462	Prop C 20% Local Return	Original date of termination 6/30/25  New date of termination 6/30/30



**Metro**

**FY25 Local Return Capital Reserve Accounts - Item# 2025-0292**

**Finance, Budget & Audit Committee**

**June 18, 2025**



# Issue & Background

- Metro annually allocates Local Return funds to LA County jurisdictions to implement local projects
  - › Proposition A
  - › Proposition C
  - › Measure R
  - › Measure M
- Local Return funds must be spent within 4 or 5 years, depending on fund source
  - › If not spent, funds could lapse and jurisdiction can lose revenues
- Jurisdictions may need additional time to accumulate funding to implement projects
- To prevent lapsing, jurisdiction may request Capital Reserve Account
- Board approval required to establish or amend Capital Reserve Accounts

# Capital Reserve Account Projects

NEW CAPITAL RESERVES		
Jurisdiction Name	Amount	Project
Hidden Hills (Meas M)	\$ 100,000	NEW Project - Round Meadow/Mureau Rd Entry Intersection Improvement
Lakewood (Prop C & Meas M)	2,300,000	NEW Project - Street Improvement Rehabilitation & Engineering
Long Beach (Prop C)	3,200,000	NEW Project - Studebaker-Lyones Complete Streets
AMEND CAPITAL RESERVES		
Jurisdiction Name	Amount	Project
Industry (Prop A)	\$ 289,325	EXTENTION - Park-and-Ride Lot
Lynwood (Prop A)	2,363,966	EXTENTION - Transit Center Improvement
South Pasadena (Prop A, Meas R & M)	2,085,000	AMEND - Street Repairs per Pavement Management System
Whittier (Prop C)	1,228,462	EXTENTION - Greenway Trail Bike Path Extention Gap Closure Project

# Recommendation

## CONSIDER:

- A. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Hidden Hills (Measure M), Lakewood (Proposition C and Measure M), Long Beach (Proposition C), and amend the existing accounts for the Cities of Industry (Proposition A), Lynwood (Proposition A), South Pasadena (Proposition C, Measure R and Measure M), and Whittier (Proposition C) (Attachment A); and
- B. 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 Accounts as approved.



Board Report

File #: 2025-0403, File Type: Resolution

Agenda Number: 9.

FINANCE, BUDGET AND AUDIT COMMITTEE  
JUNE 18, 2025

**SUBJECT: FY26 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year 2026 (FY26), Transportation Development Act (TDA) Article 8 funds estimated (Attachment B) at \$33,368,313 as follows:
1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore, TDA Article 8 funds in the amount of \$156,044 may be used for street and road projects or transit projects;
  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 the Antelope Valley, transit needs can be met by using other existing fund sources. Therefore, TDA Article 8 funds in the amount of \$8,131,009 for Lancaster and \$7,821,276 for Palmdale may be used for street and road projects or transit projects, provided that 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 fund sources. Therefore, \$10,853,278 in TDA Article 8 funds for the City of Santa Clarita may be used for street and road projects or transit projects, provided that 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 fund sources such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$6,406,706 may be used for street and road projects or transit projects, provided that 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 (Metro) make findings regarding unmet transit needs in areas outside of Metro's service area. If any unmet transit needs are identified as reasonable to meet, they must be met before TDA Article 8 funds can 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 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 process (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 presents the FY26 Resolution. The proposed findings and recommendations are based on the results of the public hearing process and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

### **Antelope Valley Transit Authority Transit Service Updates**

Antelope Valley Transit Authority (AVTA) is developing a new route called the High Desert Connector to link Antelope Valley with Victor Valley, to connect Lancaster/Palmdale Transit Centers to the Victor Valley Transit Center. They are also looking into an eco-friendly charging solution with solar farms and battery storage.

In addition, AVTA is enhancing bus stops in Lancaster and Palmdale by installing shelters, benches, and trash receptacles at several locations. Four additional sites are planned for installation, with completion scheduled for FY25/26. An internal committee has been established to review passenger feedback and recommend service changes. The committee meets every other month. AVTA is also starting a Regional Transit Plan Committee to address future transportation needs across various service types.

### **City of Santa Clarita Transit Service Updates**

The City of Santa Clarita has continued its efforts to promote public transportation and develop the essential infrastructure needed to support public transit services now and in the future. Over the past year, the City has achieved several milestones, including the completion of its Transit Development Plan update, which incorporated community outreach to assess transit service demand. Ridership on local fixed-route services has surpassed pre-pandemic levels, and ridership for the City's on-demand service "Go! Santa Clarita" has also increased.

Santa Clarita also awarded a contract for four zero-emission fuel cell electric buses, bringing the total to seven buses scheduled for delivery in the third quarter. The City designed a hydrogen electrolyzer and fueling station at the Transit Maintenance Facility, with construction beginning in FY25. In addition, Santa Clarita received its first zero-emission electric transit vehicle through a partnership with Access Services to secure federal funding for zero-emission paratransit vehicles and added two new CNG-powered local buses to its fleet.

The City completed the replacement of 50 electronic signs, and installed vandal resistant placards with unique stop numbers and QR codes at over 700 bus stops system wide. These QR codes provide real-time arrival information for the routes serving the individual stop. The City also expects to complete another bus stop improvement project by the end of June 2025. This project will improve access and replace worn or damaged benches, shelters, and trash receptacles at 20 bus stop locations within the City.

## **DISCUSSION**

Metro has complied with state law by conducting public hearings and obtaining input from the Social Service Transportation Advisory Council (SSTAC) regarding unmet transit needs. The SSTAC is comprised of riders representing seniors, individuals with disabilities, social service providers, and other interested parties from the North County areas.

- Attachment A presents the proposed FY26 SSTAC recommendations.
- Attachment F summarizes the recommendations made and actions taken by area transit agencies during FY2025 (for the FY26 allocation estimates).

On May 5, 2025, the TDA Article 8 Hearing Board 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 the use of TDA Article 8 funds based on input from the SSTAC and the public hearing process.

Funds will be released to 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

A delay in adopting the findings, recommendations, and the resolution contained in Attachments A and C would delay the allocation of \$33,368,313 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 FY26 are estimated at \$33,368,313 (Attachment B). Funding for this action is included in the FY26 Adopted 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 Metro's service area. Metro allocates these funds based on population and disburses them monthly, once each jurisdiction's claim form is received, reviewed, and approved.

## **EQUITY PLATFORM**

This process is established by the State and requires Caltrans approval prior to release of the funds, including allocation of funds based on jurisdiction population and local control of eligible expenditure decisions. On March 4, 2025, in-person and virtual public hearings were conducted in Palmdale/Lancaster and Santa Clarita, and on March 18, 2025, in the City of Avalon during their city council meeting. Public hearing notices were posted in the Daily News and La Opinión for each jurisdiction, as well as in local newspapers serving the Antelope Valley, Santa Clarita, San Fernando Valley, Catalina Island, and Long Beach. In addition, notifications were sent to all businesses in the area. Santa Clarita Transit published the hearing notice across its system and posted it in public areas throughout the cities. Avalon shared the notice through their social media outlets. Spanish interpreters were available at all hearings, and all public hearing spaces were accessible in compliance with the American with Disabilities Act (ADA). Members of the public were also given the opportunity to participate virtually.

After the comment period, staff convened the SSTAC, consisting of representatives from the senior (65 and older) and disability communities. As required by law, staff also included representatives from community-based organizations that assist seniors, individuals with low incomes, and people with disabilities. The meeting was conducted in a hybrid format, allowing participants to attend either in-person or online, and a Spanish language interpreter was available. No members of the public attended the public hearings nor were there any comments submitted during the public comment period. Based on the public hearing process, no unmet transit needs were identified in the above jurisdictions.

## **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential effect on VMT.

The projects result from the funding adjustments presented in this report have mixed outcomes, but on a whole, most of the projects in this report will likely decrease VMT in LA County. Within this suite of projects, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation

---

system, and increase accessibility to destinations via transit, cycling, walking, and carpooling. Some of the projects within this status report include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. However, these projects also provide for carpooling infrastructure and reinvestment of funding towards transit projects. The projects' multi-modal benefits may contribute to offsetting the possible increase in VMT.

While TDA Article 8 funds are distributed based on population and the outcome of the unmet transit needs process, the investments they support have a meaningful impact on travel behavior. In FY26, the Antelope Valley Transit Authority (AVTA), the City of Santa Clarita, and the City of Avalon are advancing projects that expand access to public transit, improve service quality, and reduce reliance on single-occupancy vehicles. AVTA's High Desert Connector will link the Antelope and Victor Valleys, providing a regional transit option that helps reduce long-distance driving. AVTA is also improving local stops with shelters and seating, making transit more attractive for short trips. Santa Clarita continues to grow ridership on its fixed-route and on-demand services and is expanding its zero-emission fleet with new fuel cell electric buses and a hydrogen fueling station. Avalon, where private vehicle use is already limited, continues to enhance mobility options through improved transit access and public engagement. Collectively, these TDA Article 8-funded initiatives align with Metro's broader VMT reduction strategy by encouraging sustainable travel choices across the county.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The program advances several Strategic Plan Goals including:

- Goal #1: High-quality mobility options that enable people to spend less time traveling
- Goal #2: Deliver outstanding trip experiences for all users of the transportation system
- Goal #4: Transform LA County through collaboration and leadership

## **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 A), 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 has 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, TDA Article 8 funds will be allocated to the recipient local jurisdictions.



**ATTACHMENTS**

Attachment A - FY26 Proposed Findings and Recommended Actions

Attachment B - TDA Article 8 Apportionments: Estimates for FY26

Attachment C - FY26 TDA Article 8 Resolution

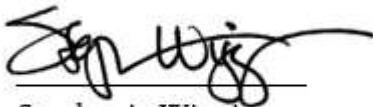
Attachment D - History of TDA Article 8 and Definitions of Unmet Transit Needs

Attachment E - TDA Article 8 Public Hearing Process

Attachment F - Summary of Recommendations and Actions Taken

Prepared by:        Juan Miranda, Manager, Transportation Planning, (213) 922-2824  
                             Manijeh Ahmadi, Senior Manager, Transportation Planning, (213) 922-3083  
                             Cosette Stark, Executive Officer, Finance, (213) 922- 2822

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



Stephanie Wiggins  
Chief Executive Officer

**FY26 TDA ARTICLE 8**

**HEARING BOARD AND**

**SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL**

**PROPOSED FINDINGS AND RECOMMENDED ACTIONS**

**CATALINA ISLAND AREA**

- Proposed Finding: 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 should maintain funding sources for transit services, if reasonable to meet.

**ANTELOPE VALLEY AREA**

- Proposed Finding: 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) should continue to evaluate funding opportunities for transit services.

**SANTA CLARITA VALLEY AREA**

- Proposed Finding: 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 should continue to evaluate funding opportunities for transit services.

Los Angeles County Metropolitan Transportation Authority  
FY26 TDA ARTICLE 8 APPORTIONMENTS  
(Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,313	0.47%	\$ 156,044
Lancaster	172,631	24.37%	8,131,009
Palmdale	166,055	23.44%	7,821,276
Santa Clarita	230,428	32.53%	10,853,278
LA County Unincorporated	[2] 136,022	19.20%	6,406,706
Total	708,449	100.00%	\$ 33,368,313
Estimated Revenues:			\$ 33,368,313

[1] Population estimates are based on the State of California Department of Finance's (DOF) 2024 population estimates.  
[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 2026**

**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 Palmdale/Lancaster on March 4, 2025, Santa Clarita on March 4, 2025 and in Avalon on March 18, 2025, after sufficient public notice of intent was given, at which time public testimony had the opportunity to be made and 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 results of the public hearing process 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

## **ATTACHMENT C**

(Page 2 of 3)

**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; and

**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 Clerk 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 26, 2025.

---

COLLETTE LANGSTON  
LACMTA Board Clerk

DATED: June 26, 2025

### **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 Need 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 needs at its meetings held on 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 for 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.

#### **FY26 Hearing Board:**

Dave Perry represented Supervisor Kathryn Barger  
Marvin Crist, Vice Mayor, City of Lancaster  
Richard Loa, Mayor, City of Palmdale represented the North County  
Eric Ohlsen, Councilmember, City of Palmdale  
Marsha McLean, Councilmember, City of Santa Clarita  
Jason Gibbs, Councilmember, City of Santa Clarita represented Santa Clarita Valley

Also, membership was formed on the FY26 Social Service Transportation Advisory Council (SSTAC) required 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 A.

#### **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 March 4, 2025, as well as in Avalon in conjunction with the Council meeting on March 18, 2025. No members of the public attended the public hearings nor were there any comments submitted during the public comment period.

The SSTAC met on April 14, 2025. Attachment A contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 5, 2025 meeting.





## Board of Directors

**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 Royal  
*County of Los Angeles*

**Executive Director/CEO**  
Martin J. Tompkins

March 04, 2025

TDA Article 8 Hearing Board Chair  
Juan Miranda, Program Manager  
Metropolitan Transit Authority  
One Gateway Plaza  
Los Angeles, California 90012

RE: Fiscal Year 2024/2025 TDA Article 8 Unmet Needs Hearings

Dear Mr. Miranda:

At the 2024 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. The hearing provided no new recommendations, and no public comments were received. Listed below are updates on FY 24/25 projects and Bus Stop Improvements.

### **FY24 Projects:**

AVTA is pleased to announce that it has completed our efforts to replace all existing gas-powered services and support vehicles with Electric Vehicles. AVTA has 19 electric paratransit vehicles in service, 14 battery-electric road supervisor vehicles, and two hybrid special ADA support vehicles.

AVTA continues to promote the LA Metro GoPass program to high school and community college students in the Antelope Valley. AV Union High School District and Antelope Valley College (AVC) renewed in the 24/25 GoPass year, providing bus passes to all students enrolled in AV Union High School District or at AVC. AVTA encourages middle schools in the Antelope Valley to consider the GoPass program for their students. AVTA had 1,350 total students registered in the 23/24 GoPass Year, with 25,163 AVTA system boardings and 1,536 AVTA students boarding non-AVTA transit systems.

AVTA completed the installation of high-power wireless inductive chargers at five locations in the Antelope Valley, and 14 chargers are available for our zero-emission buses serving our local routes.

Inductive charging is available for local buses at all five transit centers, Sgt. Steve Owen Memorial Park, Scott Thomas Wilk Transit Center, Palmdale Transportation Center, Tom Lackey Transit Center, and the new Dianne Knippel Transit Center at Antelope Valley College.

In September 2024, AVTA celebrated a significant milestone: 10 years of operating electric buses in revenue service. This marked the anniversary of our first electric bus entering local service in 2014. Over the past decade, we've been proud to lead sustainable transportation, consistently innovating and expanding our fleet to better serve our community with eco-friendly transit options. By December 2024, AVTA ended with over 16 million electric miles traveled.

### **FY25 Projects:**

In response to a suggested community need, AVTA continues to develop a new route connecting Antelope Valley to Victor Valley. The proposed route, the High Desert Connector, would run between Lancaster/Palmdale Transit Centers and the Victor Valley Transit Center. AVTA continues conversations with Victor Valley Transit and is evaluating options and vehicle types for this service.

AVTA continues to evaluate an "off-the-grid" charging solution using a solar farm and battery storage. AVTA is working with Participate Energy and City of Lancaster Energy on this solution.

### **Bus Stop and Service Improvements:**

AVTA is actively working with the cities of Lancaster and Palmdale to enhance bus stops throughout our service area. Recently, we have installed various amenities, such as shelters, benches, and trash receptacles, at the following locations: Avenue I & 20th Street West, Avenue I & 25th Street West, 47th Street East & Avenue R (Northwest and Southeast corners), and 6th Street East & Palmdale Blvd. We are currently identifying additional locations with our jurisdictional partners, and four more sites have been selected in both cities to install these amenities. These improvements are scheduled for completion in FY25/26.

AVTA has established an internal committee comprising Bus Operators and Customer Service Staff to discuss passenger feedback. Meetings are held every other month, and recommendations are shared with the Operations Staff at AVTA for potential service changes and improvements. Additionally, AVTA has launched a Regional Transit Plan planning committee to identify and address immediate and future transportation needs across all service modes: Local Transit, Commuter, Dial-A-Ride, Microtransit, and Non-Emergency Medical Transportation. This initiative will result in service changes in the coming years.

**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:

- To maintain a close relationship with our riders and potential riders, AVTA actively participates in all in-person community events hosted by the cities of Lancaster and Palmdale. These events allow us to connect with our riders and the AV community to address potential transportation needs. Additionally, AVTA conducts community outreach to rural Los Angeles County communities within our service area to reach transit-dependent populations and raise awareness of AVTA's available services.
- Our community outreach and travel training programs continue to educate and connect our residents, especially veterans, seniors, those with disabilities, and students, to our transportation system.
- AVTA engages with the high school and community college-age students in the Antelope Valley in an ongoing effort to raise awareness of AVTA's and LA Metro's GoPass program.
- AVTA continues to reach out to the local business community and its customers regarding transportation needs. AVTA actively engages with representatives from senior centers, veterans' organizations, rural communities, transportation vendors, adult disabled groups, and other rider groups. This ongoing communication helps AVTA to identify unmet needs, understand the strengths and weaknesses of our transportation services, and enhance our offerings for all passengers.
- AVTA personnel share information on LA Metro's LIFE program at all community events to raise awareness of this low-income fare assistance program.
- 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.
- Each year, AVTA, the cities of Lancaster and Palmdale, and other community partners provide meal boxes, frozen turkeys, toys, and gifts to needy families in the AV.

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 you have any questions, please contact me on (661) 729-2206.

Sincerely,



Martin Tompkins  
Executive Director/CEO



City of  
**SANTA CLARITA**

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

March 4, 2025

Santa Clarita Valley Area  
TDA Article 8 Hearing

During last year's Article 8 public hearings, there were no requests for additional transit service, nor comments received related to the transit service operated by Santa Clarita Transit.

Never the less, the City of Santa Clarita (City) has continued its efforts to promote public transportation and build the vital infrastructure needed to support public transit now and in the future. Ridership aboard the City's local fixed-route service has continued to increase, exceeding pre-pandemic levels. Additionally, we continue to see ridership growth aboard the City's on-demand service known as Go! Santa Clarita.

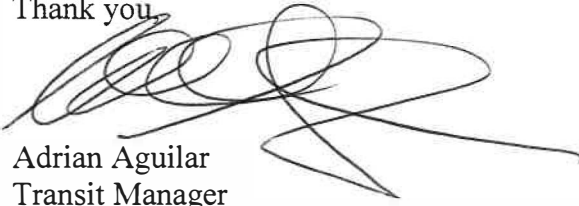
In the 12 months since the last TDA Article 8 hearing, the City has accomplished a number of key milestones, such as:

- Completed the City's Transit Development Plan update. This project included extensive community outreach and a detailed analysis of current and proposed development to assess demand for Transit services.
- Experienced ridership growth aboard the local fixed-route service that is exceeding pre-pandemic levels.
- Continued to experience ridership growth on the City's on-demand service, Go! Santa Clarita.
- Awarded a contract for the purchase of four zero-emission fuel cell electric buses. This brings the total of fuel cell buses on order to seven, all of which are scheduled for delivery in the third quarter this year.
- Completed the design of a hydrogen electrolyzer and fueling station at the City Transit Maintenance Facility. Construction is scheduled to begin this month and is scheduled to be completed before the end of the year.
- The City took delivery of its first zero emission electric Transit vehicle. The Ford E-Transit van is used to transport Go! Santa Clarita passengers throughout Santa Clarita.
- Partnered with Access Services to apply for federal funding to offset the cost of purchasing zero-emission paratransit vehicles.
- Took delivery of two CNG powered local buses.

This is just a snapshot of what the City and Santa Clarita Transit have accomplished over the past 12 months.

In the coming year, the City and Santa Clarita Transit will continue to evaluate local, state, and federal funding opportunities for transit services as it develops a strategy for implementing the recommendations included in the City Transit Development Plan. Additionally, the City will work closely with our transportation partners as we strive towards our goal of providing 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 long, sweeping horizontal stroke extending to the right.

Adrian Aguilar  
Transit Manager





Item #2025-0403

# Fiscal Year 2026 TDA Article 8 Fund Program

Finance, Budget & Audit Committee  
June 18, 2025

2018

## Transportation Development Act (TDA) Statutes and California Code of Regulations



Division of Rail and Mass Transportation  
July 2018

# Background

- TDA Article 8 state funds allocated to:
  - LA County jurisdictions outside Metro's service area
  - Avalon, Lancaster, Palmdale, Santa Clarita & LA County Unincorporated
  - Address "unmet transit needs reasonable to meet"
- Funds may be used for street & roads if no such need identified
- TDA requires Metro to:
  - Conduct a public hearing process
  - Collect comments in person, electronically or by mail
- Proposed findings & recommendations based on:
  - Public Hearing Process
  - Social Service Transportation Advisory Council (SSTAC)
  - Hearing Board



## FY26 Proposed TDA Article 8 Allocations

FY26 TDA Article 8 Fund Allocations	
Jurisdiction Name	Amount
Avalon	\$ 156,044
Lancaster	8,131,009
Palmdale	7,821,276
Santa Clarita	10,853,278
LA County Unincorporated	6,406,706
Total	\$ 33,368,313



# Recommendations

---

## ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating FY26 TDA Article 8 funds estimated (Attachment B) at \$33,368,313 as follows:
  - 1. City of Avalon, no unmet transit needs that are reasonable to meet – allocate \$156,044 for street & road or transit projects
  - 2. Cities of Lancaster and Palmdale, no unmet transit needs that are reasonable to meet – allocate \$8,131,009 to Lancaster and \$7,821,276 to Palmdale for street & road or transit projects
  - 3. City of Santa Clarita, no unmet transit needs that are reasonable to meet - allocate \$10,853,278 for street & road or transit projects
  - 4. Los Angeles County Unincorporated areas of North County, transit needs are met with other fund sources - allocate \$6,406,706 for street & road or transit projects
- 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.



## Board Report

File #: 2025-0211, File Type: Program

Agenda Number: 10.

### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 18, 2025

**SUBJECT: METROLINK FY2025-26 ANNUAL WORK PROGRAM AND PASSENGER 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) Fiscal Year (FY) 2025-26 Operating, Rehabilitation, and Capital Budget in the amount of \$216,565,092 as described in Attachment A;
- B. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SGR) and capital project Memoranda of Understanding (MOUs) as follows:
- Ticket Vending Machine (TVM) Replacement Project extended from June 30, 2025, to December 31, 2026
  - FY 2016-17 SGR Program extended from June 30, 2025, to December 31, 2026
  - FY 2017-18 SGR Program extended from June 30, 2025 to December 31, 2026
  - FY 2018-19 SGR Program extended from June 30, 2025 to June 30, 2027
  - FY 2019-20 SGR Program extended from June 30, 2025 to December 31, 2027
  - FY 2020-21 SGR Program extended from June 30, 2025 to June 30, 2027
  - Doran Street Grade Separation Project extended from March 31, 2025, to December 31, 2027
  - LINK US Task 2 Project extended from June 30, 2025, to December 31, 2026;
- C. APPROVING the FY 2025-26 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
- D. 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, on an annual basis, to approve their share of the SCRRA budget, comprising Metrolink Operations, SGR, and New Capital projects. SCRRA transmitted the FY 2025-26 budget to the JPA member agencies on April 30, 2025 (Attachment A). SCRRA is seeking member agency approval before adopting its FY 2025-26 budget on June 27, 2025. This report includes staff recommendations for funding Metro's contribution to the FY 2025-26 Metrolink budget.

## **BACKGROUND**

SCRRA operates the Metrolink commuter rail service within Los Angeles (LA) County, 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. Metrolink and LOSSAN service will connect directly into the future high-speed rail network being built by the California High-Speed Rail Authority. Metrolink will also connect with the future Brightline West system that will operate between Las Vegas and Rancho Cucamonga.

Metro, as the regional transportation planning agency for LA County, works with Metrolink and other passenger rail operators to plan and develop a more holistic, seamless, and multimodal approach to moving people throughout LA County and Southern California between local communities and regional destinations. The Metro Board annually allocates Metro's member agency subsidy to support Metrolink operations, which is 51.3% of Metrolink's total operations budget. SCRRA utilizes an established "all share" formula approved by all the member agencies based on train miles attributed to each respective member agency. Metro's share is based on 151 miles of Metro owned ROW. The Metro Board appoints four of the Metrolink Board's eleven voting members.

Metro's ability to deliver better mobility, air quality, and economic opportunity for LA County residents and reduce greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) in the region 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 (CPD) to better align and coordinate planning for and with Metrolink, LOSSAN, and other passenger rail operators so that Metro can better serve local communities and improve LA County's regional transportation system and air quality.

## **DISCUSSION**

### **PROGRAMMING FOR METRO'S SHARE OF SCRRA'S FY 2025-26 BUDGET**

Metrolink is requesting that Metro provide \$216,565,092 in funding for Metro's JPA member agency share of SCRRA's FY 2025-26 Budget, consisting of \$141,356,992 for Metrolink Commuter Rail Operations and \$75,208,100 combined for SGR and New Capital projects.

### **Metrolink Commuter Rail Operations - \$141,356,992**

SCRRA's total FY 2025-26 Budget request for Metrolink Commuter Rail Operations from all JPA Member Agencies is \$275,508,494. Metro's share of Metrolink Commuter Rail Operations is \$141,356,992 (51.3%). This total is a \$3,597,160 increase (2.6%) over FY 2024-25 funding levels. The FY 2025-26 budget increase is due to costs necessary to implement new FRA regulations and 2028 Olympic readiness.

As part of the FY 2025-26 budget, Metrolink has executed the consolidation of train operations, equipment, and facilities maintenance functions into one contract which will increase efficiency by having one vendor responsible for these functions which were previously delivered through separate contracts. In addition, Metrolink's new Optimized Service Schedule will be fully implemented; this schedule is designed to increase accessibility and convenience by attracting new riders, restore service eliminated during the COVID pandemic, and respond to the changing commuter patterns in the post-COVID environment by becoming an all-day and weekend regional rail operator instead of strictly a commuter rail (peak hour) service. This service optimization will allocate resources and crews more efficiently by operating more midday and off-peak service which is anticipated to result in higher ridership per service route. The member agencies continue to work collaboratively with SCRRA to ensure that appropriate and cost-effective service levels are implemented. In addition, for efficiency and cost-savings purposes, Metro contracts with SCRRA to maintain Metro-owned ROW that is beyond the 20-foot center of track up to Metro's property line; this Metro-only cost is now included in the SCRRA operations funding annual budget amount.

While Metro staff appreciate SCRRA's cost containment efforts by keeping the FY26 operating funding request to a minimal increase of 2.6%, Metro does have concerns that SCRRA's costs as well as the amount of member subsidy requested to support operations continues to increase. Member agency subsidies have increased to 78% since the COVID pandemic due to Metrolink's decreased revenues and fare box recovery because of decreased ridership. Pre-COVID, member agencies only contributed 49% of Metrolink operating costs. This trend is not sustainable as Metro's share of Metrolink's rapidly increasing operating requests exceeds Metro's annual sales tax revenues dedicated to Metrolink Operations (Proposition C 10% and Measure M 1%), which are further impacted by lower sales tax receipts than forecasted. Over the past five years, SCRRA's operating costs have increased \$103 million but have not resulted in a commensurate increase in ridership or fare revenues.

Metro staff recommends working with SCRRA and the other member agencies to identify cost savings opportunities and new external funding sources to supplement constrained sales tax revenues. The current member agency subsidy requirements are unsustainable, especially as service expands and capacity-enhancing projects are implemented across the system in support of realizing Metrolink's Southern California Optimized Rail Expansion (SCORE) program. Reduced office building occupancy rates as well as the continued trend of telecommuting suggest Metrolink ridership will continue to have difficulty reaching pre-COVID levels without adding significant costs associated with more service. Metro staff are in the process of developing a strategic plan that will include as part of its scope a review of Metrolink operations and capital needs and identify future cost savings, sustainable investments, service improvements, and new revenue streams for Metrolink operations and capital needs. To that end, Metro has encouraged Metrolink to develop a cohesive, necessary and thoughtful development of a Metrolink strategic plan to target non-returning riders,

identify new markets, and implement new fare media strategies and modified service to respond to the “new normal” of changing trip patterns. To begin this process, Metrolink is implementing a new fare structure in FY26 to bring more riders and revenue onto Metrolink’s system using existing service to increase ridership beyond simply adding more service.

The Student Adventure Pass (SAP) Metrolink operated in recent years has made a positive impact on increasing ridership by offering free fares for K-12, technical school, college, and university students in the Southern California region. However, due to the demand for SAP usage exceeding available grant funding received through the Low Carbon Transit Operations Program (LCTOP), Metrolink FY 2025-26 student fares will no longer be free and students will now have to pay 50% of the fare costs going forward to make the new Student Youth Discount program more sustainable in the long run. Prior to launching the SAP, Metrolink offered a 25% discount to students. Metro is supportive of the Student Youth Discount program but has requested that Metrolink adopt a regional approach to partner with the universities and colleges in its service area to develop a cost-sharing arrangement to offset potential future member agency contributions given the Student Youth Discount program’s rising costs and the potential for LCTOP funds not being available in future years for this program.

### **Ridership**

Metrolink has recovered 70% of its pre-pandemic ridership, steadily making gains despite the impacts of work-from-home and lower office occupancy rates over the past five years (see Table 1). In April 2025 Metrolink ridership set a new post-pandemic record with over 715,000 boardings. This growth in ridership is the result of several trends, including student ridership growth (up 77% from the prior year), better on-time performance, improved optimized scheduling, and more trains in service. Metrolink seeks to build on these positive trends with service improvements to be implemented in FY26.

Table 1

*Metrolink Pre-Pandemic Ridership and Post-Pandemic Recovery by Line*

<b>LINE</b>	<b>PRE-PANDEMIC MONTHLY RIDERSHIP</b>	<b>APRIL 2025 RIDERSHIP</b>	<b>% RECOVERY BY LINE</b>
91/Perris Valley	76,247	75,835	99%
Antelope Valley	158,409	133,224	84%
IEOC	111,099	65,702	59%
Orange County	244,672	142,796	58%
Riverside	79,983	28,051	35%
San Bernardino	254,709	185,214	73%
Ventura	93,342	69,553	75%
Arrow	N/A	15,051	N/A

<b>TOTALS</b>	<b>1,018,460</b>	<b>715,428</b>	<b>70%</b>
---------------	------------------	----------------	------------

### **SGR and New Capital Projects - \$75,208,100**

Through the annual budget process, SCRRA requests SGR and New Capital project funding which will maintain the Metrolink commuter rail system ensuring a healthy safety culture, creating better service reliability, and improving service along the ROW, of which Metro owns 151 miles. Metrolink's FY 2025-26 total SGR and New Capital budget request from all member agencies is \$153,080,000, consisting of \$137,502,000 for SGR and \$15,578,000 for New Capital Projects (see SGR and New Capital Project List in Attachment A). Metro's member agency share is \$75,208,100 (49.1% of the total \$153,080,000) for the FY 2025-26 Rehabilitation and Capital projects, consisting of the following:

- \$37,214,350 for 26 systemwide SGR projects, with costs to be shared by all member agencies, for projects such as rebuilding and rehabilitating locomotives, overhauling railcars, replacing the Central Maintenance Facility roof, rehabilitating bridges, culverts, tunnels and building facilities, replacing the LA Union Station backup generator, upgrading Metrolink's server, upgrading signal, conducting track rehabilitation, making positive train control enhancements, and replacing maintenance of way vehicles and equipment;
- \$30,594,200 for 12 line-specific projects within Los Angeles County on the San Bernardino and Antelope Valley Lines to rehabilitate signal system, conduct Tunnel 25 Geotechnical testing and design, upgrade customer information systems, rehabilitate five culverts and six bridge structures, upgrade control points, signals, crossings, rail, ballast and tie replacement, and implement grade crossing improvements;
- \$7,399,550 for nine New Capital Projects comprised of a mobile train dispatch operations center, construction of a positive train control training center, electric vehicle (EV) infrastructure for Metrolink yards and non-revenue vehicles, Union Station West Portal ticket office refurbishment, new budget system and portable wheel true and rotor change out equipment.

Metro staff have been working collaboratively with SCRRA and the other member agencies to review Metrolink's FY 2025-26 SGR and New Capital programs, which align with the member agencies' funding commitments. Staff continue to work with SCRRA to prioritize urgent SGR track, bridges, culverts, structures, and signal projects to maintain safety and service reliability.

### **Extend Lapsing Dates for Eight SGR and Capital Project MOUs**

SCRRA rehabilitation/renovation and capital projects maintain Metrolink's system safety and safety culture, ensure state of good repair, and modernize the Metrolink system. SCRRA's project delivery schedule for rehabilitation/renovation projects spans over a five-year period.

This Recommendation will extend eight MOUs (five for SCRRA SGR projects and three for capital projects) that would otherwise lapse on or before June 30, 2025. Due to unforeseen material supplier

---

and project work delays, SCRRA is requesting time extensions. SCRRA has indicated their work is in progress, that many projects are close to completion, and that these eight projects will be completed and invoiced by the requested extension dates.

### **Transfers to Other Operators**

Metro provides transfers of Metrolink passengers to other LA County operators via the EZ pass program (e.g. Big Blue Bus, OCTA, Dash, etc.) which is a seamless and convenient transfer process for riders utilizing the Metrolink service to make first/last mile connections within LA County. In exchange for the transfers, Metrolink reimburses Metro at the rate of \$1.10 per boarding. This recommendation is requesting that the maximum reimbursement amount Metrolink can bill Metro not exceed \$5,592,000. This amount is sufficient to fund the EZ pass program.

### **Granting CEO Authority**

Upon the Board approving this item, a corresponding MOU will be required to be executed clarifying responsibilities and expectations of Metro and SCRRA entering into this funding agreement. This recommendation is requesting Board approval for the CEO to negotiate all necessary terms and execute the MOU funding agreement.

### **DETERMINATION OF SAFETY IMPACT**

Approval of these recommendations will improve safety for Metrolink passengers and the local communities in which Metrolink operates. All Metrolink operations, SGR, and new capital projects will comply with the applicable Federal Railroad Administration, California Public Utilities Commission, and other regulatory standards. Through approval of this item Metro will be funding safety-related improvements on the Metrolink system to support safer travel of LA County residents and visitors.

### **FINANCIAL IMPACT**

The funding for this action is included in the FY26 budget in Cost Center 0444, Non-Dept. - Subsidies to Metrolink, under projects 410064 - Commuter Rail OS, and 460064 - Metrolink Transit Capital. The state of good repair and capital costs programmed for in this action will require multi-year funding beyond the FY26 budgeted amounts. The Cost Center Manager will be responsible for annual budget funding allocations for future fiscal years. The Extending Lapsing Dates, Transfers to Other Operators and Granting CEO Authority recommendations have no financial impact.

#### **Impact to Budget**

The source of funding for this action will come from Proposition C 10%, Measure M 1% and Measure R 3% that are dedicated funding for Metrolink operations, maintenance, state of good repair and capital projects.

### **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 access quality jobs and services in those areas while living in more affordable neighborhoods. These neighborhoods include Equity Focused Communities in Palmdale/Lancaster, the East San Fernando Valley, El Monte, Pomona, and Gateway Cities. Metro funds its share of Metrolink's overall operations as a member agency. Metrolink establishes its equity-based programs separate from Metro.

### **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment in Metrolink operations and equipment purchase of Tier 4 low emission locomotives that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

### **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 2025-26. However, staff do not recommend a different budget amount since Metro has worked closely with SCRRA and the member agencies to create a balanced FY 2025-26 budget request that supports Metrolink's post-COVID service plans and ensures sufficient SGR to meet safety, service,



---

and reliability needs.

Metrolink has suggested that Metro provide 5307, 5337, and SB 125 funds to cover the funding gap. While other member agencies with smaller transit systems may take this approach, Metro proactively crafted its sales tax measures to include dedicated Metrolink funding carveouts (Proposition C 10%, Measure M 1% and Measure R 3%). However, while these carveouts were more than sufficient to cover Metrolink's budget ask in years past, Metrolink's funding request now exceeds the amounts generated by the dedicated carveouts while preserving 5307, 5337 and SB 125 funds for Metro operations and other uses as determined by the Metro Board. Any diversion of these funds for Metrolink use would reduce funding available for Metro operations.

### **NEXT STEPS**

The SCRRA Board is scheduled to adopt their FY 2025-26 budget on June 27, 2025. Upon SCRRA's Board adopting their budget, Metro will execute the corresponding funding agreement. Metro staff will monitor the implementation of SCRRA's budget and report back to the Board with any issues requiring action. Metro is firmly supportive and committed to being a strategic partner with SCRRA.

### **ATTACHMENT**

Attachment A - SCRRA FY 26 Budget Transmittal

Prepared by: Yvette Ford, Senior Manager, Passenger Rail Planning,  
(213) 418-3176  
Michael Cano, Senior Executive Officer (interim), Countywide Planning and  
Development, (213) 418-3010  
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

  
Stephanie Wiggins  
Chief Executive Officer

# ATTACHMENT A

**METROLINK**

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 91767

[metrolinktrains.com](http://metrolinktrains.com)

April 30, 2025

**TO:** Martin Erickson, *Executive Director, VCTC*  
Darrell Johnson, *Chief Executive Officer, OCTA*  
Aaron Hake, *Executive Director, RCTC*  
Stephanie N. Wiggins, *Chief Executive Officer, LA 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 2025-26  
(FY26) Budget

---

On April 25, 2025, the SCRRA Board approved the transmission of the Proposed FY26 Budget for your consideration and adoption.

The FY26 Budget operating revenue is projected to be \$76.9M while the operating expenses are projected to be \$352.4M. The total operating support requested from Member Agencies is \$275.5M. The FY26 Capital Program includes \$137.5M for State of Good Repair (SGR), and \$15.6M for New Capital.

We continue to focus on achieving a sustainable operating budget into the future given our financial challenges as we navigate through reimagining Metrolink.

Our strategic vision for meeting these challenges includes such initiatives as:

- The Optimized Service schedule which increases accessibility and convenience.
- Reduced Fares for all Students attracting our next generation of riders.
- Continue intense pursuit of non-riders and broadening from Commuters to Leisure riders.
- Fare structure study implementation.
- Promoting awareness of Metrolink throughout the region.

On the side of efficiency

- Execution of the consolidation of Train Operators, Equipment and Facilities Maintenance agreement with Alstom.

Staff will continue monitoring and reporting Ridership, Farebox Revenues and Expenses.

The Proposed FY26 Budget documentation, which was presented at the Board of Directors Meeting on April 25, 2025, is attached for your review. It includes:

- Board Item # 6B Approved at the Board of Director's Meeting on April 25, 2025
- Board item # 6B attachments, which includes:

- Attachment A – Operating Budget
- Attachment B - Historical Budget
- Attachment C - Budget by Member Agency
- Attachment D - Budget by Line
- Attachment E - Support by Member Agency
- Attachment F - FY26 Proposed SGR Projects by Member Agency, Line, and Project Detail List
- Attachment G - FY26 Proposed New Capital by Member Agency, Line, and Project Detail List
- Attachment H - FY26 SGR Carryover Projects
- Attachment I - FY26 New Capital Carryover Projects
- Attachment J - FY26 Proposed Capital Program Cashflow
- Attachment K
  - K-1 - FY27 Forecast
  - K-2 - FY28 Forecast
  - K-3 - FY29 Forecast
  - K-4 - FY30 Forecast
- Attachment L - FY26 Annual Contract Authority Renewal

### **Next Steps**

April - June 2025	Staff present at Member Agencies' Committees and/or Board meetings as requested
June 27, 2025	Proposed FY26 Budget to SCRRA Board for Adoption

Thank you for your ongoing support and active participation in the development of the FY26 Proposed Metrolink Budget. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0405. You may also contact Tom Schamber, Interim Chief Financial Officer at 213-452-0348.

## FY26 Proposed Operating Budget

(\$000s)	FY25 Adopted Budget	FY26 Proposed Budget	Variance FY26 Proposed vs FY25 Adopted	
			\$ Variance	% Variance
<b>Operating Revenue</b>				
Farebox Revenue	45,348	51,717	6,369	14.05%
Fare Reduction Subsidy	427	408	(19)	-4.36%
LCTOP Grant	-	3,574	3,574	n/a
Other Train Subsidies	2,565	2,565	-	0.00%
<b>Subtotal-Pro Forma FareBox</b>	<b>48,341</b>	<b>58,265</b>	<b>9,924</b>	<b>20.53%</b>
Dispatching	2,207	2,257	50	2.25%
Other Revenues	4,353	2,873	(1,481)	-34.01%
MOW Revenues	13,127	13,520	394	3.00%
<b>Total Operating Revenue</b>	<b>68,028</b>	<b>76,915</b>	<b>8,887</b>	<b>13.06%</b>
<b>Operating Expenses</b>				
<b><u>Operations &amp; Services</u></b>				
Train Operators	47,776	54,293	6,517	13.64%
Train Dispatch	5,919	6,033	114	1.93%
Equipment Maintenance	31,724	32,440	717	2.26%
Materials	12,350	15,160	2,810	22.75%
Fuel	33,293	31,831	(1,462)	-4.39%
Non-Scheduled Rolling Stock Repairs	150	125	(25)	-16.67%
Operating Facilities Maintenance	2,486	5,150	2,664	107.16%
Other Operating Train Services	973	1,115	142	14.58%
Security - LA Sheriffs	12,785	13,785	1,000	7.82%
Security - SB Sheriffs	-	3,290	3,290	n/a
Security - Guards	5,340	5,682	342	6.41%
Supplemental Security	251	251	-	0.00%
Public Safety Program	53	67	14	25.49%
Passenger Relations	1,975	1,978	4	0.19%
TVM Maintenance/Revenue Collection	4,929	6,035	1,107	22.45%
Marketing	3,003	3,651	648	21.57%
Media & External Communications	304	289	(14)	-4.76%
Utilities/Leases	2,704	2,843	139	5.15%
Transfers to Other Operators	2,615	2,892	277	10.60%
Amtrak Transfers	671	688	17	2.55%
Station Maintenance	6,266	6,980	714	11.40%
Rail Agreements	6,922	7,331	409	5.91%
Special Trains	500	-	(500)	-100.00%
<b>Subtotal Operations &amp; Services</b>	<b>182,987</b>	<b>201,910</b>	<b>18,924</b>	<b>10.34%</b>
<b><u>Maintenance-of-Way</u></b>				
MoW - Line Segments	44,890	52,672	7,782	17.34%
MoW Labor & Benefits	4,741	4,804	63	1.33%
Overhead MoW Expenses	4,347	4,634	287	6.61%
MoW - Extraordinary Maintenance	640	829	188	29.43%
<b>Subtotal Maintenance-of-Way</b>	<b>54,618</b>	<b>62,939</b>	<b>8,320</b>	<b>15.23%</b>
<b><u>Administration &amp; Services</u></b>				
Ops Salaries & Benefits	17,764	19,553	1,789	10.07%
Ops Non-Labor Expenses	11,613	11,713	99	0.86%
Indirect Administrative Expenses	24,283	26,741	2,459	10.13%
Ops Professional Services	2,654	2,175	(479)	-18.06%
<b>Subtotal Admin &amp; Services</b>	<b>56,314</b>	<b>60,182</b>	<b>3,868</b>	<b>6.87%</b>
<b>Contingency</b>	<b>50</b>	<b>50</b>	<b>-</b>	<b>0.00%</b>
<b>Total Operating Expenses</b>	<b>293,969</b>	<b>325,081</b>	<b>31,112</b>	<b>10.58%</b>
<b><u>Insurance and Legal</u></b>				
Liability/Property/Auto	19,201	18,804	(397)	-2.07%
Net Claims / SI	1,841	1,841	-	0.00%
Claims Administration	2,196	2,206	11	0.48%
<b>Subtotal Insurance and Legal</b>	<b>23,237</b>	<b>22,851</b>	<b>(386)</b>	<b>-1.66%</b>
<b>Total Expense</b>	<b>317,206</b>	<b>347,932</b>	<b>30,725</b>	<b>9.69%</b>
<b>Loss</b>	<b>(249,179)</b>	<b>(271,017)</b>	<b>(21,838)</b>	<b>8.76%</b>
Mobilization	10,338	-	(10,338)	-100.00%
Student Adventure Pass	3,211	-	(3,211)	-100.00%
2028 Olympics Readiness	-	1,100	1,100	n/a
CFR 245-246	-	500	500	n/a
Outside 20'	1,300	2,891	1,591	122.42%
<b>Total Expense</b>	<b>332,056</b>	<b>352,423</b>	<b>20,367</b>	<b>6.13%</b>
<b>Loss / Member Support Required</b>	<b>(264,028)</b>	<b>(275,508)</b>	<b>(11,480)</b>	<b>4.35%</b>

Numbers may not foot due to rounding

## Historical Actual and Budgeted Operating Statements

(\$000s)	FY 21-22 Actual	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Adopted Budget	FY 25-26 Proposed Budget	Variance FY26 Proposed vs FY25 Adopted	
						\$ Variance	% Variance
<b>Operating Revenue</b>							
Farebox Revenue	25,128	31,114	32,175	45,348	51,717	6,369	14.05%
Fare Reduction Subsidy	689	571	188	427	408	(19)	-4.36%
LCTOP Grant	-	-	-	-	3,574	3,574	n/a
AV Line Discount	(15)	-	-	-	-	-	n/a
Mobility 4 All Subsidy	-	389	758	-	-	-	n/a
Student Adventure Pass	-	-	7,475	-	-	-	n/a
Other Train Subsidies	2,365	2,443	2,534	2,565	2,565	-	0.00%
Special Trains	121	29	36	-	-	-	n/a
<b>Subtotal-Pro Forma FareBox</b>	<b>28,288</b>	<b>34,546</b>	<b>43,166</b>	<b>48,341</b>	<b>58,265</b>	<b>9,924</b>	<b>20.53%</b>
Dispatching	2,155	2,245	2,677	2,207	2,257	50	2.25%
Other Revenues	459	1,094	5,193	4,353	2,873	(1,481)	-34.01%
MOW Revenues	11,506	13,402	13,528	13,127	13,520	394	3.00%
<b>Total Operating Revenue</b>	<b>42,407</b>	<b>51,287</b>	<b>64,563</b>	<b>68,028</b>	<b>76,915</b>	<b>8,887</b>	<b>13.06%</b>
<b>Operating Expenses</b>							
<b><u>Operations &amp; Services</u></b>							
Train Operators	36,314	36,075	40,146	47,776	54,293	6,517	13.64%
Train Dispatch	5,275	5,260	6,131	5,919	6,033	114	1.93%
Equipment Maintenance	27,941	28,750	30,089	31,724	32,440	717	2.26%
Materials	11,189	13,594	14,306	12,350	15,160	2,810	22.75%
Fuel	21,245	31,881	29,397	33,293	31,831	(1,462)	-4.39%
Non-Scheduled Rolling Stock Repairs	43	93	125	150	125	(25)	-16.67%
Operating Facilities Maintenance	1,804	2,244	2,241	2,486	5,150	2,664	107.16%
Other Operating Train Services	520	532	904	973	1,115	142	14.58%
Security - LA Sheriffs	9,920	10,316	11,530	12,785	13,785	1,000	7.82%
Security - SB Sheriffs	-	-	-	-	3,290	3,290	n/a
Security - Guards	4,053	4,624	5,493	5,340	5,682	342	6.41%
Supplemental Security	-	-	413	251	251	-	0.00%
Public Safety Program	14	7	25	53	67	14	25.49%
Passenger Relations	1,622	1,636	1,686	1,975	1,978	4	0.19%
TVM Maintenance/Revenue Collection	3,675	4,752	4,473	4,929	6,035	1,107	22.45%
Marketing	2,646	2,622	2,887	3,003	3,651	648	21.57%
Media & External Communications	101	232	164	304	289	(14)	-4.76%
Utilities/Leases	2,913	2,538	2,370	2,704	2,843	139	5.15%
Transfers to Other Operators	1,975	2,130	2,664	2,615	2,892	277	10.60%
Amtrak Transfers	238	322	577	671	688	17	2.55%
Station Maintenance	1,984	2,081	4,591	6,266	6,980	714	11.40%
Rail Agreements	3,193	5,313	6,280	6,922	7,331	409	5.91%
Special Trains	74	-	169	500	-	(500)	-100.00%
<b>Subtotal Operations &amp; Services</b>	<b>136,741</b>	<b>155,000</b>	<b>166,664</b>	<b>182,987</b>	<b>201,910</b>	<b>18,924</b>	<b>10.34%</b>
<b><u>Maintenance-of-Way</u></b>							
MoW - Line Segments	42,850	41,219	44,593	44,890	52,672	7,782	17.34%
MoW Labor & Benefits	3,920	3,975	4,410	4,741	4,804	63	1.33%
Overhead MoW Expenses	2,970	3,198	3,366	4,347	4,634	287	6.61%
MoW - Extraordinary Maintenance	242	873	695	640	829	188	29.43%
<b>Subtotal Maintenance-of-Way</b>	<b>49,982</b>	<b>49,264</b>	<b>53,063</b>	<b>54,618</b>	<b>62,939</b>	<b>8,320</b>	<b>15.23%</b>
<b><u>Administration &amp; Services</u></b>							
Ops Salaries & Benefits	15,107	15,144	16,922	17,764	19,553	1,789	10.07%
Ops Non-Labor Expenses	7,594	8,616	9,023	11,613	11,713	99	0.86%
Indirect Administrative Expenses	17,645	17,614	18,259	24,283	26,741	2,459	10.13%
Ops Professional Services	2,276	1,786	1,573	2,654	2,175	(479)	-18.06%
<b>Subtotal Admin &amp; Services</b>	<b>42,622</b>	<b>43,161</b>	<b>45,776</b>	<b>56,314</b>	<b>60,182</b>	<b>3,868</b>	<b>6.87%</b>
<b>Contingency</b>	<b>-</b>	<b>40</b>	<b>-</b>	<b>50</b>	<b>50</b>	<b>-</b>	<b>0.00%</b>
<b>Total Operating Expenses</b>	<b>229,344</b>	<b>247,465</b>	<b>265,503</b>	<b>293,969</b>	<b>325,081</b>	<b>31,112</b>	<b>10.58%</b>
<b>Insurance and Legal</b>							
Liability/Property/Auto	12,857	13,406	15,598	19,201	18,804	(397)	-2.07%
Net Claims / SI	(684)	382	1,065	1,841	1,841	-	0.00%
Claims Administration	1,708	1,935	1,949	2,196	2,206	11	0.48%
<b>Total Net Insurance and Legal</b>	<b>13,880</b>	<b>15,723</b>	<b>18,612</b>	<b>23,237</b>	<b>22,851</b>	<b>(386)</b>	<b>-1.66%</b>

(\$000s)	FY 21-22 Actual	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Adopted Budget	FY 25-26 Proposed Budget	Variance FY26 Proposed vs FY25 Adopted	
						\$ Variance	% Variance
Mobilization	-	-	-	10,338	-	(10,338)	-100.0%
Student Adventure Pass	-	-	-	3,211	-	(3,211)	-100.0%
2028 Olympics Readiness	-	-	-	-	1,100	1,100	n/a
CFR 245-246	-	-	-	-	500	500	n/a
Outside 20'	-	-	-	1,300	2,891	1,591	122.4%
<b>Total Expense before Non-Recurring</b>	<b>243,224</b>	<b>263,188</b>	<b>284,115</b>	<b>332,056</b>	<b>352,423</b>	<b>20,367</b>	<b>6.1%</b>
<b>Loss before Non-Recurring</b>	<b>(200,817)</b>	<b>(211,901)</b>	<b>(219,552)</b>	<b>(264,028)</b>	<b>(275,508)</b>	<b>(11,480)</b>	<b>4.3%</b>
<b>Net Effect of Unbudgeted Special Trains</b>	-	-	108	-	-	-	n/a
Member Support before Non-Recurring	198,209	229,801	252,342	264,028	275,508	11,480	4.3%
Surplus / (Deficit) before Non-Recurring	(2,608)	17,900	32,899	-	-	-	n/a
Prior year Carryforward / (Deficit)	196	(2,921)	-	-	-	-	n/a
<b>Net Surplus / (Deficit) before Non-Recurring</b>	<b>(2,412)</b>	<b>14,979</b>	<b>32,899</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>Non-Recurring Settlement Expense 3</b>	<b>-</b>	<b>-</b>	<b>3,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>Total Expenses including Non-Recurring</b>	<b>243,224</b>	<b>263,188</b>	<b>287,347</b>	<b>332,056</b>	<b>352,423</b>	<b>20,367</b>	<b>6.1%</b>
<b>Net Loss including Non-Recurring</b>	<b>(200,817)</b>	<b>(211,901)</b>	<b>(222,443)</b>	<b>(264,028)</b>	<b>(275,508)</b>	<b>(11,480)</b>	<b>4.3%</b>
<b>All Member Support</b>	<b>198,405</b>	<b>226,880</b>	<b>252,342</b>	<b>264,028</b>	<b>275,508</b>	<b>11,480</b>	<b>4.3%</b>
<b>Net Surplus / (Deficit)</b>	<b>(2,412)</b>	<b>14,979</b>	<b>29,899</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>*San Clemente Track Work</b>							
Member Support	5,000	5,896	1,557	1,666	-	-	n/a
Total Expense	3,604	4,339	60	-	-	-	n/a
Surplus / (Deficit)	1,396	1,557	1,497	-	-	-	n/a
Surplus transferred to next year	1,396	1,557	1,497	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
<b>San Clemente #2</b>							
Member Support	-	6,000	4,887	2,913	-	-	n/a
Total Expense	-	1,113	1,966	-	-	-	n/a
Surplus / (Deficit)	-	4,887	2,922	-	-	-	n/a
Surplus transferred to next year	-	4,887	2,922	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
<b>San Clemente #3</b>							
Member Support	-	-	8,900	4,003	-	-	n/a
Total Expense	-	-	5,286	-	-	-	n/a
Surplus / (Deficit)	-	-	3,614	-	-	-	n/a
Surplus transferred to next year	-	-	3,614	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a

Numbers may not foot due to rounding.

\*Note: FY26 budgeted amounts for San Clemente will be available subsequent to FY25 year-end

## FY26 Proposed Operating Budget by Member Agency

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	27,722	11,983	4,371	6,039	1,603	51,717
Fare Reduction Subsidy	244	-	-	164	-	408
LCTOP Grant	1,916	828	302	417	111	3,574
Other Train Subsidies	2,565	-	-	-	-	2,565
<b>Subtotal-Pro Forma FareBox</b>	<b>32,447</b>	<b>12,811</b>	<b>4,673</b>	<b>6,620</b>	<b>1,714</b>	<b>58,265</b>
Dispatching	1,135	713	19	135	254	2,257
Other Revenues	1,489	551	332	325	176	2,873
MOW Revenues	7,359	3,103	889	1,684	486	13,520
<b>Total Operating Revenue</b>	<b>42,431</b>	<b>17,178</b>	<b>5,913</b>	<b>8,764</b>	<b>2,629</b>	<b>76,915</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	29,009	11,901	5,788	5,505	2,090	54,293
Train Dispatch	3,567	1,071	471	591	333	6,033
Equipment Maintenance	16,713	6,504	3,620	3,906	1,697	32,440
Materials	7,811	3,040	1,692	1,825	793	15,160
Fuel	17,007	6,977	3,393	3,228	1,225	31,831
Non-Scheduled Rolling Stock Repairs	67	25	13	15	5	125
Operating Facilities Maintenance	2,763	1,044	517	605	221	5,150
Other Operating Train Services	558	219	136	124	79	1,115
Security - LA Sheriffs	7,395	2,795	1,384	1,620	590	13,785
Security - SB Sheriffs	-	-	-	3,290	-	3,290
Security - Guards	2,507	911	1,184	555	526	5,682
Supplemental Security	135	58	21	30	8	251
Public Safety Program	32	12	10	7	7	67
Passenger Relations	1,017	441	179	272	69	1,978
TVM Maintenance/Revenue Collection	2,637	1,296	984	760	358	6,035
Marketing	1,881	816	327	503	124	3,651
Media & External Communications	137	50	43	30	29	289
Utilities/Leases	1,349	490	423	299	283	2,843
Transfers to Other Operators	1,705	556	185	351	95	2,892
Amtrak Transfers	290	304	-	-	95	688
Station Maintenance	4,459	985	440	787	310	6,980
Rail Agreements	2,112	2,012	1,817	439	950	7,331
Special Trains	-	-	-	-	-	-
<b>Subtotal Operations &amp; Services</b>	<b>103,149</b>	<b>41,506</b>	<b>22,626</b>	<b>24,742</b>	<b>9,887</b>	<b>201,910</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	29,775	10,123	3,359	6,634	2,781	52,672
MoW Labor & Benefits	2,707	867	365	577	289	4,804
Overhead MoW Expenses	2,706	823	336	510	258	4,634
MoW - Extraordinary Maintenance	485	119	79	88	57	829
<b>Subtotal Maintenance-of-Way</b>	<b>35,673</b>	<b>11,932</b>	<b>4,139</b>	<b>7,809</b>	<b>3,385</b>	<b>62,939</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	9,276	3,369	2,910	2,053	1,946	19,553
Ops Non-Labor Expenses	6,025	2,440	1,387	1,209	652	11,713
Indirect Administrative Expenses	12,686	4,608	3,979	2,808	2,661	26,741
Ops Professional Services	1,032	375	324	228	216	2,175
<b>Subtotal Admin &amp; Services</b>	<b>29,019</b>	<b>10,791</b>	<b>8,600</b>	<b>6,298</b>	<b>5,474</b>	<b>60,182</b>
<b><u>Contingency</u></b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>50</b>
<b>Total Operating Expenses</b>	<b>167,865</b>	<b>64,238</b>	<b>35,373</b>	<b>38,854</b>	<b>18,751</b>	<b>325,081</b>
<b><u>Insurance and Legal</u></b>						
Liability/Property/Auto	10,087	3,813	1,888	2,210	805	18,804
Net Claims / SI	987	373	185	216	79	1,841
Claims Administration	1,183	447	222	259	94	2,206
<b>Subtotal Insurance and Legal</b>	<b>12,258</b>	<b>4,634</b>	<b>2,295</b>	<b>2,686</b>	<b>978</b>	<b>22,851</b>
<b>Total Expense</b>	<b>180,123</b>	<b>68,871</b>	<b>37,667</b>	<b>41,540</b>	<b>19,729</b>	<b>347,932</b>
<b>Loss</b>	<b>(137,692)</b>	<b>(51,694)</b>	<b>(31,755)</b>	<b>(32,776)</b>	<b>(17,100)</b>	<b>(271,017)</b>
2028 Olympics Readiness	522	190	164	116	109	1,100
CFR 245-246	251	89	61	56	43	500
Outside 20'	2,891	-	-	-	-	2,891
<b>Total Expense</b>	<b>183,788</b>	<b>69,150</b>	<b>37,892</b>	<b>41,711</b>	<b>19,882</b>	<b>352,423</b>
<b>Loss/Member Support Required</b>	<b>(141,357)</b>	<b>(51,973)</b>	<b>(31,980)</b>	<b>(32,947)</b>	<b>(17,252)</b>	<b>(275,508)</b>

## FY26 Proposed Operating Budget by Line

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
<b>Operating Revenue</b>								
Farebox Revenue	14,452	4,263	9,482	2,880	11,822	4,392	4,427	51,717
Fare Reduction Subsidy	408	-	-	-	-	-	-	408
LCTOP Grant	999	295	655	199	817	303	306	3,574
Other Train Subsidies	847	154	872	308	180	-	205	2,565
<b>Subtotal-Pro Forma FareBox</b>	<b>16,705</b>	<b>4,712</b>	<b>11,009</b>	<b>3,386</b>	<b>12,819</b>	<b>4,695</b>	<b>4,938</b>	<b>58,265</b>
Dispatching	251	530	372	6	1,028	26	44	2,257
Other Revenues	631	382	593	231	390	327	318	2,873
MOW Revenues	3,965	1,513	3,412	263	2,025	1,398	945	13,520
<b>Total Operating Revenue</b>	<b>21,552</b>	<b>7,137</b>	<b>15,387</b>	<b>3,886</b>	<b>16,261</b>	<b>6,447</b>	<b>6,245</b>	<b>76,915</b>
<b>Operating Expenses</b>								
<b><u>Operations &amp; Services</u></b>								
Train Operators	12,653	5,526	11,431	2,895	9,671	6,197	5,920	54,293
Train Dispatch	1,765	923	1,593	125	601	519	507	6,033
Equipment Maintenance	7,419	3,951	6,774	2,307	4,860	3,731	3,400	32,440
Materials	3,467	1,847	3,165	1,078	2,271	1,743	1,589	15,160
Fuel	7,418	3,240	6,702	1,697	5,670	3,633	3,471	31,831
Non-Scheduled Rolling Stock Repairs	30	13	27	8	20	14	12	125
Operating Facilities Maintenance	1,234	555	1,125	336	816	573	512	5,150
Other Operating Train Services	225	146	203	123	169	119	131	1,115
Security - LA Sheriffs	3,302	1,485	3,011	899	2,185	1,533	1,371	13,785
Security - SB Sheriffs	2,779	-	-	282	-	216	13	3,290
Security - Guards	771	878	954	792	503	646	1,138	5,682
Supplemental Security	70	21	46	14	57	21	21	251
Public Safety Program	10	11	12	10	6	8	9	67
Passenger Relations	581	173	351	100	383	211	180	1,978
TVM Maintenance/Revenue Collection	1,125	835	1,058	574	790	902	752	6,035
Marketing	1,077	315	648	182	711	388	330	3,651
Media & External Communications	42	48	52	43	28	35	41	289
Utilities/Leases	415	473	514	426	270	348	398	2,843
Transfers to Other Operators	882	253	646	136	652	70	253	2,892
Amtrak Transfers	-	250	-	-	438	-	-	688
Station Maintenance	2,103	984	1,596	415	1,217	11	654	6,980
Rail Agreements	-	950	-	2,205	1,213	1,259	1,704	7,331
Special Trains	-	-	-	-	-	-	-	-
<b>Subtotal Operations &amp; Services</b>	<b>47,367</b>	<b>22,877</b>	<b>39,906</b>	<b>14,646</b>	<b>32,530</b>	<b>22,177</b>	<b>22,406</b>	<b>201,910</b>
<b><u>Maintenance-of-Way</u></b>								
MoW - Line Segments	15,717	7,777	12,653	1,207	7,302	4,767	3,248	52,672
MoW Labor & Benefits	1,393	796	1,097	60	646	495	317	4,804
Overhead MoW Expenses	1,282	710	1,222	71	630	445	273	4,634
MoW - Extraordinary Maintenance	182	125	132	115	140	111	24	829
<b>Subtotal Maintenance-of-Way</b>	<b>18,574</b>	<b>9,408</b>	<b>15,104</b>	<b>1,453</b>	<b>8,718</b>	<b>5,818</b>	<b>3,863</b>	<b>62,939</b>
<b><u>Administration &amp; Services</u></b>								
Ops Salaries & Fringe Benefits	2,853	3,250	3,531	2,929	1,860	2,391	2,739	19,553
Ops Non-Labor Expenses	2,459	1,402	2,326	944	1,833	1,386	1,362	11,713
Indirect Administrative Expenses	3,902	4,444	4,829	4,006	2,543	3,270	3,746	26,741
Ops Professional Services	317	361	393	326	207	266	305	2,175
<b>Subtotal Admin &amp; Services</b>	<b>9,531</b>	<b>9,457</b>	<b>11,079</b>	<b>8,205</b>	<b>6,443</b>	<b>7,314</b>	<b>8,153</b>	<b>60,182</b>
<b><u>Contingency</u></b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>50</b>
<b>Total Operating Expenses</b>	<b>75,480</b>	<b>41,751</b>	<b>66,098</b>	<b>24,311</b>	<b>47,696</b>	<b>35,315</b>	<b>34,429</b>	<b>325,081</b>
<b><u>Insurance and Legal</u></b>								
Liability/Property/Auto	4,504	2,025	4,107	1,226	2,980	2,092	1,870	18,804
Net Claims / SI	441	198	402	120	292	205	183	1,841
Claims Administration	528	238	482	144	350	245	219	2,206
<b>Subtotal Insurance and Legal</b>	<b>5,473</b>	<b>2,461</b>	<b>4,991</b>	<b>1,490</b>	<b>3,621</b>	<b>2,542</b>	<b>2,273</b>	<b>22,851</b>
<b>Total Expense</b>	<b>80,953</b>	<b>44,212</b>	<b>71,089</b>	<b>25,801</b>	<b>51,318</b>	<b>37,857</b>	<b>36,701</b>	<b>347,932</b>
<b>Loss</b>	<b>(59,401)</b>	<b>(37,076)</b>	<b>(55,702)</b>	<b>(21,915)</b>	<b>(35,056)</b>	<b>(31,411)</b>	<b>(30,456)</b>	<b>(271,017)</b>
2028 Olympics Readiness	160	183	199	165	105	135	154	1,100
CFR 245-246	96	80	100	55	54	56	58	500
Outside 20'	482	843	482	301	301	181	301	2,891
<b>Total Expense</b>	<b>81,692</b>	<b>45,319</b>	<b>71,869</b>	<b>26,322</b>	<b>51,778</b>	<b>38,229</b>	<b>37,214</b>	<b>352,423</b>
<b>Loss/Member Support Required</b>	<b>(60,140)</b>	<b>(38,182)</b>	<b>(56,482)</b>	<b>(22,436)</b>	<b>(35,517)</b>	<b>(31,782)</b>	<b>(30,969)</b>	<b>(275,508)</b>



## History of actual and budgeted Operating Support with variances of FY26 vs FY25

### Support by Member Agency

	<b>Total Support</b>	<b>METRO Share</b>	<b>OCTA Share</b>	<b>RCTC Share</b>	<b>SBCTA Share</b>	<b>VCTC Share</b>
<b>FY25 Adopted Budget</b>	<b>\$264,028,362</b>	\$137,759,830	\$50,331,477	\$30,289,196	\$29,569,677	\$16,078,182
<b>FY26 Proposed Budget</b>	<b>\$275,508,494</b>	\$141,356,991	\$51,972,543	\$31,979,697	\$32,947,082	\$17,252,181

<b>Year-Over-Year Change</b>	<b>Total Support</b>	<b>METRO Share</b>	<b>OCTA Share</b>	<b>RCTC Share</b>	<b>SBCTA Share</b>	<b>VCTC Share</b>
<b>FY26 vs FY25</b>						
\$ increase	<b>\$11,480,132</b>	\$3,597,160	\$1,641,066	\$1,690,501	\$3,377,405	\$1,173,999
% increase	<b>4.3%</b>	2.6%	3.3%	5.6%	11.4%	7.3%

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

								FUNDINGS					
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
2858	Rehab	Ventura County Line	Ventura - LA County	Communications	VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION (LA)	<p>Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:</p> <ul style="list-style-type: none"><li>- Positive Train Control (PTC) systems</li><li>- Centralized train control systems</li><li>- Communication Back-haul systems</li><li>- Customer Information Systems</li><li>- Video Surveillance and Security Systems</li><li>- Voice Communication Systems</li><li>- System Power Components</li><li>- Shelter Environmental Subsystems</li></ul> <p>Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.</p>	\$456,000	\$456,000	\$0	\$0	\$0	\$0	\$0
3045	Rehab	ALL	All	Facilities	METROLINK CAM EXPENSES FOR FISCAL 2026	Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing. This is year 3 of the agreed \$5,000,000 over 3 years. Future years to be negotiated.	\$1,700,000	\$807,500	\$336,600	\$188,700	\$244,800	\$122,400	\$0
3065	Rehab	ALL	All	Train Control	PTC TRACK DATABASE AND TECHNICAL SERVICES REHAB	<ul style="list-style-type: none"><li>• Corgi is the PTC database manager, it’s the interface used for geospatial data management of the track database. It has been in place since the PTC Integrator Vendor (I/V) project in 2012 and migration of PTC into revenue service on Metrolink property in 2015. The scope of work will include Phase 2 of rewriting/reprogramming Corgi so it it compliant with the latest cyber security protocols and SCRRRA IDTS policies, including a major update so it can support an updated Interoperable Train Control (ITC) industry data model. This will require the Corgi Vendor to make the updates and perform DEV and Postproduction testing with SCRRRA PTC staff. Additionally, as required with this overhaul any supporting tools (i.e. Wabtrax/Webtrax, ArcGIS, ESRI) or operating system updates will be completed.</li><li>• PTC utilizes IBM Engineering Workflow Management (aka Jazz) to comply with CFR Title 49 part 236 supporting Configuration, Change, Discrepancy, Risk, Requirements, Records and Reporting management. This application has been in place since 2016. This program now calls for a major software upgrade but there are security and database rehab dependencies that will need to be completed as part of this project.</li></ul> <p>Scope of work:</p> <ul style="list-style-type: none"><li>- Migration of Database System from MSSQL to latest Oracle Enterprise Edition per SCRRRA security and IDTS policies</li><li>-Upgrade any operating systems and security tools</li><li>-Update any scripting or configurations pre-deployment and post deployment</li><li>-Testing</li><li>-Upgrade IBM Engineering Workflow Management and its related program artifacts to the latest version &amp; Validation</li></ul> <p>This may require hardware updates upon assessment once project</p>	\$986,000	\$468,350	\$195,228	\$109,446	\$141,984	\$70,992	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3085	Rehab	ALL	All	Business Systems	EAM Software Optimization and future enhancements	Metrolink is focusing on improving its Transit Asset Management (TAM) best practices by leveraging the Trapeze EAM System and managing a single system of truth. As the utilization of the EAM system increases and the software evolves with each new version, staff anticipates system enhancements to continue, and business workflows to be further refined. One system improvement that is planned includes the delivery of the State of Good Repair (SGR) and Capital Planning module. This SGR module will make it easier for staff to monitor the progress towards the agency’s SGR goals and to report reliability of assets and expand its ability to make improved capital investment decisions. This along with other planned system and process improvements are expected to add value and allow improved decision-making by the asset managers. These additional system improvements will require a commensurate level of asset management technical support, targeted training, and system implementation efforts. These resources will work in collaboration with each business unit to ensure asset strategies and objectives are being achieved. This includes leveraging data from the EAM System, which considers benefits and risks associated with each asset, rigorous assessment of asset conditions to guide lifecycle management, implementation of new asset management procedures, combining agency engineering and operational functional requirements. In addition, the agency is developing a new EAM Learning & Development Program and will require dedicated contracted support to deliver and execute the proposed framework. Which includes a comprehensive, centralized and effective training program that will meet the agency’s training goals and objectives. Contracted support includes technical instructional designer and coordinators to support the Learning Management System implementation and to work collaboratively with our 3rd party vendors to ensure all training needs are met and the agency complies with all applicable federal rail administration regulations.	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0
3105	Rehab	ALL	All	Rolling Stock	Bombardier Railcar Rebuild (EP199-19)	<p>BUDGET REDUCED BY 50% FROM \$22M to \$11MM - SCOPE STILL TO BE REDUCED BY 50%</p> <ul style="list-style-type: none"> <li>Continue to rebuild on remaining 33 Bombardier cars as next option orders</li> <li>Extend lifecycle by 15 years</li> <li>Upgrade Bombardier railcar onboard system for safety and convenience.</li> </ul> <p>ORIGINAL SCOPE ABOVE – SCOPE STILL NEEDS TO BE REDUCED.</p>	\$11,026,000	\$5,237,350	\$2,183,148	\$1,223,886	\$1,587,744	\$793,872	\$0
3146	Rehab	ALL	All	Information Technology	Rehab of End-User Equipment, Printers, and Conference Rooms	This project aims to rehabilitate and upgrade a range of end-user equipment - including laptops, desktops, monitors, docking stations, tablets, Ricoh and HP printers, and conference room technology such as video and audio equipment - to enhance operational efficiency by reducing downtime caused by outdated or malfunctioning technology, ensure reliable performance through regular maintenance and upgrades to minimize the risk of technical issues, improve user experience by providing modern equipment that effectively meets their needs, support organizational growth by establishing a foundation for future technological innovations, and strengthen cybersecurity.	\$486,000	\$230,850	\$96,228	\$53,946	\$69,984	\$34,992	\$0
3165	Rehab	ALL	All	Track	FY26 Systemwide Track Measurement Systems	Condition assessments, and measurement systems for Track, Track components, and also Systemwide Asset Management, MRP Updates, and SGR Planning and reporting.	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3166	Rehab	Ventura County Line	Ventura - VC County	Track	SoGR_FY26_VENTURA (VC)_TRACK	BUDGET DECREASED BY 70%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Ventura Sub (VC) Track Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings Specific Work will include: 3,000 Ties; 1 Road Crossing  BUDGET DECREASED from \$2,606K to \$781K; SCOPE STILL TO BE DECREASED ACCORDINGLY.	\$781,000	\$0	\$0	\$0	\$0	\$781,000	\$0
3167	Rehab	Ventura County Line	Ventura - VC County	Structures	SoGR_FY26_VENTURA (VC)_STRUCTURES_DESIGN	Ventura (VC) Sub Structures Design addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: Update Bridge Load Ratings for Bridges on Ventura Sub in Ventura County Design and Environmental Clearance for 5 culverts in Ventura County  Budget reduced by 25%; need to adjust descope.	\$773,000	\$0	\$0	\$0	\$0	\$773,000	\$0
3168	Rehab	Ventura County Line	Ventura - VC County	Train Control	SoGR_FY26_VENTURA (VC)_SIGNAL	Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems  Specific Work will include Upgrading control points and crossings  Budget reduced by 35%; NEED TO ADJUST SCOPE.	\$2,008,000	\$0	\$0	\$0	\$0	\$2,008,000	\$0
3172	Rehab	Ventura County Line	Ventura - LA County	Structures	SoGR_FY26_VENTURA (LA)_STRUCTURES_DESIGN	Ventura (LA) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: Design and Environmental Clearance for 5 culverts in LA County Design for 3 Bridges in LA County  Budget reduced by 45%; need to adjust descope.	\$1,275,000	\$1,275,000	\$0	\$0	\$0	\$0	\$0
3173	Rehab	San Bernardino Lline	San Gabriel	Train Control	SOGF_FY26_SAN GABRIEL_SIGNAL	BUDGET DECREASED BY 65%; SCOPE STILL TO BE DECREASED ACCORDINGLY. San Gabriel (SG) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems (7) VHLC (3) Crossings  BUDGET DECREASED from \$12.6M to \$4.4M; SCOPE STILL TO BE DECREASED ACCORDINGLY.	\$4,425,000	\$2,655,000	\$0	\$0	\$1,770,000	\$0	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3174	Rehab	San Bernardino LIne	San Gabriel	Track	SOGR_FY26_SAN GABRIEL_TRACK	BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. San Gabriel (SG) Track Rehabilitation addresses five major components to sufficiently rehabilitate aging infrastructure and growing backlog: -Rail -Ties -Crossings -Special Trackwork -Ballast Specific work will include: Replacing 7546 feet of Rail Upgrading 1 crossing Replace 2 turnouts Ballast to support projects listed  BUDGET DECREASED from \$6.8M to \$3.4 M; SCOPE NEEDS TO BE DECREASED.	\$3,408,000	\$2,044,800	\$0	\$0	\$1,363,200	\$0	\$0
3176	Rehab	San Bernardino LIne	San Gabriel	Structures	SOGR_FY26_SAN GABRIEL_STRUCTURES_CONSTRUCTION	San Gabriel (SG) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: REPLACE (4) CULVERTS/BRIDGES THAT HAVE DESIGNED/ENVIRONMENTALLY CLEARED WITH FY-22 FUNDING  Budget reduced by 25%; need to adjust descope.	\$4,875,000	\$2,925,000	\$0	\$0	\$1,950,000	\$0	\$0
3177	Rehab	ALL	River	Train Control	SOGR_FY26_RIVER_SIGNAL	River (RV) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems UPGRADE (2) CONTROL POIINT HOUSE AND SIGNALS  Budget reduced by 30%; need to adjust descope.	\$3,010,000	\$1,429,750	\$595,980	\$334,110	\$433,440	\$216,720	\$0
3178	Rehab	ALL	River	Structures	SOGR_FY26_RIVER_STRUCTURES_DESIGN	River (RV) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts -Tunnels Specific work will include: River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges *DESIGN ONLY* Bridge load rating analysis updates, design and/or repair recommendations, and alternative analysis and environmental clearance  Budget reduced by 35%; need to adjust descope.	\$1,625,000	\$771,875	\$321,750	\$180,375	\$234,000	\$117,000	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3179	Rehab	ALL	River	Track	SOGR_FY26_RIVER_TRACK	<p>River (RV) Track Rehabilitation addresses five major components to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>-Rail</li> <li>-Ties</li> <li>-Crossings</li> <li>-Special Trackwork</li> <li>-Ballast</li> </ul> <p>Specific work will include: REHAB (7) TURNOUTS</p> <p>Budget reduced by 35%; need to adjust descope.</p>	\$2,893,000	\$1,374,175	\$572,814	\$321,123	\$416,592	\$208,296	\$0
3180	Rehab	Perris Valley Line	San Jacinto (PVL)	Train Control	SOGR_FY26_PERRIS_VALLEY_SIGNAL	<p>Perris Valley (PVL) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog:</p> <p>*Signal system - Upgrading VHLC Control Points (CP), intermediates, and crossing systems</p> <p>Upgrade (3) VHLC</p> <p>Budget reduced by 35%; need to adjust scope.</p>	\$2,018,000	\$0	\$0	\$2,018,000	\$0	\$0	\$0
3185	Rehab	ALL	All	Information Technology	Rehab of Network Device Assets (Corporate and Train Control)	<p>Replace Cisco Switches, Cisco Meraki Wireless Access Points and Palo Alto Firewalls that are reaching end of support</p> <p>BUDGET DECREASED by 8% from \$923K; SCOPE MAY NEED TO BE DECREASED.</p>	\$850,000	\$403,750	\$168,300	\$94,350	\$122,400	\$61,200	\$0
3187	Rehab	ALL	All	Information Technology	Upgrade of Metrolink Server Infrastructure Environment	<p>Metrolink IDTS is planning on upgrading its server environment, moving away from a dependency of VMware and migrating towards Nutanix.</p>	\$483,000	\$229,425	\$95,634	\$53,613	\$69,552	\$34,776	\$0
3205	Rehab	Antelope Valley Line	Valley	Track	SoGR_FY26_VALLEY_TRACK	<p>BUDGET DECREASED BY 38%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <p>Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>- Rail</li> <li>- Ties</li> <li>- Crossings</li> <li>- Special Trackwork</li> <li>- Ballast</li> </ul> <p>Specific work will includes: TIES: 11,000 Wood Tie Replacement RAIL: 10,000ft of Rail to address curves BALLAST: Ballast to support projects listed.</p> <p>"</p> <p>BUDGET DECREASED from \$9.7M to \$6.3M; SCOPE NEEDS TO BE ADJUSTED.</p>	\$6,005,000	\$6,005,000	\$0	\$0	\$0	\$0	\$0
3206	Rehab	Antelope Valley Line	Valley	Structures	SoGR_FY26_VALLEY_STRUCTURES_CONSTRUCTION	<p>Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>- Bridges</li> <li>- Culverts</li> <li>- Tunnels</li> </ul> <p>Specific work will include: Construction funds for Valley Sub Structure repairs that will be designed with FY22 funds. This would address up to This would address up to 6 Structures of 10 on the Valley Sub that will be made Shovel-Ready with FY22 Design. These funds are needed due to construction cost escalation issues Metrolink has recently experienced.</p> <p>Budget reduced by 25%; need to adjust scope.</p>	\$4,875,000	\$4,875,000	\$0	\$0	\$0	\$0	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3207	Rehab	Antelope Valley Line	Valley	Train Control	SoGR_FY26_VALLEY_SIGNAL	BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY. Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading Control Points (CP) and intermediates *Crossing systems - Upgrading crossings 1> 1 EL1A Upgrade (Construction Only) 2> 2 Crossings 3> 1 EL1A Upgrade 4> 1 VHLC Upgrade 5> 1 HB-DE Detector Upgrade  BUDGET DECREASED from \$8.9M to \$4.475M; SCOPE NEEDS TO BE ADJUSTED.	\$4,475,000	\$4,475,000	\$0	\$0	\$0	\$0	\$0
3208	Rehab	Orange County Line	Orange	Train Control	SoGR_FY26_ORANGE_SIGNAL	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: *Signal system - Upgrading Control Points (CP), intermediates and HT Switches *Crossing systems - Upgrading crossings 1> Control Point - VHLC Upgrade 2> Intermediates - Signals 3> Hand Throw Switches 4> Crossings  Budget reduced by 30%; need to adjust scope.	\$7,350,000	\$0	\$7,350,000	\$0	\$0	\$0	\$0
3210	Rehab	Orange County Line	Orange	Structures	SoGR_FY26_ORANGE_STRUCTURES_CONSTRUCTION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: This budget will provide additional construction funds for up to 2 of 12 structures that will be constructed with partial funds from the FY24 and FY25 budget, primarily in the Dana Point and San Clemente area. Projects were designed with FY24 funds. These funds are needed due to construction cost escalation issues Metrolink has recently experienced.  Budget reduced by 25%; need to adjust scope.	\$3,750,000	\$0	\$3,750,000	\$0	\$0	\$0	\$0
3212	Rehab	Orange County Line	Orange	Track	SoGR_FY26_ORANGE_TRACK	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will includes: RAIL: Upgrade 115# to 136# Rail Tangent North Rail (Approx. 15,000 LF) SPECIAL TRACKWORK: 2 - #20 turnouts BALLAST: Ballast to support projects listed.  Budget reduced by 35%; need to adjust scope.	\$5,363,000	\$0	\$5,363,000	\$0	\$0	\$0	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3225	Rehab	ALL	All	Train Control	FY26 Back-Office Train Control System Rehab	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC/Vegas Servers 2) CAD Workstations and Monitors 3) CAD/BOS/MDM/IC3 4) Train Control Firewall, Routers and Switches	\$2,918,000	\$1,386,050	\$577,764	\$323,898	\$420,192	\$210,096	\$0
3226	Rehab	ALL	All	Non-Revenue Fleet	FY26 Systemwide MOW and Ops vehicle and equipment replacement	Replace MOW and Ops. vehicles that are beyond their useful life and no longer reliable to support rail operations. The amount is based on MRP. The vehicles and equipment replaced will be based on the availability of ZEV (Zero Emission Vehicles) and will replace fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.	\$3,135,000	\$1,489,125	\$620,730	\$347,985	\$451,440	\$225,720	\$0
3229	Rehab	ALL	All	Rolling Stock	Rotem HVAC Overhaul/Rebuild	<ul style="list-style-type: none"> <li>Overhaul/rebuild on Hyundai Rotem HVAC units and controller box.</li> <li>Out-Of-Scope Repair as needed.</li> </ul>	\$2,407,000	\$1,143,325	\$476,586	\$267,177	\$346,608	\$173,304	\$0
3230	Rehab	ALL	All	Train Control	FY26 ON-BOARD TRAIN CONTROL SYSTEMS REHAB	Upgrade the remaining PTC equipment and software on locomotives that have not been updated in the past 7–12 years. With evolving standards and the phasing out of certain technologies, more equipment is becoming obsolete and in need of modernization.	\$2,500,000	\$1,187,500	\$495,000	\$277,500	\$360,000	\$180,000	\$0
3233	Rehab	ALL	All	Rolling Stock	Rotem Door Overhaul Data Logging Door Control Panel	<ul style="list-style-type: none"> <li>Install data logger on door control system to improve the maintainability against one of the top road issues.</li> </ul>	\$1,100,000	\$522,500	\$217,800	\$122,100	\$158,400	\$79,200	\$0
3234	Rehab	ALL	All	Rolling Stock	F125 Intermediate Engine Overhaul	<ul style="list-style-type: none"> <li>Engine overhaul - clean, inspect, and replace parts.</li> <li>Total 42 engines.</li> </ul>	\$15,072,000	\$7,159,200	\$2,984,256	\$1,672,992	\$2,170,368	\$1,085,184	\$0
3235	Rehab	ALL	All	Rolling Stock	Metrolink Communication System Overhaul	<ul style="list-style-type: none"> <li>Communication System Power Supply Install (fleet-wide)</li> <li>Interior destination screens</li> <li>Control Unit Upgrade</li> <li>Side Destination Screen Control Unit Upgrade</li> <li>Car built-in conductor PA.</li> </ul>	\$1,001,000	\$475,475	\$198,198	\$111,111	\$144,144	\$72,072	\$0
3237	Rehab	ALL	All	Rolling Stock	Car End-Door System Improvement	<ul style="list-style-type: none"> <li>Improvement in passengers' comfort in opening end-door of Bombardier &amp; Talgo-SYSTRA cars.</li> <li>New design on the end-door mechanism.</li> <li>All legacy Bombardier car and Talgo-SYSTRA car.</li> </ul>	\$454,000	\$215,650	\$89,892	\$50,394	\$65,376	\$32,688	\$0
3239	Rehab	ALL	All	Facilities	LAUS Backup Generator Replacement	Replace 2 1995 and 1996 back-up generators providing backup power to LAUS switches, signaling and comm shelter.  Olympian 95A01920-S 1995  Olympian 96A04252-S 1996	\$327,000	\$155,325	\$64,746	\$36,297	\$47,088	\$23,544	\$0



PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3242	Rehab	ALL	All	Information Technology	MOW - Rolling Stock Trapeze	<p>EAM Application – Role: Administrator to support EAM Application. In support of the Agency's EAM efforts and system wide roll out of Trapeze, IT requires consultant support until a permanent position is filled. This initial funding will cover approximately two years of FTE support.</p> <p>A. As an administrator of EAM application, support all user groups that uses different modules of application.</p> <p>B. Dispatch Operations team – Major and minor schedule changes, equipment cycles, training to new dispatch team members, refresher training and any issues related dispatching of trips. Also helps with Incident management module by automating Delay creation, entering new Delay codes, retiring existing delay codes etc.</p> <p>C. Mechanical (Rolling stock) team – Helps Rolling stock team with equipment maintenance like PM (Preventive Maintenance) and Repair work orders. Setting new PM schedules, changes to existing schedules, new reports, and training. Helps Alstom team with any issues related to EAM application.</p> <p>D. Material management team – Helps materials team with Inventory counts, reports and any issue with application, receiving and PO interfaces.</p> <p>E. Facilities team – Helps Facilities team with PM schedules, Asset configuration, parent-child relation setups and any issues with Mobile focus app.</p> <p>F. MOW (Maintenance of Way) Team – Communications and Structures team are recently gone live with EAM application. Helps these team with any issues with PM work orders, general application issues and training.</p>	\$414,000	\$196,650	\$81,972	\$45,954	\$59,616	\$29,808	\$0
3246	Rehab	Antelope Valley Line	Valley	Structures	SoGR_FY26_VALLEY_TUNNEL 25 DESIGN	<p>BUDGET DECREASED BY 8%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <p>Tunnel 25 Track and Drainage improvements (TO BE FILLED IN WHEN FEASIBILITY STUDY IS COMPLETE). Need \$5M upfront for geo test testing/drilling, and design for slab track section. The total project cost will be around \$40M.</p> <p>BUDGET DECREASED from \$5M to \$4.6M; SCOPE MAY NEED TO BE ADJUSTED.</p>	\$4,600,000	\$4,600,000	\$0	\$0	\$0	\$0	\$0
3266	Rehab	ALL	All	Rolling Stock	Hyundai-Rotem Railcar Overhaul	<p>BUDGET DECREASED BY 60%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <ul style="list-style-type: none"> <li>General overhaul on board system such as truck, brake system, coupler, diaphragm, windows, restroom, rubber floor, exterior scheme, next generation door engine, etc.</li> <li>Upgrades onboard system - convenience outlet at every seat, door obstacle detection system, etc.</li> </ul> <p>BUDGET DECREASED from \$25M to \$10M; SCOPE NEEDS TO BE ADJUSTED.</p>	\$10,008,000	\$4,753,800	\$1,981,584	\$1,110,888	\$1,441,152	\$720,576	\$0
3268	Rehab	ALL	All	Track	SOGR_FY26_SYSTEMWIDE TRACK REHABILITATION_Rail Grinding/Surfacing	<p>Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> <li>Rail Grinding: ongoing systemwide program (~\$1.5M)</li> <li>Surfacing Program to restore track profiles and cross sections (~\$2M)</li> <li>Vac Truck: Cleaning fouled ballast at select systemwide (~\$1.5M)</li> </ul>	\$5,000,000	\$2,375,000	\$990,000	\$555,000	\$720,000	\$360,000	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3271	Rehab	Orange County Line	Orange	Communications	ORANGE SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	Orange Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$480,000	\$0	\$480,000	\$0	\$0	\$0	\$0
3272	Rehab	ALL	All	Facilities	CMF Roof Replacement	<p>Replace dilapidated roofs at CMF they are beyond their useful life and repair.</p> <p>Phase 1 - Modified Bitumen: material control and office flat roofs, all cutters, removal of decommissioned HVAC equipment. \$1.8M</p> <p>Phase 2 - standing seam roof; progressive, loco, car shops.</p>	\$1,463,000	\$694,925	\$289,674	\$162,393	\$210,672	\$105,336	\$0
3273	Rehab	San Bernardino Line	San Gabriel	Communications	SAN GABRIEL SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$639,000	\$383,400	\$0	\$0	\$255,600	\$0	\$0
3274	Rehab	ALL	River	Communications	RIVER SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	River Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$242,000	\$114,950	\$47,916	\$26,862	\$34,848	\$17,424	\$0
3275	Rehab	Ventura County Line	Ventura - VC County	Communications	VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$332,000	\$0	\$0	\$0	\$0	\$332,000	\$0
3276	Rehab	Antelope Valley Line	Valley	Communications	VALLEY SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION		\$450,000	\$450,000	\$0	\$0	\$0	\$0	\$0
3277	Rehab	Freight RR ROW	Riverside	Communications	RIVERSIDE LINE TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	Riverside Line Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: Customer Information Systems - Shelter Environmental Subsystems. Specifically (PEDELY, WEST CORONA, NORTH MAIN CORONA, LA SIERRA STATIONS) Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors. Note: cut EAST ONTARIO station from this scope as it resides in SB County.	\$368,000	\$0	\$0	\$368,000	\$0	\$0	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3285	Rehab	Freight RR ROW	Freight RR ROW	Communications	LOS ANGELES FREIGHT ROW CIS, SYSTEMS REHABILITATION	LOS ANGELES FREIGHT ROW Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog for the Customer Information Systems - Video Surveillance and Security Systems. SPECIFICALLY LOOKING TO UPGRADE CUSTOMER INFORMATION SYSTEMS AT (COMMERCE, MONTEBELLO AND INDUSTRY STATIONS) FOR FY26. Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	\$450,000	\$450,000	\$0	\$0	\$0	\$0	\$0
3365	Rehab	ALL	All	Rolling Stock	MP36 Locomotive Service Life Extension & Repair	<p>BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <p>The MP36 OOS &amp; Service Life Extension project is scoped to send 4 “base” units in for Heavy Repair to allow them to return to service. The ask of \$12.4M being requested for FY-26 will allow us to overhaul the entire fleet and extend the life of the fleet by 15 more years. With the inclusion of this ask of \$12.5M we will be able to overhaul all the units and be ready for the Olympics. The prior funding associated with this project is as follows: FY21 = \$1M FY23 = \$3.6M FY24 = \$3.6M FY25 = \$8.316M This is an ongoing program with the current funding associated with procurement that is expected to be executed by May 2025.</p> <p>BUDGET DECREASED from \$12.5M to \$6.2M; SCOPE NEEDS TO BE ADJUSTED. THIS WILL NOT BE THE FINAL ASK DUE TO THE BUDGET REDUCTION.</p>	\$6,246,000	\$2,966,850	\$1,236,708	\$693,306	\$899,424	\$449,712	\$0
SGR TOTAL							\$137,502,000	\$67,808,550	\$32,455,508	\$11,082,406	\$16,620,624	\$9,534,912	\$0
PROJECT COUNT							48						



								FUNDINGS					
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3125	Capital	ALL	All	Information Technology	TIL Compliant IT Service Management Solution	Implement an ITIL-compliant IT Service Management solution to support the IDENTIFY critical cyber security domain of the National Institute of Standards and Technology Cyber Security Framework. Currently, IDTS is unable to maintain a comprehensive inventory of technology assets, critical functions, and cyber security risks to ensure their protection, and properly manage the services they provide.	\$231,000	\$109,725	\$45,738	\$25,641	\$33,264	\$16,632	\$0
3186	Capital	ALL	All	Information Technology	Enhance Network Infrastructure Security	Enhance the Network Infrastructure Security by implementing Software Firewalls in our Cloud Environments (Azure, AWS, etc) and introduce AI security products	\$236,000	\$112,100	\$46,728	\$26,196	\$33,984	\$16,992	\$0
3227	Capital	ALL	All	Rolling Stock	Smart Maintenance	<ul style="list-style-type: none"><li>• Rebuild the onboard maintenance system with sensor technology.</li><li>• Build wireless network infrastructure in Metrolink rolling stock .</li><li>• Connection capacity to onboard system that could be delivered by other projects such as CCTV, DVR and so on.</li><li>• Develop software for wireless maintenance and connection to the onboard systems.</li></ul>	\$5,005,000	\$2,377,375	\$990,990	\$555,555	\$720,720	\$360,360	\$0
3228	Capital	ALL	All	Facilities	LAUS West Portal Customer Service Office Refurbishment	<ul style="list-style-type: none"><li>• Expand the West Portal ticketing and lost and found offices, provide necessary office space</li><li>• Increase the number of windows and the frontage of the ticketing office at Los Angeles Union Station</li><li>• There will be refurbishment will increase capacity for the 12 to 15 FTE's that work at this location. Current capacity is only 250 Sq Feet.</li><li>• There has been a similar request in FY-25 (Proposal 2883) for \$786,000.</li><li>• The budget requested for FY-26 is for additional funds to complete the project</li></ul>	\$416,000	\$197,600	\$82,368	\$46,176	\$59,904	\$29,952	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3232	Capital	ALL	All	Non-Revenue Fleet	Mobile Train Dispatch Operations Center	<p>Procure and upfit a mobile dispatch trailer with appropriate equipment and software capable to being trailered by F550 or similar truck, procured by this project.</p> <p>The mobile train dispatch center equips SCRRRA with the ability to execute remote train dispatch over all SCRRRA lines, independent of the DOC and MOC. This flexibility also enables the mobile center to be relocated throughout the Southern California region to cater to events that necessitate key staff to operate away from Pomona, CA.</p> <p>The existing SCRRRA infrastructure encompasses two critical facilities, which are the exclusive means of dispatching trains across the system, located within a half-mile radius of each other and on the same electrical utility feed. In the event of a natural disaster, terrorist attack, or a cyber-attack that compromises this specific area or assets, it poses a significant risk of halting all SCRRRA rail operations across Southern California.</p> <p>Mobile dispatching provides system resiliency and frees up much needed office space at MOC to convert to engineering offices, moving remaining two Program Delivery departments from DOC to one building, MOC</p> <p>Cost includes: Mobile fifth wheel Dispatch Center, servers, furniture and monitors, software license, F550 or similar truck, consultant for designs, training and construction, as well as consultant's design cost to convert MOC dispatch area into office space.</p>	\$3,930,000	\$1,866,750	\$778,140	\$436,230	\$565,920	\$282,960	\$0
3240	Capital	ALL	All	Facilities	Construction of PTC Training Center	<p>BUDGET DECREASED BY 50%; SCOPE STILL TO BE DECREASED ACCORDINGLY.</p> <p>The construction of the PTC Training Center at the Melbourne facility will include the following features:</p> <p>A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities. (one for F125, one for DMU/ZEMU)</p> <p>B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab offices with an access door to the PTC lab will be constructed.</p> <p>COSTS TO BE SPLIT 90% Systemwide / 10% ARROW funding (#3406)</p> <p>BUDGET DECREASED from \$4.3M to \$2.1M; SCOPE NEEDS TO BE ADJUSTED.</p>	\$2,161,000	\$1,026,475	\$427,878	\$239,871	\$311,184	\$155,592	\$0

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3265	Capital	ALL	All	Non-Revenue Fleet	Portable wheel true and rotor change out equipment acquisition	<p>Procure and commission 1 Portable Wheel True lathe and 1 Rotor Change machine. Includes equipment and maintenance training for mechanical crew. 1. Portable Wheel True will allow mechanical to fix (true) defect wheels at any location in the system, providing seamless repair to a failure that currently require hospital move to CMF and separation of cart or locomotive from the consist, cutting impact to operations form days to hours. This wheel true machine will also able to cut wheels for Arrow fleet, removing the need to remove and reinstall buggies, transport to them to CMF to wheel true and bring back to San Bernardino. Currently we only have one, 32 year old, stationary wheel true machine for the entire system at CMF, with single point of failure. 2. Rotor change our machine will allow mechanical team to replace defect rotors from cars on the PM track without having to cut the defective car from the consist, shopping equipment for days. The equipment can be repaired during the service window at CMF.</p> <p>\$640K Project Total: To split 90% Agency (#3265) and 10% Arrow (#3405).</p>	\$576,000	\$273,600	\$114,048	\$63,936	\$82,944	\$41,472	\$0
3270	Capital	ALL	All	Facilities	EV Infrastructure	<p>•Feasiblility &amp; Design Phase : Develop comprehensive drawings and plans for the EV charging infrastructure, including site layout, electrical specifications, and integration with existing facilities. This will involve coordination with utility providers and relevant stakeholders to ensure the infrastructure meets all operational and safety requirements. The project will also include preparation and submission of the necessary permit applications to local authorities and applications for applicable utility rebates and incentives.</p> <p>• Construction Phase: Build and install electric vehicle (EV) charging stations at designated Metrolink yards. This will include site preparation, installation of charging units, electrical connections, and integration with the existing power supply. The project aims to provide reliable and efficient charging facilities for the future electric Non-revenue fleet, supporting sustainability goals and enhancing operational efficiency across the Metrolink network.</p>	\$2,151,000	\$1,021,725	\$425,898	\$238,761	\$309,744	\$154,872	\$0
3305	Capital	ALL	All	Business Systems	New Budget System	Modernized the SCRRRA annual budget application (BRAIN)..	\$872,000	\$414,200	\$172,656	\$96,792	\$125,568	\$62,784	\$0
NEW CAPITAL TOTAL							\$15,578,000	\$7,399,550	\$3,084,444	\$1,729,158	\$2,243,232	\$1,121,616	\$0
PROJECT COUNT							9						

## FY2025-26 State of Good Repair Carryover Projects

(\$000's)

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Olive	Structures	521520	-	-	-	-	-	-	-
Olive	Train Control	521530	-	-	-	-	-	-	-
Orange	Communications	525640	-	549	-	-	-	-	549
Orange	Communications	520640	-	-	-	-	-	-	-
Orange	Communications	522640	-	-	-	-	-	-	-
Orange	Signal	519630	-	0.63	-	0.04	0.01	-	0.69
Orange	Signal	522630	-	1,336	-	-	-	-	1,336
Orange	Signal	572002	-	-	-	-	-	-	-
Orange	Structures	525620	-	1,864	-	-	-	-	1,864
Orange	Structures	519621	-	-	-	-	-	-	-
Orange	Structures	520620	-	-	-	-	-	-	-
Orange	Structures	521620	-	576	-	-	-	-	576
Orange	Track	525610	-	6,554	-	-	-	-	6,554
Orange	Track	521610	-	-	-	-	-	-	-
Orange	Track	522610	-	1,022	-	0.01	-	-	1,022
Orange	Track	523610	-	6,017	-	-	-	-	6,017
Orange	Train Control	525630	-	7,608	-	-	-	-	7,608
Orange	Train Control	521630	-	500	-	-	-	-	500
Orange	Train Control	523630	-	2,580	-	-	-	-	2,580
Orange	Train Control	523640	-	60	-	-	-	-	60
Orange Sub	Structures	524620	-	2,064	-	-	-	-	2,064
Orange Sub	Track	524610	-	5,901	-	-	-	-	5,901
Orange Sub	Train Control	524630	-	1,472	-	-	-	-	1,472
Orange Sub	Train Control	524640	-	429	-	-	-	-	429
Perris Valley	Signal	522930	-	-	266	-	-	-	266
Perris Valley	Signal	522940	-	-	88	-	-	-	88
Perris Valley	Structures	521920	-	-	1,778	-	-	-	1,778
Perris Valley	Structures	522910	-	-	1,406	-	-	-	1,406
Perris Valley	Track	519910	-	-	72	-	-	-	72
Perris Valley	Track	521910	-	-	-	-	-	-	0.83
River	Communications	525740	90	37	21	27	14	-	189
River	Communications	520740	-	-	-	-	-	-	-
River	Signal	519730	-	-	-	-	-	-	-
River	Structures	525720	404	168	94	123	61	-	851
River	Track	525710	1,503	627	351	456	228	-	3,165
River	Track	572004	63	26	15	19	10	136	268
River	Track	572006	-	-	-	-	-	740	740
River	Track	572010	-	-	-	-	-	118	118
River	Track	572012	35	8	7	9	5	264	328
River	Track	591806	-	-	-	-	-	300	300
River	Train Control	525730	1,706	711	399	517	259	-	3,591
River Sub	Bridge / Structure	572501	-	-	-	-	-	-	-
River Sub	Communications	524730	931	388	218	282	141	-	1,960
River Sub	Communications	524740	46	19	11	14	7	-	97
River Sub	Track	524710	902	376	211	274	137	-	1,900
River Sub	Track	572007	-	-	-	-	-	218	218
River Sub	Track	572009	27	11	6	8	4	2,344	2,400
River Sub - West Bank	Structures	523720	1,435	-	335	-	-	-1	1,769
River-East Bank	Structures	572301	4	1	1	1	1	48	56
Riverside	Communications	525940	-	-	326	-	-	-	326
River-West Bank	Signal	519732	152	38	31	41	20	-	283
River-West Bank	Track	521710	15	6	4	5	2	-	32
River-West Bank	Track	521720	39	16	9	12	6	-	81
San Gabriel	Communications	525440	351	-	-	234	-	-	585
San Gabriel	Communications	520440	6	-	-	4	-	-	11
San Gabriel	Communications	520940	-	-	9	-	-	-	9
San Gabriel	Communications	522440	163	-	-	108	-	-	271
San Gabriel	Signal	519430	-	-	-	-	-	-	-
San Gabriel	Signal	520430	263	-	-	638	-	-	901
San Gabriel	Signal	522430	1,624	-	-	1,082	-	-	2,706
San Gabriel	Structures	525420	680	-	-	454	-	-	1,134
San Gabriel	Structures	520420	3	-	-	2	-	-	5
San Gabriel	Structures	521420	116	-	-	78	-	-	194
San Gabriel	Structures	522420	12	-	-	8	-	-	20
San Gabriel	Track	525410	3,319	-	-	2,213	-	-	5,532
San Gabriel	Track	519410	101	-	-	1	-	-	102
San Gabriel	Track	520410	15	-	-	9	-	-	24
San Gabriel	Track	521411	296	-	-	200	-	-	496
San Gabriel	Track	522410	274	-	-	183	-	-	457
San Gabriel	Train Control	525430	5,292	-	-	3,528	-	-	8,821
San Gabriel Sub	Structures	524420	778	-	-	-	-	-	778
San Gabriel Sub	Track	524410	3,354	-	-	2,236	-	-	5,590
San Gabriel Sub	Train Control	524430	2,245	-	-	1,496	-	-	3,741
San Gabriel Sub	Train Control	524440	293	-	-	196	-	-	489
San Jacinto (PVL)	Structures	525920	-	-	6,152	-	-	-	6,152
San Jacinto (PVL)	Track	525910	-	-	780	-	-	-	780
San Jacinto (PVL)	Train Control	525930	-	-	1,616	-	-	-	1,616

SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Short Way	Track	524411	128	53	30	39	-	-	250
Shortway	Facilities	519034	-	-	-	-	-	-	-
Shortway	Signal	519033	-	-	-	-	-	-	-
Shortway	Track	521410	-	-	-	-	-	-	-
Shortway	Track	522411	30	13	7	9	-	-	60
Signal	Signal	519032	-	-	-	-	-	-	-
Systemwide	Business Systems	525091	674	281	157	204	102	-	1,418
Systemwide	Business Systems	521070	-	-	-	-	-	-	-
Systemwide	Business Systems	521071	-	-	-	-	-	-	-
Systemwide	Communications	519003	-	-	-	-	-	-	-
Systemwide	Facilities	525061	111	46	26	34	-	-	216
Systemwide	Facilities	525062	202	84	47	61	31	-	426
Systemwide	Facilities	525063	158	66	37	48	24	-	332
Systemwide	Facilities	525064	78	33	18	24	12	-	165
Systemwide	Facilities	519041	-	-	-	-	-	-	-
Systemwide	Facilities	519060	2	1	-	1	-	-	4
Systemwide	Facilities	519062	-	-	-	-	-	-	-
Systemwide	Facilities	519064	-	-	-	-	-	-	-
Systemwide	Facilities	520060	-	-	-	-	-	-	-
Systemwide	Facilities	520061	-	-	-	-	-	-	-
Systemwide	Facilities	521060	522	217	122	126	79	-	1,066
Systemwide	Facilities	522060	57	24	13	17	9	-	120
Systemwide	Facilities	523060	1,680	-	-	-	-	-	1,680
Systemwide	Facilities	524060	321	134	75	97	49	-	676
Systemwide	Facilities	524061	365	152	85	111	55	-	768
Systemwide	Facilities	524062	89	37	21	27	14	-	188
Systemwide	Facilities	524063	411	171	96	125	62	-	865
Systemwide	Facilities	525061	-	-	-	-	17	-	17
Systemwide	Information Technology	525070	217	90	51	66	33	-	457
Systemwide	Information Technology	525071	177	74	41	54	27	-	373
Systemwide	Information Technology	525072	510	213	119	155	77	-	1,074
Systemwide	Information Technology	519070	-	-	-	-	-	-	-
Systemwide	Information Technology	519092	-	-	-	-	-	-	-
Systemwide	Information Technology	519093	1	-	-	-	-	-	1
Systemwide	Information Technology	523091	-	-	-	-	-	-	-
Systemwide	Information Technology	524070	70	29	16	21	11	-	147
Systemwide	Non-Revenue Fleet	525090	1,463	610	342	444	222	-	3,081
Systemwide	Non-Revenue Fleet	523090	1,453	606	340	441	220	-	3,060
Systemwide	Non-Revenue Fleet	524090	1,333	556	312	404	202	-	2,807
Systemwide	Non-Revenue Fleet	524091	117	49	27	36	18	-	247
Systemwide	Right of Way	524064	-	-	-	-	-	-	-
Systemwide	Rolling Stock	525050	12,569	5,239	2,937	3,810	1,905	-	26,460
Systemwide	Rolling Stock	525051	1,006	419	235	305	152	-	2,117
Systemwide	Rolling Stock	525052	974	406	228	295	148	-	2,051
Systemwide	Rolling Stock	525053	2,889	1,204	675	876	438	-	6,082
Systemwide	Rolling Stock	525054	557	232	130	169	84	-	1,173
Systemwide	Rolling Stock	525055	3,950	1,647	923	1,198	599	-	8,316
Systemwide	Rolling Stock	525056	11,222	4,678	2,622	3,402	1,701	-	23,625
Systemwide	Rolling Stock	525057	1,729	721	404	524	262	-	3,639
Systemwide	Rolling Stock	518050	187	-	32	40	16	833	1,109
Systemwide	Rolling Stock	519050	714	42	125	162	81	-	1,123
Systemwide	Rolling Stock	519051	295	123	69	89	45	-	620
Systemwide	Rolling Stock	519052	98	41	23	30	15	-	208
Systemwide	Rolling Stock	519053	-	-	-	-	-	-	-
Systemwide	Rolling Stock	519054	1	-	-	-	-	-	2
Systemwide	Rolling Stock	519055	140	58	33	42	21	-	295
Systemwide	Rolling Stock	520050	-	-	-	-	-	-	-
Systemwide	Rolling Stock	520051	-	-	-	-	-	-	-
Systemwide	Rolling Stock	520052	131	54	31	40	20	-	275
Systemwide	Rolling Stock	520053	6	2	1	2	1	-	12
Systemwide	Rolling Stock	521050	1,229	512	287	372	186	-	2,586
Systemwide	Rolling Stock	521051	252	105	58	76	38	-	530
Systemwide	Rolling Stock	521052	81	34	19	25	12	-	171
Systemwide	Rolling Stock	522050	514	214	120	156	78	-	1,083
Systemwide	Rolling Stock	523050	1,789	746	418	542	271	-	3,765
Systemwide	Rolling Stock	523051	2,972	1,239	695	901	450	-	6,257
Systemwide	Rolling Stock	523052	447	186	104	136	68	-	941
Systemwide	Rolling Stock	523053	-	-	-	-	-	-	-
Systemwide	Rolling Stock	523054	318	133	74	96	48	-	670
Systemwide	Rolling Stock	523055	1,001	417	234	303	152	-	2,107
Systemwide	Rolling Stock	523056	1,302	543	304	395	197	-	2,740
Systemwide	Rolling Stock	524050	16,535	6,893	3,864	5,013	2,506	-	34,811
Systemwide	Rolling Stock	524051	1,634	681	382	495	248	-	3,439
Systemwide	Rolling Stock	524052	791	330	185	240	120	-	1,665
Systemwide	Rolling Stock	524053	2,648	1,104	619	803	401	1,303	6,877
Systemwide	Rolling Stock	524054	1,263	526	295	383	191	-	2,659
Systemwide	Signal	519001	-	-	-	-	-	-	-
Systemwide	Signal	519031	-	-	-	-	-	-	-
Systemwide	Structures	525020	898	374	210	272	136	-	1,890
Systemwide	Structures	519020	-	-	-	-	-	-	-
Systemwide	Track	525010	2,825	1,073	602	781	141	-	5,421
Systemwide	Track	525011	1,347	561	315	408	204	-	2,835
Systemwide	Track	520010	-	-	-	-	-	-	-



SUBDIVISION	CATEGORY	PROJECT	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL CARRYOVER
Systemwide	Track	520011	-	-	-	-	-	-	-
Systemwide	Track	521010	-	-	-	-	-	-	-
Systemwide	Track	521011	-	-	-	-	-	-	-
Systemwide	Track	521012	9	4	2	3	1	-	19
Systemwide	Track	522010	-	-	-	-	-	-	-
Systemwide	Track	522011	18	8	4	6	3	-	39
Systemwide	Track	523010	17	7	4	5	3	-	36
Systemwide	Track	523011	450	188	105	136	68	-	947
Systemwide	Track	524010	756	-	-	-	-	-	756
Systemwide	Track	524011	601	-	-	-	-	-	600
Systemwide	Track	52303	3	1	1	1	1	-	7
Systemwide	Train Control	525040	1,123	468	262	340	170	-	2,364
Systemwide	Train Control	525041	1,346	561	314	408	204	-	2,833
Systemwide	Train Control	521040	-	-	-	-	-	-	-
Systemwide	Train Control	521041	13	7	4	5	3	-	32
Systemwide	Train Control	522040	890	371	208	270	135	-	1,875
Systemwide	Train Control	522041	651	271	152	197	99	-	1,370
Systemwide	Train Control	523040	1,141	476	267	346	173	-	2,403
Systemwide	Train Control	523041	910	379	213	276	138	-	1,916
Systemwide	Train Control	524040	1,179	491	275	357	179	-	2,481
Systemwide	Train Control	524041	-	-	-	-	-	-	-
Systemwide	Vehicle	520062	-	-	-	-	-	-	-
Systemwide	Vehicle	521090	42	18	10	13	6	-	88
Systemwide	Vehicle	522090	303	127	71	92	46	-	639
Valley	Communications	520340	-	-	-	-	-	-	-
Valley	Communications	522340	124	-	-	-	-	-	124
Valley	Signal	519330	5	-	-	-	-	-	5
Valley	Signal	520330	315	-	-	-	-	-	315
Valley	Signal	520331	596	-	-	-	-	-	596
Valley	Signal	522330	2,422	-	-	-	-	-	2,422
Valley	Structures	522320	2,168	-	-	-	-	-	2,168
Valley	Structures	524320	3,403	-	-	-	-	-	3,403
Valley	Track	525310	4,725	-	-	-	-	-	4,725
Valley	Track	519310	35	-	-	-	-	-	35
Valley	Track	520310	23	-	-	-	-	-	23
Valley	Track	522310	713	-	-	-	-	-	713
Valley	Track	523310	3,716	-	-	-	-	-	3,716
Valley	Track	524310	8,299	-	-	-	-	-	8,299
Valley	Train Control	525330	2,509	-	-	-	-	-	2,509
Valley	Train Control	523330	1,507	-	-	-	-	-	1,507
Valley	Train Control	523340	220	-	-	-	-	-	220
Valley	Train Control	524330	4,250	-	-	-	-	-	4,250
Valley	Train Control	524340	475	-	-	-	-	-	475
Valley Sub	Bridge/Structure	572304	-	-	-	-	-	33	33
Valley Sub	Facilities	522360	856	-	-	-	-	-	856
Valley Sub	Tracks	572014	-	-	-	-	-	-	-
Ventura - LA County	Communications	519240	-	-	-	-	-	-	-
Ventura - LA County	Communications	520240	1	-	-	-	-	-	1
Ventura - LA County	Communications	522240	2	-	-	-	-	-	2
Ventura - LA County	Signal	522230	1,181	-	-	-	-	-	1,181
Ventura - LA County	Track	519210	47	-	-	-	-	-	47
Ventura - LA County	Track	520210	20	-	-	-	-	-	20
Ventura - VC County	Communications	525140	-	-	-	-	284	-	284
Ventura - VC County	Communications	522140	-	-	-	-	31	-	31
Ventura - VC County	Facilities	519160	-	-	-	-	-	-	-
Ventura - VC County	Facilities	591804	-	-	-	-	-	-	-
Ventura - VC County	Signal	520130	-	-	-	-	3,407	-	3,407
Ventura - VC County	Signal	522130	-	-	-	-	383	-	383
Ventura - VC County	Structures	519120	-	-	-	-	2,958	6,359	9,317
Ventura - VC County	Structures	520120	-	-	-	-	210	-	210
Ventura - VC County	Structures	521120	-	-	-	-	230	-	230
Ventura - VC County	Structures	522220	-	-	-	-	-	-	-
Ventura - VC County	Track	525110	-	-	-	-	1,643	-	1,643
Ventura - VC County	Track	520110	-	-	-	-	12	-	12
Ventura - VC County	Track	521110	-	-	-	-	1,802	-	1,802
Ventura - VC County	Train Control	525130	-	-	-	-	1,900	-	1,900
Ventura - VC County	Train Control	521130	-	-	-	-	738	-	738
Ventura - VC County	Train Control	521140	-	-	-	-	-	-	-
Ventura (LA)	Structures	524220	24	-	-	-	-	-	24
Ventura (LA)	Track	524210	2,924	-	-	-	-	-	2,924
Ventura (LA)	Train Control	524230	1,149	-	-	-	-	-	1,149
Ventura (LA)	Train Control	524240	68	-	-	-	-	-	68
Ventura (VC)	Structures	524120	-	-	-	-	950	-	950
Ventura (VC)	Structures	524121	-	-	-	-	806	-	806
Ventura (VC)	Track	524110	-	-	-	-	1,831	-	1,831
Ventura (VC)	Train Control	524130	-	-	-	-	781	-	781
Ventura (VC)	Train Control	524131	-	-	-	-	900	-	900
Ventura (VC)	Train Control	524132	-	-	-	-	1,530	-	1,530
Ventura (VC)	Train Control	524140	-	-	-	-	21	-	21
Ventura Sub - Los Angeles Co	Track	522210	-	-	-	-	-	-	-
Ventura Sub - Los Angeles Co	Track	522211	-	-	-	-	-	-	-
<b>Grand Total</b>			<b>162,248</b>	<b>78,417</b>	<b>35,335</b>	<b>41,835</b>	<b>34,739</b>	<b>12,694</b>	<b>365,268</b>

## FY2025-26 New Capital Carryover Projects Detail

(\$000's)

Subdivision	Category	Project Number	METRO	OCTA	OTHER	RCTC	SBCTA	VCTC	Grand Total
Orange	Structure	419004	-	35,526	-	-	-	-	35,526
Other	Information Technology	472401	-	-	148	-	-	-	148
River	Signal	420001	-	-	-	-	-	-	1
San Gabriel	Communications	418004	-	-	-	-	-	-	-
Systemwide	Business Systems	425090	449	187	-	105	136	68	945
Systemwide	Business Systems	423090	1,763	735	-	412	534	267	3,711
Systemwide	Business Systems	423091	788	328	-	184	239	119	1,658
Systemwide	Business Systems	424090	358	149	-	84	109	54	754
Systemwide	Business Systems	424091	197	82	-	46	60	30	415
Systemwide	Communications	450120	-	-	15	-	-	-	15
Systemwide	Communications	450121	-	-	-	-	-	-	-
Systemwide	Communications	450122	-	-	1	-	-	-	1
Systemwide	Communications	450123	-	-	1,377	-	-	-	1,377
Systemwide	Communications	450124	-	-	6	-	-	-	6
Systemwide	Communications	450130	-	-	1,448	-	-	-	1,448
Systemwide	Communications	472404	-	-	-	-	-	-	-
Systemwide	Facilities	425060	373	156	-	87	113	57	786
Systemwide	Facilities	425061	660	275	-	154	200	100	1,390
Systemwide	Facilities	425062	52	22	-	12	16	8	110
Systemwide	Facilities	423061	968	-	-	226	294	-	1,488
Systemwide	Facilities	424060	483	201	-	113	146	73	1,017
Systemwide	Facilities	620003	-	-	-	-	-	-	-
Systemwide	Information Technology	423070	166	69	-	39	50	25	350
Systemwide	Rolling Stock	613001	-	-	-	-	-	-	-
Systemwide	Rolling Stock	613003	93	-	-	-	-	-	93
Systemwide	Rolling Stock	613005	-	-	-	-	-	-	-
Systemwide	Rolling Stock	616002	130	-	-	-	-	-	130
Systemwide	Rolling Stock	616003	-	-	-	-	-	-	-
Systemwide	Rolling Stock	623050	2,214	923	-	517	671	336	4,661
Systemwide	Rolling Stock	624001	2,645	1,102	-	618	802	401	5,568
Systemwide	Rolling Stock	624050	713	297	-	167	216	108	1,500
Systemwide	Rolling Stock	624052	261	109	-	61	79	40	550
Systemwide	Rolling Stock	624053	387	161	-	90	117	59	814
Systemwide	Rolling Stock	624054	1,380	575	-	323	418	209	2,906
Systemwide	Security	422080	-	-	-	-	-	-	-
Systemwide	Train Control	425040	1,033	430	-	241	313	157	2,174
Systemwide	Train Control	425091	247	103	-	58	75	37	520
Valley	Signal	421001	-	-	1,473	-	-	-	1,473
Valley	Signal	421002	-	-	857	-	-	-	857
Valley	Signal	421003	-	-	774	-	-	-	774
Valley	Signal	421004	-	-	1,380	-	-	-	1,380
Valley	Signal	423001	-	-	385	-	-	-	385
Valley	Track	420310	-	-	17,394	-	-	-	17,394
Ventura-LA	Track	421110	-	-	-	-	-	-	-
<b>Grand Total</b>			<b>15,360</b>	<b>41,432</b>	<b>25,259</b>	<b>3,538</b>	<b>4,589</b>	<b>2,148</b>	<b>92,326</b>

**FY26 Proposed Capital Program Cashflow**

Attachment J

	FY26	FY27	FY28	FY29
METRO				
SGR	69,774,298	82,880,427	47,352,452	30,049,450
New Capital	10,597,636	6,633,616	3,671,392	2,141,757
Total	<b>80,371,933</b>	<b>89,514,043</b>	<b>51,023,843</b>	<b>32,191,206</b>

	FY26	FY27	FY28	FY29
OCTA				
SGR	31,265,298	40,759,735	23,808,205	15,039,596
New Capital	24,872,984	16,340,492	1,567,740	1,095,181
Total	<b>56,138,282</b>	<b>57,100,227</b>	<b>25,375,946</b>	<b>16,134,777</b>

	FY26	FY27	FY28	FY29
RCTC				
SGR	12,744,390	19,357,458	8,945,762	5,369,711
New Capital	2,161,322	1,253,917	878,885	613,965
Total	<b>14,905,711</b>	<b>20,611,375</b>	<b>9,824,647</b>	<b>5,983,676</b>

	FY26	FY27	FY28	FY29
SBCTA				
SGR	14,998,710	22,533,998	12,891,712	8,030,921
New Capital	2,803,494	1,626,704	1,140,175	796,495
Total	<b>17,802,204</b>	<b>24,160,702</b>	<b>14,031,887</b>	<b>8,827,416</b>

	FY26	FY27	FY28	FY29
VCTC				
SGR	16,283,764	15,292,974	8,215,052	1,907,354
New Capital	1,254,917	999,690	556,506	324,645
Total	<b>17,538,681</b>	<b>16,292,663</b>	<b>8,771,557</b>	<b>2,231,999</b>

<b>Cash Flow Grand Total</b>	<b>186,756,811</b>	<b>207,679,010</b>	<b>109,027,880</b>	<b>65,369,076</b>
------------------------------	--------------------	--------------------	--------------------	-------------------

## FY27 Forecast - Operating Budget by Member Agency

	FY27 Budget Forecast by Member Agency					
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	31,252	13,621	4,947	7,121	1,885	58,825
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,642	-	-	-	-	2,642
<b>Subtotal-Pro Forma FareBox</b>	<b>34,139</b>	<b>13,621</b>	<b>4,947</b>	<b>7,285</b>	<b>1,885</b>	<b>61,876</b>
Dispatching	1,169	735	19	140	262	2,324
Other Revenues	1,534	567	342	334	181	2,959
MOW Revenues	7,580	3,196	915	1,734	501	13,926
<b>Total Operating Revenue</b>	<b>44,422</b>	<b>18,119</b>	<b>6,224</b>	<b>9,493</b>	<b>2,828</b>	<b>81,085</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	30,459	12,496	6,077	5,781	2,195	57,008
Train Dispatch	3,745	1,125	494	621	350	6,334
Equipment Maintenance	17,549	6,830	3,801	4,101	1,781	34,062
Materials	8,201	3,192	1,776	1,917	833	15,918
Fuel	17,858	7,326	3,563	3,389	1,287	33,422
Non-Scheduled Rolling Stock Repairs	70	27	13	15	6	131
Operating Facilities Maintenance	2,901	1,097	543	636	232	5,407
Other Operating Train Services	586	230	142	130	83	1,171
Security - LA Sheriffs	7,765	2,935	1,454	1,701	620	14,474
Security - SB Sheriffs	-	-	-	3,455	-	3,455
Security - Guards	2,632	956	1,243	583	552	5,966
Supplemental Security	141	61	22	31	8	263
Public Safety Program	33	12	10	7	7	70
Passenger Relations	1,068	463	188	286	72	2,077
TVM Maintenance/Revenue Collection	2,769	1,361	1,033	798	376	6,337
Marketing	1,975	856	343	528	131	3,833
Media & External Communications	144	52	45	32	30	304
Utilities/Leases	1,416	514	444	313	297	2,986
Transfers to Other Operators	1,790	583	195	368	100	3,037
Amtrak Transfers	304	319	-	-	99	722
Station Maintenance	4,682	1,034	462	826	326	7,329
Rail Agreements	2,218	2,113	1,908	461	998	7,697
<b>Subtotal Operations &amp; Services</b>	<b>108,307</b>	<b>43,582</b>	<b>23,758</b>	<b>25,979</b>	<b>10,381</b>	<b>212,006</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	31,263	10,629	3,527	6,966	2,920	55,305
MoW Labor & Benefits	2,842	910	383	606	303	5,045
Overhead MoW Expenses	2,841	864	353	536	271	4,865
MoW - Extraordinary Maintenance	510	124	83	93	60	870
<b>Subtotal Maintenance-of-Way</b>	<b>37,457</b>	<b>12,528</b>	<b>4,346</b>	<b>8,200</b>	<b>3,554</b>	<b>66,085</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	9,740	3,537	3,055	2,156	2,043	20,531
Ops Non-Labor Expenses	6,326	2,562	1,457	1,269	684	12,298
Indirect Administrative Expenses	13,320	4,838	4,178	2,948	2,794	28,078
Ops Professional Services	1,083	393	340	240	227	2,284
<b>Subtotal Admin &amp; Services</b>	<b>30,470</b>	<b>11,331</b>	<b>9,030</b>	<b>6,613</b>	<b>5,748</b>	<b>63,191</b>
<b><u>Contingency</u></b>	<b>25</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>53</b>
<b>Total Operating Expenses</b>	<b>176,258</b>	<b>67,450</b>	<b>37,141</b>	<b>40,797</b>	<b>19,689</b>	<b>341,335</b>
<b><u>Insurance and Legal</u></b>						
Liability/Property/Auto	10,592	4,004	1,983	2,321	845	19,744
Net Claims / SI	1,037	392	194	227	83	1,933
Claims Administration	1,243	470	233	272	99	2,316
<b>Total Net Insurance and Legal</b>	<b>12,871</b>	<b>4,865</b>	<b>2,410</b>	<b>2,820</b>	<b>1,027</b>	<b>23,993</b>
<b>Total Expense</b>	<b>189,130</b>	<b>72,315</b>	<b>39,551</b>	<b>43,617</b>	<b>20,716</b>	<b>365,328</b>
<b>Loss</b>	<b>(144,707)</b>	<b>(54,196)</b>	<b>(33,327)</b>	<b>(34,124)</b>	<b>(17,888)</b>	<b>(284,243)</b>
2028 Olympics Readiness	548	199	172	121	115	1,155
CFR 245-246	264	94	64	59	45	525
Outside 20'	3,036	-	-	-	-	3,036
<b>Total Expense</b>	<b>192,977</b>	<b>72,608</b>	<b>39,787</b>	<b>43,797</b>	<b>20,876</b>	<b>370,044</b>
<b>Loss/Member Support Required</b>	<b>(148,555)</b>	<b>(54,489)</b>	<b>(33,564)</b>	<b>(34,304)</b>	<b>(18,048)</b>	<b>(288,959)</b>

Numbers may not foot due to rounding.

## FY28 Forecast - Operating Budget by Member Agency

	FY28 Budget Forecast by Member Agency					
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	33,098	15,230	5,512	7,467	2,163	63,470
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,722	-	-	-	-	2,722
<b>Subtotal-Pro Forma FareBox</b>	<b>36,064</b>	<b>15,230</b>	<b>5,512</b>	<b>7,631</b>	<b>2,163</b>	<b>66,600</b>
Dispatching	1,204	757	20	144	269	2,394
Other Revenues	1,580	584	353	344	187	3,048
MOW Revenues	7,808	3,292	943	1,786	516	14,344
<b>Total Operating Revenue</b>	<b>46,656</b>	<b>19,864</b>	<b>6,827</b>	<b>9,905</b>	<b>3,134</b>	<b>86,386</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	31,982	13,121	6,381	6,070	2,305	59,858
Train Dispatch	3,932	1,181	519	652	367	6,651
Equipment Maintenance	18,426	7,171	3,991	4,306	1,871	35,766
Materials	8,611	3,351	1,865	2,012	874	16,714
Fuel	18,750	7,693	3,741	3,558	1,351	35,094
Non-Scheduled Rolling Stock Repairs	74	28	14	16	6	138
Operating Facilities Maintenance	3,046	1,151	570	667	243	5,678
Other Operating Train Services	615	242	149	136	87	1,229
Security - LA Sheriffs	8,153	3,082	1,526	1,786	651	15,198
Security - SB Sheriffs	-	-	-	3,627	-	3,627
Security - Guards	2,764	1,004	1,305	612	580	6,265
Supplemental Security	148	64	23	33	8	277
Public Safety Program	35	13	11	8	7	74
Passenger Relations	1,121	486	197	300	76	2,181
TVM Maintenance/Revenue Collection	2,908	1,429	1,085	838	395	6,654
Marketing	2,073	899	361	555	137	4,025
Media & External Communications	151	55	47	34	32	319
Utilities/Leases	1,487	540	466	329	312	3,135
Transfers to Other Operators	1,880	613	204	387	105	3,188
Amtrak Transfers	319	335	-	-	104	758
Station Maintenance	4,916	1,085	485	867	342	7,695
Rail Agreements	2,329	2,219	2,003	484	1,048	8,082
<b>Subtotal Operations &amp; Services</b>	<b>113,722</b>	<b>45,761</b>	<b>24,946</b>	<b>27,278</b>	<b>10,900</b>	<b>222,606</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	32,827	11,161	3,704	7,314	3,066	58,071
MoW Labor & Benefits	2,985	956	402	636	318	5,297
Overhead MoW Expenses	2,984	907	370	563	285	5,109
MoW - Extraordinary Maintenance	535	131	87	97	63	914
<b>Subtotal Maintenance-of-Way</b>	<b>39,330</b>	<b>13,155</b>	<b>4,563</b>	<b>8,610</b>	<b>3,732</b>	<b>69,390</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	10,227	3,714	3,208	2,264	2,145	21,557
Ops Non-Labor Expenses	6,642	2,690	1,530	1,333	718	12,913
Indirect Administrative Expenses	13,986	5,080	4,387	3,096	2,933	29,482
Ops Professional Services	1,138	413	357	252	239	2,398
<b>Subtotal Admin &amp; Services</b>	<b>31,993</b>	<b>11,898</b>	<b>9,481</b>	<b>6,944</b>	<b>6,035</b>	<b>66,351</b>
<b><u>Contingency</u></b>	<b>26</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>55</b>
<b>Total Operating Expenses</b>	<b>185,071</b>	<b>70,822</b>	<b>38,998</b>	<b>42,837</b>	<b>20,673</b>	<b>358,402</b>
<b><u>Insurance and Legal</u></b>						
Liability/Property/Auto	11,121	4,204	2,082	2,437	888	20,731
Net Claims / SI	1,089	412	204	239	87	2,029
Claims Administration	1,305	493	244	286	104	2,432
<b>Total Net Insurance and Legal</b>	<b>13,515</b>	<b>5,109</b>	<b>2,530</b>	<b>2,961</b>	<b>1,079</b>	<b>25,193</b>
<b>Total Expense</b>	<b>198,586</b>	<b>75,931</b>	<b>41,528</b>	<b>45,798</b>	<b>21,752</b>	<b>383,595</b>
<b>Loss</b>	<b>(151,931)</b>	<b>(56,067)</b>	<b>(34,701)</b>	<b>(35,892)</b>	<b>(18,617)</b>	<b>(297,209)</b>
2028 Olympics Readiness	575	209	180	127	121	1,213
CFR 245-246	277	98	68	61	47	551
Outside 20'	3,188	-	-	-	-	3,188
<b>Total Expense</b>	<b>202,626</b>	<b>76,238</b>	<b>41,776</b>	<b>45,986</b>	<b>21,919</b>	<b>388,547</b>
<b>Loss/Member Support Required</b>	<b>(155,971)</b>	<b>(56,375)</b>	<b>(34,949)</b>	<b>(36,081)</b>	<b>(18,785)</b>	<b>(302,161)</b>

Numbers may not foot due to rounding.

## FY29 Forecast - Operating Budget by Member Agency

	FY29 Budget Forecast by Member Agency					
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	34,601	16,844	6,079	7,607	2,441	67,572
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,803	-	-	-	-	2,803
<b>Subtotal-Pro Forma FareBox</b>	<b>37,648</b>	<b>16,844</b>	<b>6,079</b>	<b>7,771</b>	<b>2,441</b>	<b>70,784</b>
Dispatching	1,241	780	20	148	277	2,466
Other Revenues	1,627	602	363	355	192	3,139
MOW Revenues	8,042	3,391	971	1,840	531	14,774
<b>Total Operating Revenue</b>	<b>48,558</b>	<b>21,616</b>	<b>7,434</b>	<b>10,113</b>	<b>3,442</b>	<b>91,163</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	33,581	13,777	6,700	6,373	2,420	62,851
Train Dispatch	4,129	1,240	545	684	385	6,984
Equipment Maintenance	19,348	7,530	4,191	4,521	1,964	37,554
Materials	9,042	3,519	1,959	2,113	918	17,550
Fuel	19,688	8,077	3,928	3,736	1,419	36,848
Non-Scheduled Rolling Stock Repairs	78	29	15	17	6	145
Operating Facilities Maintenance	3,198	1,209	599	701	255	5,962
Other Operating Train Services	646	254	157	143	91	1,291
Security - LA Sheriffs	8,561	3,236	1,603	1,876	683	15,958
Security - SB Sheriffs	-	-	-	3,809	-	3,809
Security - Guards	2,902	1,054	1,370	642	609	6,578
Supplemental Security	156	67	24	35	9	290
Public Safety Program	37	13	12	8	8	77
Passenger Relations	1,177	511	207	315	80	2,290
TVM Maintenance/Revenue Collection	3,053	1,501	1,139	880	414	6,987
Marketing	2,177	944	379	582	144	4,226
Media & External Communications	159	58	50	35	33	335
Utilities/Leases	1,562	567	490	346	328	3,292
Transfers to Other Operators	1,974	643	215	406	110	3,348
Amtrak Transfers	335	351	-	-	110	796
Station Maintenance	5,161	1,140	509	911	359	8,080
Rail Agreements	2,445	2,330	2,104	508	1,100	8,486
<b>Subtotal Operations &amp; Services</b>	<b>119,408</b>	<b>48,049</b>	<b>26,193</b>	<b>28,642</b>	<b>11,445</b>	<b>233,737</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	34,468	11,719	3,889	7,680	3,219	60,974
MoW Labor & Benefits	3,134	1,004	423	668	334	5,562
Overhead MoW Expenses	3,133	953	389	591	299	5,364
MoW - Extraordinary Maintenance	562	137	91	102	66	959
<b>Subtotal Maintenance-of-Way</b>	<b>41,296</b>	<b>13,812</b>	<b>4,792</b>	<b>9,040</b>	<b>3,919</b>	<b>72,859</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	10,738	3,900	3,368	2,377	2,252	22,635
Ops Non-Labor Expenses	6,974	2,825	1,606	1,399	754	13,559
Indirect Administrative Expenses	14,686	5,334	4,606	3,250	3,080	30,956
Ops Professional Services	1,194	434	375	264	251	2,518
<b>Subtotal Admin &amp; Services</b>	<b>33,593</b>	<b>12,492</b>	<b>9,955</b>	<b>7,291</b>	<b>6,337</b>	<b>69,668</b>
<b><u>Contingency</u></b>	<b>27</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>58</b>
<b>Total Operating Expenses</b>	<b>194,325</b>	<b>74,363</b>	<b>40,948</b>	<b>44,979</b>	<b>21,707</b>	<b>376,322</b>
<b><u>Insurance and Legal</u></b>						
Liability/Property/Auto	11,677	4,414	2,186	2,558	932	21,768
Net Claims / SI	1,143	432	214	250	91	2,131
Claims Administration	1,370	518	256	300	109	2,554
<b>Total Net Insurance and Legal</b>	<b>14,191</b>	<b>5,364</b>	<b>2,656</b>	<b>3,109</b>	<b>1,133</b>	<b>26,453</b>
<b>Total Expense</b>	<b>208,515</b>	<b>79,727</b>	<b>43,605</b>	<b>48,088</b>	<b>22,839</b>	<b>402,774</b>
<b>Loss</b>	<b>(159,958)</b>	<b>(58,111)</b>	<b>(36,171)</b>	<b>(37,974)</b>	<b>(19,397)</b>	<b>(311,611)</b>
2028 Olympics Readiness	604	219	189	134	127	1,273
CFR 245-246	291	103	71	65	49	579
Outside 20'	3,347	-	-	-	-	3,347
<b>Total Expense</b>	<b>212,758</b>	<b>80,050</b>	<b>43,865</b>	<b>48,286</b>	<b>23,015</b>	<b>407,974</b>
<b>Loss/Member Support Required</b>	<b>(164,200)</b>	<b>(58,434)</b>	<b>(36,432)</b>	<b>(38,172)</b>	<b>(19,573)</b>	<b>(316,811)</b>

Numbers may not foot due to rounding.

## FY30 Forecast - Operating Budget by Member Agency

	FY30 Budget Forecast by Member Agency					
(\$000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
<b>Operating Revenue</b>						
Farebox Revenue	36,172	18,629	6,704	7,750	2,756	72,010
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,887	-	-	-	-	2,887
<b>Subtotal-Pro Forma FareBox</b>	<b>39,303</b>	<b>18,629</b>	<b>6,704</b>	<b>7,914</b>	<b>2,756</b>	<b>75,306</b>
Dispatching	1,278	803	21	152	286	2,540
Other Revenues	1,676	620	374	365	198	3,233
MOW Revenues	8,283	3,492	1,000	1,895	547	15,217
<b>Total Operating Revenue</b>	<b>50,540</b>	<b>23,544</b>	<b>8,099</b>	<b>10,326</b>	<b>3,787</b>	<b>96,296</b>
<b>Operating Expenses</b>						
<b><u>Operations &amp; Services</u></b>						
Train Operators	35,260	14,466	7,035	6,692	2,541	65,994
Train Dispatch	4,335	1,302	572	719	405	7,333
Equipment Maintenance	20,315	7,906	4,401	4,748	2,062	39,432
Materials	9,494	3,695	2,056	2,219	964	18,427
Fuel	20,672	8,481	4,124	3,923	1,490	38,691
Non-Scheduled Rolling Stock Repairs	82	31	15	18	7	152
Operating Facilities Maintenance	3,358	1,269	629	736	268	6,260
Other Operating Train Services	678	266	165	150	96	1,355
Security - LA Sheriffs	8,989	3,398	1,683	1,969	717	16,756
Security - SB Sheriffs	-	-	-	3,999	-	3,999
Security - Guards	3,047	1,107	1,439	674	639	6,907
Supplemental Security	164	70	26	36	9	305
Public Safety Program	39	14	12	9	8	81
Passenger Relations	1,236	536	218	331	84	2,405
TVM Maintenance/Revenue Collection	3,206	1,576	1,196	924	435	7,336
Marketing	2,286	991	398	611	151	4,438
Media & External Communications	167	61	52	37	35	352
Utilities/Leases	1,640	595	514	363	344	3,456
Transfers to Other Operators	2,072	675	225	426	116	3,515
Amtrak Transfers	352	369	-	-	115	836
Station Maintenance	5,420	1,197	535	956	377	8,484
Rail Agreements	2,567	2,446	2,209	534	1,155	8,911
<b>Subtotal Operations &amp; Services</b>	<b>125,379</b>	<b>50,451</b>	<b>27,503</b>	<b>30,074</b>	<b>12,017</b>	<b>245,423</b>
<b><u>Maintenance-of-Way</u></b>						
MoW - Line Segments	36,191	12,305	4,083	8,064	3,380	64,023
MoW Labor & Benefits	3,290	1,054	444	701	351	5,840
Overhead MoW Expenses	3,289	1,000	408	620	314	5,632
MoW - Extraordinary Maintenance	590	144	96	107	70	1,007
<b>Subtotal Maintenance-of-Way</b>	<b>43,361</b>	<b>14,503</b>	<b>5,031</b>	<b>9,492</b>	<b>4,115</b>	<b>76,502</b>
<b><u>Administration &amp; Services</u></b>						
Ops Salaries & Fringe Benefits	11,275	4,095	3,537	2,496	2,365	23,767
Ops Non-Labor Expenses	7,323	2,966	1,686	1,469	792	14,237
Indirect Administrative Expenses	15,420	5,600	4,837	3,413	3,234	32,504
Ops Professional Services	1,254	455	393	278	263	2,644
<b>Subtotal Admin &amp; Services</b>	<b>35,272</b>	<b>13,117</b>	<b>10,453</b>	<b>7,655</b>	<b>6,654</b>	<b>73,151</b>
<b><u>Contingency</u></b>	<b>29</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>61</b>
<b>Total Operating Expenses</b>	<b>204,041</b>	<b>78,082</b>	<b>42,996</b>	<b>47,227</b>	<b>22,792</b>	<b>395,138</b>
<b><u>Insurance and Legal</u></b>						
Liability/Property/Auto	12,261	4,635	2,295	2,686	979	22,856
Net Claims / SI	1,200	454	225	263	96	2,237
Claims Administration	1,438	544	269	315	115	2,681
<b>Total Net Insurance and Legal</b>	<b>14,900</b>	<b>5,632</b>	<b>2,789</b>	<b>3,264</b>	<b>1,189</b>	<b>27,775</b>
<b>Total Expense</b>	<b>218,941</b>	<b>83,714</b>	<b>45,785</b>	<b>50,492</b>	<b>23,981</b>	<b>422,913</b>
<b>Loss</b>	<b>(168,401)</b>	<b>(60,170)</b>	<b>(37,686)</b>	<b>(40,165)</b>	<b>(20,194)</b>	<b>(326,617)</b>
2028 Olympics Readiness	-	-	-	-	-	-
CFR 245-246	305	108	75	68	52	608
Outside 20'	3,515	-	-	-	-	3,515
<b>Total Expense</b>	<b>222,761</b>	<b>83,822</b>	<b>45,860</b>	<b>50,560</b>	<b>24,033</b>	<b>427,036</b>
<b>Loss/Member Support Required</b>	<b>(172,221)</b>	<b>(60,278)</b>	<b>(37,760)</b>	<b>(40,233)</b>	<b>(20,246)</b>	<b>(330,739)</b>

Numbers may not foot due to rounding.

**FY2025-26 Annual Authorization and Extend Period of Performance for**

Software Licenses  
Maintenance, Repair, and Operations Agreements  
Original Equipment Manufacturers Agreements  
Communications Network Towers Agreements  
Administrative and Operating Services Agreements

Contract Number	Type	Vendor	Description	FY26 Contract Authority & Budgeted Amount
SP420	Administrative and Operating Services	Daily Journal	Advertisement of Authority solicitations in area newspapers	\$119,490
SP558	Administrative and Operating Services	Transit System Unlimited	Alternative Motor Coach Transportation (Bus Bridges)	\$125,000
SP555	Administrative and Operating Services	Inland Empire Stages, Ltd.	Alternative Motor Coach Transportation (Bus Bridges)	\$200,000
SP554	Administrative and Operating Services	H&L Charter	Alternative Motor Coach Transportation (Bus Bridges)	\$120,000
SP557	Administrative and Operating Services	Sureride Charter (dba San Diego Charter Company)	Alternative Motor Coach Transportation (Bus Bridges)	\$85,000
LI119	Software License	Granicus, Inc.	MediaManager support and maintenance – web publishing tool	\$60,880
H1645	Software License	PlanetBids	Procurement web hosting site license and support – online bidding and contract management	\$49,000
LI102	Software License	Oracle	Database Enterprise Edition licenses and support	\$288,750
LI172	Software License	Government Jobs.com / Neogov	Applicant Tracking System	\$71,055
LI237	Software License	GOTO Communication (formerly Jive)	VoIP services (under SPURR)	\$86,000
LI283	Software License	LinkedIn Corporation	Online network subscription – job opportunity postings	\$26,753
LI182	Software License	Fujitsu Corporation	Fiber Optic NMS for Train Control Network	\$49,134
LI117	Software License	IBM Corporation	IBM Rational Suite (Network virtualization software - ex IBM Jazz)	\$30,000
H1625X	Software License	Trapeze	Assetworks EAM and MAXQueue – SCRRRA inventory control program and asset management	\$464,775
LI101	Software License	Salesforce.com	Customer management system database and information system annual report	\$379,050
LI144	Software License	HootSuite Media	Hootsuite pro annual renewal and license, social media tracking tool	\$48,000
LI152	Software License	Redvector	IndustrySafe Safety Management System	\$45,203
LI147	Software License	AccuWeather Data Incorporated	SmartRAD and SelectWARN software license and support – weather information and warnings	\$33,705
LI238	Software License	Bentley Systems	Bentley Projectwise Cloud Services and Microstation	\$48,000
LE121	Software License	Switch, LTD.	Colocation services and remote access for IT and PTC servers.	\$200,000
PO489	Maintenance, Repair, and Operations Agreements	Dell Marketing, LP	Computer / network equipment and services for IT and PTC on an as-needed basis (under CMAS)	\$3,000,000
PO400	Maintenance, Repair, and Operations Agreements	CDW Government, Inc.	Computer/ network equipment and services for IT and PTC on an as-needed basis (under OMNIA Partners)	\$1,750,000
SP552	Maintenance, Repair, and Operations Agreements	Iron Mountain	Document and Information Lifecycle Management (under Omnia Partners)	\$31,500
MS279	Maintenance, Repair, and Operations Agreements	Ricoh America's Corporation	Maintenance, support services, and purchase of new copiers/printers (under NASPO)	\$315,000
PO402	Maintenance, Repair, and Operations Agreements	MSC Industrial Supply Co., Inc.	Consumable materials for the Equipment Department (under NASPO)	\$50,000
PO403	Maintenance, Repair, and Operations Agreements	Grainger	Consumable materials for the Equipment Department (under NASPO)	\$575,000
PO534	Original Equipment Manufacturers Agreements	ABB INC.	Power supply, transformer, low voltage power supply (LVPS), maintenance and repair parts	\$45,000
PO555	Original Equipment Manufacturers Agreements	Adams & Westlake	Vestibule Curtain for Bombardier and Rotem Cars	\$230,000



Contract Number	Type	Vendor	Description	FY26 Contract Authority & Budgeted Amount
PO410	Original Equipment Manufacturers Agreements	AJ Energie Inc.	Repair and Return of Saft batteries	\$25,000
PO406	Original Equipment Manufacturers Agreements	Alstom Transportation	Bombardier car structural components, interior and exterior car body components and parts	\$160,000
PO782	Original Equipment Manufacturers Agreements	Atlas Copco Compressors LLC	Locomotive parts and consumables	\$245,000
PO454	Original Equipment Manufacturers Agreements	Celeste Industries Corp	Sani-pak soaps and supplies	\$35,000
EP176A	Original Equipment Manufacturers Agreements	Custom Glass Solutions Trumbauersville, LLC	Railcar Windows	\$225,000
PO756	Original Equipment Manufacturers Agreements	Daktronics	Electronic Display	\$25,000
PO437	Original Equipment Manufacturers Agreements	Dayton-Phoenix Group Inc.	Repair and return of fans	\$625,000
PO863	Original Equipment Manufacturers Agreements	Dellner Dampers	Locomotive Dampers	\$40,000
PO484	Original Equipment Manufacturers Agreements	Hitachi Rail STS USA, Inc. (Formerly Ansaldo)	Switch gear & hardware spare parts, maintenance and repair for signal and communications	\$150,000
PO667	Original Equipment Manufacturers Agreements	Hoppecke Batteries	Rail Batteries	\$150,000
PO725	Original Equipment Manufacturers Agreements	Inter-Block Retaining Systems, Inc	Retaining Wall Blocks	\$80,000
PO790	Original Equipment Manufacturers Agreements	Kluber Lubrication	Tier 4 locomotive lubricants	\$35,000
PO874	Original Equipment Manufacturers Agreements	Knorr Brake Corporation	Locomotive Air Brake Valves	\$250,000
PO444	Original Equipment Manufacturers Agreements	Mechanical Systems Remanufacturing	Locomotive shock absorbers, door lock assemblies, couplers, coach car diaphragms, and new car body parts	\$215,111
PO796	Original Equipment Manufacturers Agreements	Merak North America	Sigma Coach HVAC Spare Parts	\$176,620
PO452	Original Equipment Manufacturers Agreements	Motion and Flow Control Products, Inc.	Car parts and hoses	\$110,000
PO646	Original Equipment Manufacturers Agreements	Orgo-Thermit	Welding Kits	\$50,000
PO834	Original Equipment Manufacturers Agreements	Pittsburgh Air Brake Company	Railcar Air Brake Valve Repairs	\$105,000
PO615	Original Equipment Manufacturers Agreements	PowerRail Distribution Inc.	Locomotive Component parts and repair services	\$1,800,000
PO759	Original Equipment Manufacturers Agreements	Progress Rail Locomotives	Locomotive Spare & Repair parts – 710 & 645 Engine, Electrical Car body	\$3,500,000
PO663	Original Equipment Manufacturers Agreements	Quest Rail, LLC	Repair and Return of Locomotive Radio, Radiohead, Transceiver	\$30,000
PO717	Original Equipment Manufacturers Agreements	Quester Tangent	Repair and return of Rotem Auxiliary Controllers	\$30,000
PO409	Original Equipment Manufacturers Agreements	Quinn Power Systems	Caterpillar HEP Engine Overhaul and Repair; Spare Maintenance and Repair Parts	\$2,500,000
PO505	Original Equipment Manufacturers Agreements	Railhead Corporation	Replacement Parts for Camera monitoring and microphone systems	\$170,000
PO591	Original Equipment Manufacturers Agreements	Saft Batteries	Saft Batteries	\$90,000
PO661	Original Equipment Manufacturers Agreements	Schaltbau North America	Repair and return throttle controllers	\$25,000
PO368	Original Equipment Manufacturers Agreements	Siemens Mobility	Signal Equipment and Repair and Return	\$800,000
PO624	Original Equipment Manufacturers Agreements	Strato, Inc	Strato Hoses and Couplings	\$80,000
PO651	Original Equipment Manufacturers Agreements	T C Communications, Inc.	Industrial Hardened Modular Ethernet Card / JumboSwitch + TC View maintenance agreement	\$95,000
PO474	Original Equipment Manufacturers Agreements	TOA Engineering Corp.	Integrated Communication control unit, racks, speaker, microphone and supplies	\$55,000
PO459	Original Equipment Manufacturers Agreements	Trans Tech of South Carolina (Wabtech Group)	Microphor Restroom Parts & Supplies	\$130,000
PO473	Original Equipment Manufacturers Agreements	Ultimate Rail Equipment, Inc.	Working tables, armrests, door panel assembly, cushions, maintenance parts and supplies	\$50,000
PO554	Original Equipment Manufacturers Agreements	Universal Interiors	Interior Package for Rotem cars	\$75,000
PO465	Original Equipment Manufacturers Agreements	USSC, LLC	Operator's seats	\$110,000
PO414	Original Equipment Manufacturers Agreements	Vapor Stone Rail Systems (Wabtec Group)	Heating, Ventilation, and Air Conditioning Specialty Relays and Door operators	\$550,000

## Attachment L

Contract Number	Type	Vendor	Description	FY26 Contract Authority & Budgeted Amount
PO453	Original Equipment Manufacturers Agreements	Velociti, Inc.	Repair and return service for locomotive HVACs	\$30,000
PO416	Original Equipment Manufacturers Agreements	Vulcan Metals Corporation	Truck Maintenance and Repair Parts	\$650,000
PO758	Original Equipment Manufacturers Agreements	Wabtec Global Services	Purchase of New Wabtec Global Services parts. Repair and return of modules and power supplies.	\$175,000
PO757	Original Equipment Manufacturers Agreements	Wabtec Passenger Transit Div.	Repair and Return of Air Brake Components	\$3,500,000
PO801	Original Equipment Manufacturers Agreements	Westcode, Inc.	New and Repair-and-Return of the Leveling Valves	\$50,000
PO346	Original Equipment Manufacturers Agreements	Western Cullen Hayes	Miscellaneous Signal Equipment	\$120,000
LE110	Communications Network Towers	American Tower Company	Communication Network Towers and Related Leasing Agreements	\$391,884
LE112	Communications Network Towers	AVCOM	Communication Network Towers and Related Leasing Agreements	\$37,428
LE120	Communications Network Towers	Crown Castle (Pinnacle Towers)	Communication Network Towers and Related Leasing Agreements	\$46,326
<b>FY26 Annual Authorization Total</b>				<b>\$26,318,664</b>



# Metrolink FY 26 Annual Work Program

Finance, Budget and Audit Committee

**June 18, 2025**



# Recommendations

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) Fiscal Year (FY) 2025-26 Operating, Rehabilitation, and Capital Budget in the amount of \$216,565,092 as described in Attachment A;
- B. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SGR) and capital project Memoranda of Understanding (MOUs) as follows:
  - Ticket Vending Machine (TVM) Replacement Project extended from June 30, 2025, to December 31, 2026
  - FY 2016-17 SGR Program extended from June 30, 2025, to December 31, 2026
  - FY 2017-18 SGR Program extended from June 30, 2025 to December 31, 2026
  - FY 2018-19 SGR Program extended from June 30, 2025 to June 30, 2027
  - FY 2019-20 SGR Program extended from June 30, 2025 to December 31, 2027
  - FY 2020-21 SGR Program extended from June 30, 2025 to June 30, 2027
  - Doran Street Grade Separation Project extended from March 31, 2025, to December 31, 2027
  - LINK US Task 2 Project extended from June 30, 2025, to December 31, 2026;

# Recommendations

- C. APPROVING the FY 2025-26 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
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

# Metrolink Pre-Pandemic and Post-Pandemic Ridership By Line

Metrolink has recovered 70% of its pre-pandemic ridership, steadily making gains despite the impacts of work-from-home and lower office occupancy rates over the past five years (See Table Below).

In April 2025 Metrolink ridership set a new post-pandemic record with over 715,000 boardings.

LINE	PRE-PANDEMIC MONTHLY RIDERSHIP	APRIL 2025 RIDERSHIP	% RECOVERY BY LINE
91/Perris Valley	76,247	75,835	99%
Antelope Valley	158,409	133,224	84%
IEOC	111,099	65,702	59%
Orange County	244,672	142,796	58%
Riverside	79,983	28,051	35%
San Bernardino	254,709	185,214	73%
Ventura	93,342	69,553	75%
Arrow	N/A	15,051	N/A
TOTALS	1,018,460	715,428	70%

# Recommendation A: Metrolink Operations for FY 26

- Metro subsidy for Metrolink Operations is \$141,356,992.
  - Reflects Metro's 51.3% share of Metrolink's operating expenses.
  - The 2.6% increase from FY25 is due to annual fixed operating contract escalators of 3% to 5%, costs to implement new FRA regulations, 2028 Olympic readiness.
  - Member agencies are now funding 78% of Metrolink's operating expenses, compared to 49% pre-COVID due to COVID-related ridership declines.
  - Metro is encouraging Metrolink to develop strategies to address these rising costs.
  - Metrolink is implementing a new fare structure and the new 50% Student Youth Discount Program to increase ridership and revenue.



## Recommendations (Continued)

- Metro subsidy for Metrolink Rehabilitation and Capital projects is proposed at \$75,208,100.
  - Metro's share for 38 Rehabilitation projects is \$67,808,550.
  - Metro's share for 9 Capital projects is \$7,399,550.
  - Metro's share is 49% of the FY 2025-26 Rehabilitation and Capital budget request.
  
- Requested action extends five State of Good Repair Memorandums of Understanding and three capital project Memorandums of Understanding that lapse in FY 2025.
  
- Includes approval for the FY26 Transfers to Other Operators reimbursement rate to Metro.



# Equity and Race Platform

- The recommendations provide residents, workers, students, and families with a regional public transportation option to access jobs, resources, and services across the Los Angeles region.
- Metrolink enables residents who may not be able to afford to live in high-cost areas to 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.
- Metrolink establishes its own equity-based programs separate from Metro.

# Next Steps

- Metrolink will approve their FY 2025-26 budget and member agency contributions at their June 27, 2025, board meeting.
- Metro staff will attend the Metrolink board meeting and inform Metro Board of any items that may require further board action.
- Metro CEO will execute the FY 2025-26 Metrolink Memorandum of Understanding.



## Board Report

File #: 2025-0398, File Type: Budget

Agenda Number: 11.

### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 18, 2025

**SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2026 BUDGET**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$203,170,329 for FY26. This amount includes:
- Local funds for operating and capital expenses in the amount of \$200,482,112
  - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,688,217; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding program.

#### **ISSUE**

The total FY26 Proposed Budget for Americans with Disabilities Act (ADA) paratransit service for Los Angeles County is \$370,816,402. This includes a not to exceed amount of \$368,128,185 in funds for Access to support their operating and capital needs, and \$2,688,217 for Metrolink's participation in Access' Free Fare Program.

Access' proposed budget will be funded with federal and local funding sources. Of this total, \$139,711,636 will be funded by federal grants, including federal Surface Transportation Block Grant (STBG) Program funds, Sections 5317 and 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities Program) funds. The remaining amount of \$231,104,766 will be funded with Measure M ADA Paratransit Service (MM2%) funds, Proposition C 40% Discretionary (PC40%) funds, passenger fares and other funding sources generated by Access. See Attachment A for complete funding details.

## **BACKGROUND**

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

Access' service area spans more than 1,950 square miles of Los Angeles County. Next fiscal year, Access is forecasted to provide more than 4 million trips serving approximately 118,000 qualified ADA paratransit riders. Access contracts out its paratransit services to six different regional contractors, each serving a specific area: Eastern, Southern, West Central, Northern, Santa Clarita, and Antelope Valley. Access' contractors use a mixed fleet of wheelchair accessible vehicles and sedans to provide service.

## **DISCUSSION**

### **Ridership**

Each year, Access' budget is based on a paratransit ridership forecast provided by an independent third-party consulting firm, Hollingsworth Consulting (Hollingsworth). This forecast, along with the paratransit demand analysis, historical data and other variables are used to form the basis for the projected number of annual trips. The demand analysis projects over 5 million passengers (riders, Personal Care Assistants (PCA), and guests), a 3% increase over FY25, resulting in over 4 million trips for FY26. The FY26 Proposed budget will fund Access' request for over 4 million trips, a 3.1% increase over FY25.

### **Cost Per Trip**

The estimated cost per trip for FY26 is \$65.15, a 4.2% increase over FY25 cost of \$62.53. This increase in the cost per trip is largely due to contractual Consumer Price Index (CPI) adjustments embedded in Access' current agreements with their regional contractors, rising insurance costs and anticipated cost growth in operating contracts that will be finalized in the coming fiscal year.

### **Fares**

Access has a two-tiered fare structure in the Los Angeles basin: \$2.75 each way for trips up to 19.9 miles and \$3.50 for trips of 20 miles or more. In Santa Clarita and Antelope Valley, the fare is \$2.00 each way, reflecting the lower base fare of the local fixed-route systems. For FY26, Access projects fare revenues of \$11.4 million, a \$345,256 or 3.1% increase over FY25.

Access customers have the ability to ride free on fixed-route services and Metrolink within Los Angeles County through Access' Free Fare program.

## FY26 Proposed Budget

Access' total operating and capital budget is \$368.1 million, a 9% increase from FY25. See the table below.

Access Services		FY25	FY26		
Expenses (\$ in millions)		Adopted	Proposed	\$	%
				Change	Change
1	Direct Transportation	\$ 259.9	\$ 281.6	\$ 21.7	8.3%
2	Contracted Support	15.0	15.7	0.7	4.7%
3	Management/Administration	16.3	18.5	2.2	13.7%
4	<b>Total Operating Costs</b>	291.2	\$ 315.8	24.6	8.5%
5	Capital Rolling Stock - Prior Year	16.3	-	-	0.0%
6	Capital Rolling Stock - New	22.3	37.1	14.8	66.4%
7	Capital Construction/Non-Metro Funds	8.0	15.2	7.2	90.0%
9	<b>Total Capital Program</b>	46.6	52.3	5.7	12.1%
10	<b>Total Expenses</b>	<b>\$ 337.8</b>	<b>\$ 368.1</b>	<b>\$ 30.3</b>	<b>9.0%</b>

Note: Totals may not add up because of rounding

## Operating Costs

Direct Transportation are costs for the delivery of paratransit service in Los Angeles County. The total for Direct Transportation is \$281.6 million, an 8.3% increase from FY25, due to the 3% increase in paratransit demand and contractual CPI adjustments for service delivery contractors. Contracted Support costs are for Access' customer service, eligibility and appeals contractors. The total for Contracted Support is \$15.7 million, a 4.7% increase from FY25, due to contractual CPI adjustments for Access' eligibility provider and projected increase in new eligibility applicants. Management & Administration costs are for professional services, salaries and related expenses incurred by Access. The total for Management & Administration is \$18.5 million, a 13.7% increase from FY25, due to legal expenses, increased insurance premiums, contractual CPI adjustments, and Cost of Living Adjustments (COLA) for Access' staff.

## Capital Program - Rolling Stock and Facilities Development & Construction

Access' total capital program is \$52.3 million, a 12.1% increase from FY25. A total of \$37.1 million, is for new rolling stock to replace 248 vehicles, about 33% of their fleet. These vehicles have all exceeded their useful life of 250,000 miles, significantly beyond the Federal Transit Administration (FTA) vehicle replacement standard of 100,000 miles per vehicle. The capital program also includes funds, not provided by Metro, for paratransit facility construction and development. Access' Strategic Plan prioritizes the development of Access-owned operating facilities in each of its six service regions to enhance long-term fiscal and operational effectiveness.

## Capital Program Updates

**Southern Region Facility:** As previously reported, Access acquired a 6.09-acre property in the Southern region to develop a paratransit operations and maintenance facility, including an office

building and two warehouses. Due to funding constraints, the property renovations will be completed in phases. This future facility will not only provide essential paratransit services but also help support the trip demand associated with major events coming to Los Angeles County, such as the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games. Access anticipates this legacy project will have lasting positive impacts on paratransit services in the region.

**Antelope Valley Region Facility:** The National Environmental Policy Act (NEPA) review for the proposed 6.8-acre facility in the City of Lancaster is nearing completion. Following the NEPA review, Access will finalize the design and engineering plans for the facility. This year, Access plans to release a Request for Proposals (RFP) for construction services, with the goal of awarding the contract in early 2026. The facility is projected to be fully operational by early 2027.

**Electric Vehicles:** Access has received two electric vehicles manufactured in Southern California and will be testing them in both the Eastern (San Gabriel Valley) and Southern regions. This pilot demonstration, expected to run for approximately twelve months (Summer 2025 - Summer 2026), will compare the performance of these electric vehicles to standard gasoline vehicles, focusing on operating efficiency, particularly vehicle range, and overall operating costs.

### FY26 Operating Reserve

Access' forecasting firm projects a 3% ridership increase in FY26. Metro will hold \$10 million in reserve and will make it available to Access should FY26 demand meet the ridership projections.

### FY25 Performance

As of April 2025, Access has provided 3.1 million paratransit trips in the current fiscal year (10 months). To ensure optimal and efficient service levels countywide, the following Key Performance Indicators (KPIs) are in place. Overall, many operational statistics show improvement in FY25 when compared to FY24. These are reported monthly, and a year-over-year comparison including data through April 2025 is shown below:

Key Performance Indicators	Standard	FY24	FY25*
On-Time Performance	≥ 91%	92.3%	92.6%
Excessively Late Trips	≤ 0.10%	0.02%	0.02%
Excessively Long Trips	≤ 5.0%	3.8%	3.4%
Missed Trips	≤ 0.75%	0.33%	0.31%
Denials	0	6	1
Access to Work - On-Time Performance	≥ 94%	95.8%	96.2%
Average Hold Time (Reservations)	≤ 120	54	55
Calls On Hold > 5 Min (Reservations)	≤ 5%	2.6%	2.8%
Calls On Hold > 5 Min (ETA)	≤ 10%	2.7%	2.9%
Complaints Per 1,000 Trips	≤ 4.0	2.0	2.0
Preventable Incidents per 100,000 miles	≤ 0.25	0.21	0.25
Preventable Collisions per 100,000 miles	≤ 0.75	0.80	0.84
Miles Between Road Calls	≥ 25,000	47,940	48,961

\*Statistical data through April 2025

---

To ensure high service standards, Access establishes aggressive performance goals for its contractors. Failure to meet certain Key Performance Indicators (KPIs) necessitates the submission of a service improvement plan, and contractors may face liquidated damages as outlined in their agreements. The preventable collision's goal, with a result of 0.84, fell short of the target, largely due to minor incidents like curb strikes and collisions while reversing.

**Access Update in FY25:**

- Initiated development of Access' 5-year Strategic Plan (FY 2026 - FY 2030)
- Obtained additional grant funding for Access-owned operations and maintenance facilities
- Concluded the Access Flex pilot program (using Uber) in the Southern Region after a period of evaluation
- Acquired Access' first two electric vehicles for pilot demonstration

**In FY26, Access plans to:**

- Continue collaboration with Metro staff, Games Mobility Executive (GME) Accessibility Committee and LA28 on preparation of the 2028 Olympic and Paralympic games and seek federal funding for a facility legacy project in the Southern region
- Continue collaboration with Metro staff on FIFA World Cup
- Begin integration/testing of electric vehicles in the Eastern and Southern regions
- Continue development of the Antelope Valley and Southern region paratransit operations and maintenance facilities
- Provide results from the recent customer technology survey in the first quarter FY26
- Issue an RFP for paratransit operations and maintenance service for Access' West Central region

**Metro Oversight Function**

Metro fulfills its oversight function for Access to ensure system cost efficiency, accountability, equity, and inclusion in the delivery of ADA paratransit service in Los Angeles County. This includes active participation and representation by Metro on Access' Board of Directors and the Transportation Professionals Advisory Committee. Moreover, Access will remain part of Metro's Consolidated Audit process. Additionally, Access provides semiannual updates on its performance outcomes and service initiatives to the Metro's Finance, Budget & Audit Committee, as requested.

**FINANCIAL IMPACT**

Access' proposed budget for FY26 is included in Cost Center 0443, Project 410011, and Account

---

54001 in Metro Annual Budget for FY26 as adopted at the May 2025 Board meeting.

### **Impact on Budget**

Access' funding will include \$15,809,250 from Measure M 2% funds and \$187,361,079 from Proposition C 40% funds, totaling \$203,170,329. Given that 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 to provide regional ADA paratransit service. Access' service region is divided into six regions, and all have similar Key Performance Indicators (KPIs), which are measured and monitored by Access' staff. Access has analyzed its service area map to determine the percentage of riders served in Equity Focus Communities (EFCs). From July 1, 2024, through April 30, 2025, approximately 45% of all trips taken by 55,785 Access riders originated in EFCs. The introduction of electric vehicles, as discussed above, is anticipated to bring significant benefits to served communities, including improved air quality due to lower emissions and reduced noise pollution from quieter vehicles.

On a semi-annual basis, Access conducts two virtual countywide community meetings to ensure all customers and stakeholders can receive information and directly communicate with staff about their service experiences. Advance notice of these meetings is provided on Access' website and social media platforms, and flyers are distributed in vehicles. To ensure accessibility for all customers throughout Los Angeles County, closed captioning, language translation services, Braille, and large print materials are available upon request.

Access hosted its latest virtual community meeting on Saturday, March 15, 2025, which saw strong participation with over 100 guests joining via Zoom. The key takeaways from the meeting included appreciation for the continued availability of virtual meeting options; concerns about new vehicle configurations; the review of grocery package policies; challenges with region-to-region transfers; and the need for expanded transfer times between the North County and the Los Angeles basin. The next community meeting is planned for summer 2025.

Furthermore, Access conducted a technology usage survey among its customers in both English and Spanish via text and phone. A language line service was also utilized to offer translation of the survey into any language requested. The results of this survey are anticipated to be available in the summer of 2025.

### **VEHICLE MILES TRAVELED OUTCOME**

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are



assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through operational activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.*

## **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 FY26 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**

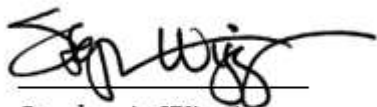
Upon approval, staff will execute an MOU for FY26 to ensure proper disbursement of funds.

## **ATTACHMENTS**

Attachment A - FY26 Access Services ADA Program

Prepared by: Fayma Ishaq, Senior Manager, Budget, 213-922-4925  
Giovanna Gogreve, Senior Director, Budget, 213-922-2835

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

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins  
Chief Executive Officer

## Attachment A

FY26 ACCESS SERVICES ADA PROGRAM		
(\$ in millions)		
EXPENSES		
1	FY26 Access Services Proposed Budget	\$ 368.1
2	Metrolink Free Fare Program (paid by Metro)	2.7
3	<b>Total Expenses</b>	<b>\$ 370.8</b>
REVENUES		
6	<b><u>Federal Funds - Operating &amp; Capital</u></b>	
7	STBG Program & Section 5317	\$ 128.1
8	Section 5310 - Capital Rolling Stock	11.6
9	<b>Subtotal Federal Funds</b>	<b>\$ 139.7</b>
11	<b><u>Local Funds - Operating &amp; Capital</u></b>	
12	<b>Measure M 2%</b>	
13	<b>Subtotal Measure M</b>	<b>\$ 15.8</b>
15	<b>Proposition C 40%</b>	
16	Operating <sup>1</sup>	\$ 149.2
17	Ridership Reserve	10.0
18	Capital Rolling Stock - New <sup>1</sup>	25.5
19	Metrolink Free Fare Program (paid by Metro)	2.7
20	<b>Subtotal Proposition C</b>	<b>\$ 187.4</b>
22	<b>Total Local Funds</b>	<b>\$ 203.2</b>
23	<b><u>Local Carryover or Non-Metro Funds</u></b>	
24	Passenger Fares & Misc. Income	\$ 12.8
25	Facilities Development & Construction Fund (Non-Metro)	15.2
26	<b>Subtotal Local Carryover/Non-Metro Funds</b>	<b>\$ 27.9</b>
28	<b>Total FY26 Local Funds</b>	<b>\$ 231.1</b>
30	<b>Total Revenues</b>	<b>\$ 370.8</b>

Note: Totals may not add up because of rounding

<sup>1</sup> Operating & Capital - portions of these funds maybe replaced with federal STBG Program funds



# Access Services Fiscal Year 2026 Proposed Budget

June 2025 | Finance, Budget and Audit Committee



# Proposed Budget

**FY**  
**26**

**M**  
Metro



Access Services			FY25 Adopted	FY26 Proposed	\$ Change	% Change	Notes
Expenses (\$ in millions)							
1	Direct Transportation		\$ 259.9	\$ 281.6	\$ 21.7	8.3%	Forecasted trip demand is 3%, 4.2% increase in cost per trip and increase in auto liability insurance
2	Contracted Support		15.0	15.7	0.7	4.7%	Projected increase in new eligibility applicants
3	Management/Administration		16.3	18.5	2.2	13.7%	Normal annual adjustments influenced by CPI, COLA and legal expenses
4	<b>Total Operating Costs</b>		291.2	315.8	24.6	8.5%	
5	Capital Rolling Stock - Prior Year		16.3	-	-	0.0%	All replacement vehicles delivered
6	Capital Rolling Stock - New		22.3	37.1	14.8	66.4%	Replace 248 vehicles over 250,000 miles
7	Capital Construction/Non-Metro Funds		8.0	15.2	7.2	90.0%	Antelope Valley and Compton Facility Development
9	<b>Total Capital Program</b>		46.6	52.3	5.7	12.1%	
10	<b>Total Expenses</b>		<b>\$ 337.8</b>	<b>\$ 368.1</b>	<b>\$ 30.3</b>	<b>9.0%</b>	

Note: Totals may not add up because of rounding



# Proposed Funding Request

**FY**  
**26**

**M** Metro



FY26 ACCESS SERVICES ADA PROGRAM		
(\$ in millions)		
EXPENSES		
1	FY26 Access Services Proposed Budget	\$ 368.1
2	Metrolink Free Fare Program (paid by Metro)	2.7
3	<b>Total Expenses</b>	<b>\$ 370.8</b>
REVENUES		
6	<b><u>Federal Funds - Operating &amp; Capital</u></b>	
7	STBG Program & Section 5317	\$ 128.1
8	Section 5310 - Capital Rolling Stock	11.6
9	<b>Subtotal Federal Funds</b>	<b>\$ 139.7</b>
11	<b><u>Local Funds - Operating &amp; Capital</u></b>	
12	<b>Measure M 2%</b>	
13	<b>Subtotal Measure M</b>	<b>\$ 15.8</b>
15	<b>Proposition C 40%</b>	
16	Operating <sup>1</sup>	\$ 149.2
17	Ridership Reserve	10.0
18	Capital Rolling Stock - New <sup>1</sup>	25.5
19	Metrolink Free Fare Program (paid by Metro)	2.7
20	<b>Subtotal Proposition C</b>	<b>\$ 187.4</b>
22	<b>Total Local Funds</b>	<b>\$ 203.2</b>
23	<b><u>Local Carryover or Non-Metro Funds</u></b>	
24	Passenger Fares & Misc. Income	\$ 12.8
25	Facilities Development & Construction Fund (Non-Metro)	15.2
26	<b>Subtotal Local Carryover/Non-Metro Funds</b>	<b>\$ 27.9</b>
28	<b>Total FY26 Local Funds</b>	<b>\$ 231.1</b>
29	<b>Total Revenues</b>	<b>\$ 370.8</b>

Note: Totals may not add up because of rounding

<sup>1</sup> Operating & Capital - portions of these funds maybe replaced with federal STBG Program funds









Key Performance Indicators	Standard	FY24	FY25*
On-Time Performance	$\geq 91\%$	<b>92.3%</b>	<b>92.6%</b>
Excessively Late Trips	$\leq 0.10\%$	<b>0.02%</b>	<b>0.02%</b>
Excessively Long Trips	$\leq 5.0\%$	<b>3.8%</b>	<b>3.4%</b>
Missed Trips	$\leq 0.75\%$	<b>0.33%</b>	<b>0.31%</b>
Denials	0	6	1
Access to Work - On-Time Performance	$\geq 94\%$	<b>95.8%</b>	<b>96.2%</b>
Average Hold Time (Reservations)	$\leq 120$	<b>54</b>	<b>55</b>
Calls On Hold > 5 Min (Reservations)	$\leq 5\%$	<b>2.6%</b>	<b>2.8%</b>
Calls On Hold > 5 Min (ETA)	$\leq 10\%$	<b>2.7%</b>	<b>2.9%</b>
Complaints Per 1,000 Trips	$\leq 4.0$	<b>2.0</b>	<b>2.0</b>
Preventable Incidents per 100,000 miles	$\leq 0.25$	<b>0.21</b>	<b>0.25</b>
Preventable Collisions per 100,000 miles	$\leq 0.75$	0.80	0.84
Miles Between Road Calls	$\geq 25,000$	<b>47,940</b>	<b>48,961</b>

\*Statistical data through April 2025



## FY25 Accomplishments

-  Initiated development of 5-year Strategic Plan (FY 2026 - FY 2030)
-  Obtained additional funding for Access-owned operations & maintenance facilities
-  Concluded Flex pilot program (using Uber) in Southern Region
-  Acquired first two electric vehicles for pilot demonstration



## FY26 Initiatives



Continue collaboration with Metro on:

- GME Accessibility Committee & LA28 for 2028 Olympic & Paralympic games
- FIFA World Cup
- Seek federal funding for facility legacy project in Southern region



Integrate/test electric vehicles in Eastern & Southern regions



Continue development of Antelope Valley & Southern region paratransit facilities



Provide results of customer technology survey available in FY26



Issue RFP in West Central region for paratransit service

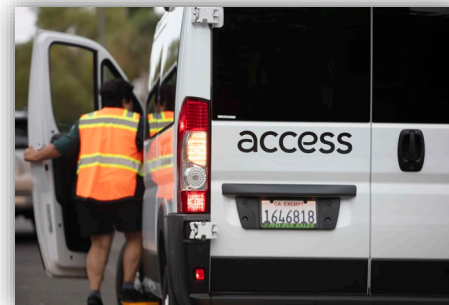




A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$203,170,329 for FY26. This amount includes:

- Local funds for operating and capital expenses in the amount of \$200,482,112
- Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,688,217

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





## Board Report

File #: 2025-0404, File Type: Budget

Agenda Number: 12.

### FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 18, 2025

**SUBJECT: FISCAL YEAR 2025-26 TRANSIT FUND ALLOCATIONS**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING \$2.9 billion in Fiscal Year 2025-26 (FY26) 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. Federal and state fund allocations are subject to actual fund apportionments;
- B. APPROVING fund exchanges in the estimated amount of \$3,140,305 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;
- C. APPROVING fund exchanges in the estimated amount of \$1,035,635 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 (LCTOP). Funding will be adjusted based on LCTOP actual allocations;
- D. 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 subject to final federal apportionments. If federal funds are not available for this fund exchange, \$360,000 in FY27 TDA Article 4 funds will be allocated to Metro off the top as reimbursement;
- E. APPROVING fund exchanges in the amount totaling \$15.6 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339 subject to final federal apportionments;
- F. AUTHORIZING the Chief Executive Officer to adjust FY26 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 FY26 Budget as necessary to reflect the adjustments;

- G. 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 subject to final federal apportionments;
- H. APPROVING revised Zero Emission Transit Capital Program (ZETCP)-Equivalent fund allocations to the Included and Eligible Transit Operators commensurate with current ZETCP fund availability to Metro (Attachment B), and delegate authority to the Chief Executive Officer to negotiate any future amendments if further adjustments are made in funding availability;
- I. 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
- J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements, amendments to existing agreements, and FY26 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 FY26 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 fewer requirements, contingent on federal and state fund availability.

## **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 FY26 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 FY26

Transit Fund Allocations.

## **DISCUSSION**

### **Fund Exchanges**

Metro has been requested to facilitate fund exchanges with the municipal and local transit operators to help them access funding more rapidly and with fewer 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. These exchanges are subject to federal fund availability.
- 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.
- 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 2023, BOS awarded \$360,000 a year for three years for the regional training program through an award to Long Beach Transit. If federal funds are not available for this fund exchange, \$360,000 in FY27 TDA Article 4 funds will be allocated to Metro off the top as reimbursement.
- Fifteen (15) Los Angeles County Low Carbon Transit Operations Program (LCTOP) recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer \$4,175,940 in PUC 99314 FY 2024-25 LCTOP funds to Metro which was approved by the Metro Board on April 24, 2025, to fund Metro's FY 2024-25 LCTOP A Line Operations Project.
- 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, subject to federal fund availability.

### **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 in June 2023 for the second \$5 million allocation. Staff is requesting approval of a fund exchange this year for the final \$5 million allocation in FY26 Section 5307 funds, subject to federal fund availability.

The first call for projects was conducted during FY23 and the Board approved fund awards for seven projects totaling \$13.9 million in June 2023. It is anticipated that LTSS will conduct the final call for projects during FY26 with a total of \$6.1 million available for eligible competitive projects. The proposed awards will be brought before the Board for consideration in June 2026.

### **Revision to ZETCP-Equivalent Allocations**

As reported to the Board last month, Governor Newsom's recent revision to the State budget cuts \$201.1 million from Metro's Zero Emission Transit Capital Program (ZETCP) funding. As part of last year's State budget, Metro was set to receive \$320 million in ZETCP funding and to date, Metro has received \$119.5 million of which will be used to advance Metro's transition to zero emission buses. In support of the Los Angeles County Regional Zero Emission Bus Procurement Policy, the Board approved an advance of ZETCP-Equivalent funding to the Included and Eligible Operators in September 2024 with amounts predicated on Metro receiving the full ZETCP fund allocation. Staff is requesting approval to revise the Included and Eligible Operator's ZETCP-Equivalent funding commensurate with the ZETCP funding being made available to Metro utilizing the same Board-adopted allocation formula. The revised commensurate amount for the Included and Eligible Operators is \$18.58 million as shown in Attachment B. The change in funding estimates will necessitate amending existing agreements with the Included and Eligible Operators. These allocations could be further adjusted either upward or downward, in the event the State makes further revisions to Metro's ZETCP allocation.

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

The FY26 Transit Fund Allocations are included in the FY26 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 FY26 Transit Fund Allocations referenced in Attachment A are intended to enhance mobility for pedestrians, cyclists, transit users, and individuals 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.

### **VEHICLE MILES TRAVELED OUTCOME**

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit. \* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item as a whole is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will maintain and further encourage transit ridership, ridesharing, and active transportation. Los Angeles County's Transit Fund allocation formula directs 50 percent of funding to each transit operator based on fare units (normalized boardings) and 50 percent based on vehicle service miles. This performance-based structure ties half of the subsidy directly to ridership levels: operators that attract more riders receive proportionally more funding, reinforcing the shift away from single occupant car trips. At the same time, the service-mile component ensures that coverage is maintained and expanded only where service is productive, incentivizing agencies to concentrate service on high demand corridors where each vehicle mile carries the most passengers.

By this program's design, agencies that grow both ridership and efficient service span see their allocations rise. As a result, this allocation framework drives continuous efficiency gains in the system and measurable declines in per-capita VMT in Los Angeles County. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

\*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports the following goals of the Strategic Plan by funding the improvement projects presented in Attachment A:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling
- 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**

The Board may choose not to approve the FY26 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 - FY26 Transit Fund Allocations

Attachment B - Revised ZETCP-Equivalent Fund Allocations

Attachment C - TDA and STA Resolution

Attachment D - Summary of Significant Information, Methodologies and Assumptions

Prepared by: Manijeh Ahmadi, Senior Manager, Transport. Planning, (213) 922-3083  
Cosette Stark, Executive Officer, Finance, (213) 922-2822  
Michelle Navarro, Deputy Chief Financial Officer (Interim), Finance, (213) 922-3056

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



Stephanie Wiggins  
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

**Fiscal Year 2026**

**Transit Fund Allocations**

**PROPOSED**

July 1, 2025 – June 30, 2026



FY 2026  
Transit Fund Allocations

**PROPOSED**

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

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

**IV. Metro and Municipal Operators Fund Exchange**

State and Federal Fund Exchange between Metro and Municipal Operators .....	26
---	----

This Page Intentionally Left Blank

# **I. BUS TRANSIT SUBSIDIES**

## **STATE & LOCAL FUNDS**

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**PRELIMINARY REVENUE ESTIMATES**

STATE AND LOCAL		FY26 Estimated Revenue	Carryover FY24 Budget vs Actual	Interest FY24 Actual	FY26 Total Funds Available	N O T E	FY25 Total Funds
<b><u>Transportation Development Act:</u></b>							
Planning & Administration:							
1	Planning - Metro	\$ 5,350,000			\$ 5,350,000		\$ 5,780,000
2	Planning - SCAG	4,012,500			4,012,500		4,335,000
3	Administration - Metro	4,378,855			4,378,855		4,378,855
4	Sub-total	13,741,355			13,741,355		14,493,855
5	Article 3 Pedestrian & Bikeways 2.0000%	10,425,173	(1,598,533)	427,756	9,254,395		11,812,301
6	Article 4 Bus Transit 90.7887%	473,243,718	(72,564,350)	19,417,677	420,097,045		535,884,080
7	Article 8 Streets & Highways 7.2113%	37,589,754	(5,763,787)	1,542,346	33,368,313		42,918,656
8	<b>Total</b>	<b>535,000,000</b>	<b>(79,926,671)</b>	<b>21,387,779</b>	<b>476,461,108</b>		<b>605,108,891</b>
<b><u>Proposition A:</u></b>							
9	Administration 5.0000%	53,500,000	(5,348,377)		48,151,623	a	61,768,890
10	Local Return 25.0000%	254,125,000	n/a		254,125,000	b	274,550,000
11	Rail Development 35.0000%	355,775,000	(35,566,705)		320,208,295		410,763,121
Bus Transit: 40.0000%							
12	95% of 40% Capped at CPI 3.00%	296,353,239	n/a		296,353,239	c	287,721,591
13	95% of 40% Over CPI	89,916,761	n/a		89,916,761	d	129,594,409
14	Sub-total	386,270,000	-		386,270,000		417,316,000
15	5% of 40% Incentive	20,330,000	(2,032,383)		18,297,617		23,472,178
16	<b>Total</b>	<b>1,070,000,000</b>	<b>(42,947,464)</b>		<b>1,027,052,536</b>		<b>1,187,870,190</b>
<b><u>Proposition C:</u></b>							
17	Administration 1.5000%	16,050,000	(1,604,439)		14,445,561	a	18,530,661
18	Rail/Bus Security 5.0000%	52,697,500	(5,267,906)		47,429,594		60,842,336
19	Commuter Rail 10.0000%	105,395,000	(10,535,813)		94,859,187		121,684,671
20	Local Return 20.0000%	210,790,000	n/a		210,790,000	b	227,732,000
21	Freeways and Highways 25.0000%	263,487,500	(26,339,532)		237,147,968		304,211,678
22	Discretionary 40.0000%	421,580,000	(42,143,251)		379,436,749		486,738,685
23	<b>Total</b>	<b>1,070,000,000</b>	<b>(85,890,941)</b>		<b>984,109,059</b>		<b>1,219,740,030</b>
<b><u>State Transit Assistance:</u></b>							
24	Bus (PUC 99314 Rev Base Share)	69,251,143	38,010,616	3,460,617	110,722,375	e	111,892,986
25	Rail (PUC 99313 Population Share)	52,489,994	4,691,459	2,152,296	59,333,749		84,324,124
26	<b>Total</b>	<b>121,741,137</b>	<b>42,702,074</b>	<b>5,612,913</b>	<b>170,056,124</b>		<b>196,217,110</b>
<b><u>SB 1 State Transit Assistance:</u></b>							
27	Bus (PUC 99314 Rev Base Share)	55,906,109	30,547,982	2,835,194	89,289,284	e,f	90,953,959
28	Rail (PUC 99313 Population Share)	42,374,916	3,394,744	1,763,321	47,532,980	g	68,535,839
29	<b>Total</b>	<b>98,281,025</b>	<b>33,942,725</b>	<b>4,598,514</b>	<b>136,822,265</b>		<b>159,489,798</b>
<b><u>SB 1 State Of Good Repair</u></b>							
30	Bus (PUC 99314 Rev Base Share)	22,848,330	9,707,251	1,082,299	33,637,880	f	22,898,478
31	Rail (PUC 99313 Population Share)	17,318,253	1,257,408	170,290	18,745,950	g	16,914,482
32	<b>Total</b>	<b>40,166,583</b>	<b>10,964,659</b>	<b>1,252,588</b>	<b>52,383,830</b>		<b>39,812,960</b>

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**PRELIMINARY REVENUE ESTIMATES (Continued)**

STATE AND LOCAL		FY26 Estimated Revenue	Carryover FY24 Budget vs Actual	Interest FY24 Actual	FY26 Total Funds Available	N O T E	FY25 Total Funds
<b>Measure R:</b>						a	
33	Administration	1.5000%	16,050,000	(1,606,866)	1,659,035		19,098,928
34	Transit Capital - "New Rail"	35.0000%	368,882,500	(36,931,130)	17,893,682		424,837,150
35	Transit Capital - Metrolink	3.0000%	31,618,500	(3,165,525)	447,205		36,828,107
36	Transit Capital - Metro Rail	2.0000%	21,079,000	(2,110,350)	1,596,746		24,678,339
37	Highway Capital	20.0000%	210,790,000	(21,103,503)	5,078,253		246,542,546
38	Operations "New Rail"	5.0000%	52,697,500	(5,275,876)	4,327,789		62,503,829
39	Operations Bus	20.0000%	210,790,000	(21,103,503)	17,845,481		249,828,104
40	Local Return	15.0000%	158,092,500	n/a	n/a	b	170,799,000
<b>41</b>	<b>Total</b>		<b>1,070,000,000</b>	<b>(91,296,753)</b>	<b>48,848,191</b>		<b>1,235,116,003</b>
<b>Measure M:</b>						a	
Local Return Supplemental & Administration:							
42	Administration	0.5000%	5,510,500	(560,993)	340,211		6,442,633
43	Supplemental transfer to Local Return	1.0000%	10,539,500	n/a	n/a	b,h	11,386,600
44	Sub-total		16,050,000	(560,993)	340,211		17,829,233
45	Local Return Base	16.0000%	168,632,000	n/a	n/a	b,h	182,185,600
46	Metro Rail Operations	5.0000%	52,697,500	(5,364,838)	993,411		61,340,215
47	Transit Operations ( Metro & Municipal Providers)	20.0000%	210,790,000	(21,459,353)	15,957,038		248,860,518
48	ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	21,079,000	(2,145,935)	531,336		24,383,919
49	Transit Construction	35.0000%	368,882,500	(37,553,867)	2,099,947		428,781,536
50	Metro State of Good Repair	2.0000%	21,079,000	(2,145,935)	1,666,902		24,871,322
51	Highway Construction	17.0000%	179,171,500	(18,240,450)	30,483,921		219,506,318
52	Metro Active Transportation Program	2.0000%	21,079,000	(2,145,935)	3,387,471		25,452,162
53	Regional Rail	1.0000%	10,539,500	(1,072,968)	364,467		12,368,029
<b>54</b>	<b>Total</b>		<b>1,070,000,000</b>	<b>(90,690,275)</b>	<b>55,824,704</b>		<b>1,245,578,852</b>
<b>55</b>	<b>Total Funds Available</b>		<b>\$ 5,075,188,745</b>	<b>\$ (303,142,645)</b>	<b>\$ 137,524,690</b>	<b>\$ 4,909,570,789</b>	<b>\$ 5,888,933,834</b>
<b>Total Planning &amp; Admin Allocations:</b>							
<b>56</b>	<b>(Lines 4, 9, 17, 33 and 42)</b>		<b>\$ 104,851,855</b>	<b>\$ (9,120,674)</b>	<b>\$ 1,999,246</b>	<b>\$ 97,730,427</b>	<b>\$ 120,334,966</b>

**Notes:**

- a) Sales tax is projected to be \$1,070.0 million per ordinance.
- b) Local Return Subfunds are not reflected with carryover balances. The distribution of these funds occurs within the same period they are received.
- c) The Consumer Price Index (CPI) increase of 3.0% represents the average anticipated growth rate, as derived from a range of forecasting sources and historical trends. This rate is specifically applied to the Proposition A discretionary funds allocated to Included operators.
- d) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. No carryover per Board Policy, amounts transferred to Prop C 40% to fund various Board-approved regional discretionary programs.
- e) The STA revenue estimates (including SB1/STA) from the State Controller's Office have been adjusted downward by 5% for the purposes of FAP allocation, in anticipation of a revenue shortfall in FY26. The actual funds will be revised two years from now, once we have received the concrete figures from the state.
- f) To qualify for SB1-SGR funds, eligible agencies are required to fulfill a number of reporting obligations.
- g) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.
- h) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**SUMMARY OF 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	
1	Included Operators: Metro Bus Operations	\$ 309,064,593	\$ 82,380,794	\$ 220,495,767	\$ 611,941,153	\$ 34,952,937	\$ 19,328,893	\$ 144,114,288	\$ 6,447,665	\$ 142,555,807	\$ 62,004,236	\$ 23,305,689	\$ 1,044,650,669
2	Municipal Operators: Arcadia	401,029	98,177	262,774	761,980	5,734	117,105	171,747	17,338	169,890	73,893	27,774	1,345,461
3	Claremont	137,801	34,184	91,496	263,482	1,724	31,731	59,801	2,141	59,155	25,729	9,671	453,433
4	Commerce	601,322	138,667	371,147	1,111,136	65,204	1,461,932	242,579	36,547	239,956	104,368	39,229	3,300,951
5	Culver City	6,089,441	1,533,463	4,104,379	11,727,283	335,179	1,910,179	2,682,590	137,292	2,653,580	1,154,167	433,820	21,034,089
6	Foothill Transit	27,604,741	7,275,610	19,473,487	54,353,838	1,048,986	9,613,662	12,727,717	895,860	12,590,077	5,476,017	2,058,285	98,764,442
7	Gardena	5,983,883	1,512,690	4,048,780	11,545,354	251,897	2,436,790	2,646,251	104,746	2,617,634	1,138,532	427,943	21,169,146
8	La Mirada	105,319	23,665	63,341	192,326	3,500	21,967	41,399	6,332	40,952	17,812	6,695	330,983
9	Long Beach	27,694,157	6,920,997	18,524,348	53,139,502	2,147,886	10,124,990	12,107,367	682,588	11,976,436	5,209,116	1,957,964	97,345,850
10	Montebello	8,580,481	2,261,504	6,053,014	16,895,000	324,816	3,715,905	3,956,202	148,947	3,913,419	1,702,130	639,784	31,296,204
11	Norwalk	3,362,212	843,162	2,256,760	6,462,134	132,407	849,675	1,475,001	69,139	1,459,050	634,609	238,532	11,320,548
12	Redondo Beach	762,132	187,274	501,247	1,450,653	30,252	178,590	327,611	33,273	324,068	140,953	52,980	2,538,380
13	Santa Monica	22,442,277	5,692,496	15,236,213	43,370,987	998,784	6,233,513	9,958,269	410,967	9,850,578	4,284,480	1,610,418	76,717,996
14	Torrance	7,267,655	1,819,692	4,870,484	13,957,831	238,005	3,804,068	3,183,310	124,613	3,148,885	1,369,598	514,794	26,341,103
15	Sub-Total	111,032,452	28,341,582	75,857,473	215,231,506	5,584,375	40,500,105	49,579,844	2,669,782	49,043,677	21,331,405	8,017,890	391,958,585
16	Eligible Operators: Antelope Valley	-	-	7,124,280	7,124,280	181,087	2,005,105	3,218,148	208,744	3,183,347	1,384,587	520,428	17,825,726
17	LADOT	-	-	30,819,045	30,819,045	1,709,976	7,196,087	7,216,714	491,382	7,138,671	3,104,944	1,167,063	58,843,882
18	Santa Clarita	-	-	4,584,559	4,584,559	258,260	1,209,614	1,961,691	182,427	1,940,477	844,005	317,238	11,298,270
19	Foothill BSCP	-	-	6,155,058	6,155,058	-	648,751	1,441,294	-	1,425,707	620,107	233,081	10,523,999
20	Sub-Total	-	-	48,682,942	48,682,942	2,149,322	11,059,558	13,837,846	882,552	13,688,201	5,953,643	2,237,811	98,491,876
21	Tier 2 Operators: LADOT Community Dash	-	-	7,079,834	7,079,834	-	-	-	-	-	-	-	7,079,834
22	Glendale	-	-	1,167,155	1,167,155	-	-	-	-	-	-	-	1,167,155
23	Pasadena	-	-	479,860	479,860	-	-	-	-	-	-	-	479,860
24	Burbank	-	-	185,491	185,491	-	-	-	-	-	-	-	185,491
25	Sub-Total	-	-	8,912,341	8,912,341	-	-	-	-	-	-	-	8,912,341
26	Lynwood Trolley	-	-	-	-	-	257,064	-	-	-	-	-	257,064
27	Total Excluding Metro	111,032,452	28,341,582	133,452,755	272,826,789	7,733,697	51,816,727	63,417,690	3,552,335	62,731,878	27,285,049	10,255,701	499,619,865
28	County of Los Angeles											76,490	76,490
29	Grand Total	\$ 420,097,045	\$ 110,722,375	\$ 353,948,522	\$ 884,767,942	\$ 42,686,634	\$ 71,145,620	\$ 207,531,978	\$ 10,000,000	\$ 205,287,685	\$ 89,289,284	\$ 33,637,880	\$ 1,544,347,024

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**BUS TRANSIT FUNDING PERCENTAGE SHARES**

Operators	Vehicle Service Miles (VSM) FY24 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
<b>Included Operators</b>										
1 Metro Bus Operations (4)	71,217,974	\$ 100,805,519	\$ 1.75	57,603,154	197,161,600	<b>197,161,600</b>	134,189,787	74.4030%	0.0000%	74.4030%
2 Arcadia DR	72,004	4,475	0.50	8,950	72,829	<b>72,829</b>	72,417	0.0402%	0.0000%	0.0402%
3 Arcadia MB	167,370	3,818	0.50	7,636	-	7,636	87,503	0.0485%	0.0000%	0.0485%
4 Claremont	29,526	4,392	2.50	1,757	81,840	<b>81,840</b>	55,683	0.0309%	0.0000%	0.0309%
5 Commerce	451,747	-	-	-	-	-	225,874	0.1252%	0.0000%	0.1252%
6 Culver City	1,322,496	1,610,419	1.00	1,610,419	3,673,208	<b>3,673,208</b>	2,497,852	1.3850%	0.0000%	1.3850%
7 Foothill Transit	9,481,433	7,409,609	1.75	4,234,062	14,221,000	<b>14,221,000</b>	11,851,217	6.5710%	0.0000%	6.5710%
8 Gardena	1,224,431	1,363,343	1.00	1,363,343	3,703,600	<b>3,703,600</b>	2,464,016	1.3662%	0.0000%	1.3662%
9 La Mirada	53,433	23,664	1.00	23,664	-	23,664	38,549	0.0214%	0.0000%	0.0214%
10 Long Beach	6,574,719	9,408,152	1.25	7,526,522	15,972,456	<b>15,972,456</b>	11,273,588	6.2508%	0.0000%	6.2508%
11 Montebello	1,511,957	1,978,682	1.10	1,798,802	5,855,556	<b>5,855,556</b>	3,683,757	2.0425%	0.0000%	2.0425%
12 Norwalk	652,780	606,942	1.25	485,554	2,094,068	<b>2,094,068</b>	1,373,424	0.7615%	0.0000%	0.7615%
13 Redondo Beach DR	58,311	9,903	1.00	9,903	-	9,903	34,107	0.0189%	0.0000%	0.0189%
14 Redondo Beach MB	344,473	197,413	1.00	197,413	-	197,413	270,943	0.1502%	0.0000%	0.1502%
15 Santa Monica	3,883,642	6,351,059	1.25	5,080,847	14,661,333	<b>14,661,333</b>	9,272,488	5.1412%	0.0000%	5.1412%
16 Torrance	1,418,179	888,428	1.00	888,428	4,510,000	<b>4,510,000</b>	2,964,090	1.6435%	0.0000%	1.6435%
17 Sub-Total	98,464,475	130,665,818		80,840,453		262,246,106	180,355,291	100.0000%	0.0000%	100.0000%
<b>Eligible Operators</b>										
18 Antelope Valley	2,859,603	2,198,306	1.50	1,465,537	3,543,241	<b>3,543,241</b>	3,201,422	1.6615%	0.0000%	1.6615%
19 Santa Clarita (5), (6)	2,263,524	1,408,606	1.25	1,126,885	1,639,466	<b>1,639,466</b>	1,951,495	1.0128%	0.0000%	1.0128%
20 LADOT Local	2,839,576	71,716	0.50	143,432	6,727,520	<b>6,727,520</b>	4,783,548	2.4825%	0.0000%	2.4825%
21 LADOT Express	1,638,482	662,474	1.50	441,649	3,152,832	<b>3,152,832</b>	2,395,657	1.2433%	0.0000%	1.2433%
22 Foothill - BSCP	1,239,103	962,609	1.75	550,062	1,650,000	<b>1,650,000</b>	1,444,552	0.7441%	0.0000%	0.7441%
23 Sub-Total	10,840,288	5,303,711		3,727,566		16,713,059	13,776,674	7.1442%	0.0000%	7.1442%
24 Total	109,304,763	\$ 135,969,529		84,568,019		278,959,165	194,131,964			

**Notes:**

(1) Operator statistics exclude BSIP, TSE, Base Restructuring, and MOSIP services funded from PC 40% Discretionary. Services funded from other sources, such as federal funds, are also excluded.

(2) Fare units in **bold** remain frozen at their pre-fare change levels 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) Santa Clarita increased their base fare from \$1.00 to \$1.25 in FY24.

(6) Santa Clarita experienced a two-month strike in FY24. Adjustments were made for FTA apportionment and FAP allocations as follows: The average data from the nine unaffected months of the reporting year will be used to estimate the data loss during the strike period.



Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS**

	Operators	TDA & STA % Shares	TDA Article 4 plus interest			STA	Prop A	Prop A	Total
			Allocated	Fund Exchange (1)	Net	Rev Base Share	Discretionary % Shares	Discretionary Allocations (2)	Formula
						Plus Interest			Funds
	Included Operators								
1	Metro Bus Operations	74.4030%	\$ 312,564,898	\$ (3,500,305)	\$ 309,064,593	\$ 82,380,794	74.4030%	\$ 220,495,767	\$ 611,941,153
2	Arcadia DR	0.0402%	168,678	-	168,678	44,457	0.0402%	118,992	332,127
3	Arcadia MB	0.0485%	203,819	28,533	232,352	53,719	0.0485%	143,782	429,852
4	Claremont	0.0309%	129,701	8,100	137,801	34,184	0.0309%	91,496	263,482
5	Commerce	0.1252%	526,121	75,201	601,322	138,667	0.1252%	371,147	1,111,136
6	Culver City	1.3850%	5,818,184	271,257	6,089,441	1,533,463	1.3850%	4,104,379	11,727,283
7	Foothill Transit	6.5710%	27,604,741	-	27,604,741	7,275,610	6.5710%	19,473,487	54,353,838
8	Gardena	1.3662%	5,739,369	244,514	5,983,883	1,512,690	1.3662%	4,048,780	11,545,354
9	La Mirada	0.0214%	89,790	15,529	105,319	23,665	0.0214%	63,341	192,326
10	Long Beach (3)	6.2508%	26,259,284	1,434,873	27,694,157	6,920,997	6.2508%	18,524,348	53,139,502
11	Montebello	2.0425%	8,580,481	-	8,580,481	2,261,504	2.0425%	6,053,014	16,895,000
12	Norwalk	0.7615%	3,199,082	163,130	3,362,212	843,162	0.7615%	2,256,760	6,462,134
13	Redondo Beach DR	0.0189%	79,445	-	79,445	20,939	0.0189%	56,043	156,427
14	Redondo Beach MB	0.1502%	631,101	51,587	682,688	166,335	0.1502%	445,204	1,294,227
15	Santa Monica	5.1412%	21,598,172	844,105	22,442,277	5,692,496	5.1412%	15,236,213	43,370,987
16	Torrance	1.6435%	6,904,179	363,476	7,267,655	1,819,692	1.6435%	4,870,484	13,957,831
17	Sub-Total Excluding Metro	100.0000%	420,097,045	-	420,097,045	110,722,375	100.0000%	296,353,239	827,172,660
	Eligible Operators		Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI (4)						
18	Antelope Valley (5)	1.6615%	-	\$ 360,886	\$ 360,886	\$ 1,839,607	1.6615%	\$ 4,923,787	\$ 7,124,280
19	Santa Clarita (5)	1.0128%	-	461,788	461,788	1,121,371	1.0128%	3,001,399	4,584,559
20	LADOT Local	2.4825%	10,429,090		10,429,090	2,748,731	2.4825%	7,357,097	20,534,918
21	LADOT Express	1.2433%	5,223,011		5,223,011	1,376,597	1.2433%	3,684,520	10,284,128
22	Foothill - BSCP	0.7441%	3,125,976		3,125,976	823,894	0.7441%	2,205,188	6,155,058
23	Sub-Total	7.1442%	18,778,077	822,674	19,600,751	7,910,199	7.1442%	21,171,992	48,682,942
24	Total FAP		\$ 420,097,045		\$ 420,097,045	\$ 110,722,375	107.1442%	\$ 296,353,239	\$ 875,855,601
Proposition A Discretionary (95% of 40%) Growth Over CPI:									
25	Revenue								\$ 89,916,761
	Uses of Fund:								
26	Eligible Operators - Formula Equivalent Funds								48,682,942
27	Tier 2 Operators (6)								8,912,341
28	Total Uses of Funds								57,595,283
29	Proposition A Discretionary (95% of 40%) GOI Transfer to PC 40% based on Board policy.								32,321,478
30	Backfill from (Transfer to) PC40% Discretionary								(32,321,478)
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 3.00% CPI for FAP allocation.
- (3) Funds allocated to the SCRTTC through Long Beach Transit will be exchanged with Metro's share of TDA Article 4 funds.
- (4) 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.
- (5) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's Prop C 40% Discretionary transfer to Proposition A Discretionary GOI.
- (6) In FY24, the Board approved increasing the funding cap to Tier 2 operators, from \$6 million to \$8.2 million, with annual increases indexed to CPI.

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION**

	Operators	FY24 Unlinked Passengers	Percent of Total Unlinked Passengers	Total <sup>(1)</sup>
1	Antelope Valley	1,560,004	0.4242%	\$ 181,087
2	Arcadia	49,400	0.0134%	5,734
3	Claremont	14,853	0.0040%	1,724
4	Commerce	561,711	0.1528%	65,204
5	Culver City	2,887,456	0.7852%	335,179
6	Foothill Transit	9,036,679	2.4574%	1,048,986
7	Gardena	2,170,007	0.5901%	251,897
8	LADOT Local/Express	14,730,889	4.0059%	1,709,976
9	La Mirada	30,153	0.0082%	3,500
10	Long Beach	18,503,348	5.0318%	2,147,886
11	Montebello	2,798,186	0.7609%	324,816
12	Norwalk	1,140,644	0.3102%	132,407
13	Redondo Beach DR/MB	260,615	0.0709%	30,252
14	Santa Clarita	2,224,825	0.6050%	258,260
15	Santa Monica	8,604,201	2.3398%	998,784
16	Torrance	2,050,332	0.5576%	238,005
17	Sub-Total	66,623,303	18.1174%	7,733,697
18	Metro Bus/Rail Operations <sup>(2)</sup>	301,108,263	81.8826%	34,952,937
19	<b>Total</b>	<b>367,731,566</b>	<b>100.0000%</b>	<b>\$ 42,686,634</b>

**Notes:**

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

Estimated Revenue: \$	47,429,594
90% Thereof: \$	42,686,634

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

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**PROPOSITION C 40% DISCRETIONARY PROGRAMS**

	Operators	MOSIP			Zero-fare Compensation <sup>(1)</sup>	Foothill Transit Mitigation	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Total
		Prop A % Share	% Share	\$ Allocation						
	<b><u>INCLUDED OPERATORS</u></b>									
1	Metro Bus Operations					\$ 11,598,920	\$ -	\$ -	\$ 13,765,608	\$ 25,364,528
2	Metro Exchange <sup>(2),(3)</sup>					(1,035,635)			\$ (5,000,000)	(6,035,635)
3	Metro Sub-total					10,563,285			\$ 8,765,608	19,328,893
4	Arcadia	0.0887%	0.2708%	77,306	1,035,935	13,823	-	-	25,975	117,105
5	Claremont	0.0309%	0.0943%	26,918		4,813	-	-	-	31,731
6	Commerce	0.1252%	0.3825%	109,189		19,524	-	297,284	-	1,461,932
7	Culver City	1.3850%	4.2300%	1,207,480		215,906	286,550	-	200,243	1,910,179
8	Foothill Transit	6.5710%	20.0697%	5,728,967		-	396,610	2,380,015	1,108,069	9,613,662
9	Gardena	1.3662%	4.1727%	1,191,124		212,981	823,649	-	209,037	2,436,790
10	La Mirada	0.0214%	0.0653%	18,635		3,332	-	-	-	21,967
11	Long Beach	6.2508%	19.0915%	5,449,737		974,451	2,719,266	-	981,535	10,124,990
12	Montebello	2.0425%	6.2383%	1,780,756		318,412	-	1,357,643	259,095	3,715,905
13	Norwalk	0.7615%	2.3259%	663,923		118,714	-	-	67,037	849,675
14	Redondo Beach DR/MB	0.1691%	0.5166%	147,463		26,368	-	-	4,759	178,590
15	Santa Monica	5.1412%	15.7027%	4,482,390		801,483	-	-	949,640	6,233,513
16	Torrance	1.6435%	5.0196%	1,432,863		256,206	964,404	863,869	286,726	3,804,068
17	Sub-Total	25.5970%	78.1798%	22,316,752		1,035,935	2,966,013	5,190,480	4,898,811	4,092,115
	<b><u>ELIGIBLE OPERATORS</u></b>									
18	Antelope Valley	1.6615%	5.0745%	1,448,545		50,474	449,088	-	56,998	2,005,105
19	Santa Clarita	1.0128%	3.0933%	882,991		30,767	234,887	-	60,969	1,209,614
20	LADOT Local/Express	3.7258%	11.3797%	3,248,369		542,638	3,226,369	-	178,712	7,196,087
21	Foothill - BSCP	0.7441%	2.2727%	648,751		-	-	-	-	648,751
22	Sub-Total	7.1442%	21.8202%	6,228,656		623,879	3,910,344	-	296,680	11,059,558
23	City of Lynwood Trolley						257,064	-	-	257,064
24	Total Municipal Operators	32.7412%	100.0000%	28,545,408	1,035,935	3,589,892	9,357,887	4,898,811	4,388,795	51,816,727
25	<b>Total</b>	<b>32.7412%</b>	<b>100.0000%</b>	<b>\$ 28,545,408</b>	<b>\$ 1,035,935</b>	<b>\$ 14,153,176</b>	<b>\$ 9,357,887</b>	<b>\$ 4,898,811</b>	<b>\$ 13,154,403</b>	<b>\$ 71,145,620</b>
26	Last Year			27,713,988			\$ 9,085,327	\$ 4,756,127	\$ 17,625,634	
27	% Increase			3.00%		CPI	3.00%	3.00%	3.00%	
28	Current Year			<b>\$ 28,545,408</b>			<b>\$ 9,357,887</b>	<b>\$ 4,898,811</b>	<b>\$ 18,154,403</b>	

**Note:**

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

(2) The LCTOP funds of Antelope Valley, Santa Clarita, Burbank, and Glendale, totaling \$1,035,635, are set to be swapped with Metro's "Foothill Mitigation" fund / Prop A Discretionary GOI fund.

(3) The Infrastructure Investment Jobs Act (IIJA) resulted in greater than expected Federal 5307 grant funding. Thus, the Board approved in June 2022 to allocate these funds to LTSS, as follows: \$10 million (FY22), \$5 million (FY24), and \$5 million (FY26). Metro will exchange these funding amounts with PC 40.

**MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS**

Operators	20% Bus Operations			Clean Fuel Bus Capital Facilities and Rolling Stock Fund <sup>(1)</sup>	
	Proposition A Base Share %	MR Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share	\$ Allocation
<b><u>Included Operators:</u></b>					
1 Metro Bus Operations	74.4030%	69.4420%	\$ 144,114,288	64.4767%	\$ 6,447,665
2 Arcadia	0.0887%	0.0828%	171,747	0.1734%	17,338
3 Claremont	0.0309%	0.0288%	59,801	0.0214%	2,141
4 Commerce	0.1252%	0.1169%	242,579	0.3655%	36,547
5 Culver City	1.3850%	1.2926%	2,682,590	1.3729%	137,292
6 Foothill Transit <sup>(2)</sup>	6.5710%	6.1329%	12,727,717	8.9586%	895,860
7 Gardena	1.3662%	1.2751%	2,646,251	1.0475%	104,746
8 La Mirada	0.0214%	0.0199%	41,399	0.0633%	6,332
9 Long Beach	6.2508%	5.8340%	12,107,367	6.8259%	682,588
10 Montebello	2.0425%	1.9063%	3,956,202	1.4895%	148,947
11 Norwalk	0.7615%	0.7107%	1,475,001	0.6914%	69,139
12 Redondo Beach DR	0.0189%	0.0177%	36,630		
13 Redondo Beach MB	0.1502%	0.1402%	290,982	0.3327%	33,273
14 Santa Monica	5.1412%	4.7984%	9,958,269	4.1097%	410,967
15 Torrance	1.6435%	1.5339%	3,183,310	1.2461%	124,613
<b><u>Eligible Operators:</u></b>					
16 Antelope Valley	1.6615%	1.5507%	3,218,148	2.0874%	208,744
17 Santa Clarita	1.0128%	0.9452%	1,961,691	1.8243%	182,427
18 LADOT Local	2.4825%	2.3170%	4,808,540		
19 LADOT Express	1.2433%	1.1604%	2,408,173	4.9138%	491,382
20 Foothill BSCP	0.7441%	0.6945%	1,441,294	-	-
21 Total Municipal Operators	32.7412%	30.5580%	63,417,690	35.5233%	3,552,335
22 <b>Total Funds Allocated</b>	<b>107.1442%</b>	<b>100.0000%</b>	<b>\$ 207,531,978</b>	<b>100.0000%</b>	<b>\$ 10,000,000</b>

**Notes:**

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

(2) Foothill Transit Clean Fuel allocation includes the allocation for the Foothill BSCP.

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**MEASURE M 20% TRANSIT OPERATIONS**

(Metro and Municipal Providers)

Operators		Measure M Percentage Share <sup>(1)</sup>	\$ Allocation
<b><u>Included Operators:</u></b>			
1	Metro Bus Operations	69.4420%	\$ 142,555,807
2	Arcadia	0.0828%	169,890
3	Claremont	0.0288%	59,155
4	Commerce	0.1169%	239,956
5	Culver City	1.2926%	2,653,580
6	Foothill Transit	6.1329%	12,590,077
7	Gardena	1.2751%	2,617,634
8	La Mirada	0.0199%	40,952
9	Long Beach	5.8340%	11,976,436
10	Montebello	1.9063%	3,913,419
11	Norwalk	0.7107%	1,459,050
12	Redondo Beach DR	0.0177%	36,233
13	Redondo Beach MB	0.1402%	287,835
14	Santa Monica	4.7984%	9,850,578
15	Torrance	1.5339%	3,148,885
<b><u>Eligible Operators:</u></b>			
16	Antelope Valley	1.5507%	3,183,347
17	Santa Clarita	0.9452%	1,940,477
18	LADOT Local	2.3170%	4,756,540
19	LADOT Express	1.1604%	2,382,131
20	Foothill BSCP	0.6945%	1,425,707
21	Total Municipal Operators	30.5580%	62,731,878
22	<b>Total Funds Allocated</b>	<b>100.0000%</b>	<b>\$ 205,287,685</b>

**Notes:**

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

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**Senate Bill 1 - Road Repair and Accountability Act of 2017**

	Operators	Measure R % Share <sup>(1)</sup>	State Transit Assistance	State of Good Repair <sup>(2)</sup>	Total
	<b><u>Included Operators:</u></b>				
1	Metro Bus Operations	69.4420%	\$ 62,004,236	\$ 23,305,689	\$ 85,309,925
2	Arcadia	0.0828%	73,893	27,774	101,667
3	Claremont	0.0288%	25,729	9,671	35,400
4	Commerce	0.1169%	104,368	39,229	143,597
5	Culver City	1.2926%	1,154,167	433,820	1,587,986
6	Foothill Transit	6.1329%	5,476,017	2,058,285	7,534,302
7	Gardena	1.2751%	1,138,532	427,943	1,566,475
8	La Mirada	0.0199%	17,812	6,695	24,507
9	Long Beach	5.8340%	5,209,116	1,957,964	7,167,080
10	Montebello	1.9063%	1,702,130	639,784	2,341,914
11	Norwalk	0.7107%	634,609	238,532	873,142
12	Redondo Beach DR	0.0177%	15,760	5,924	21,683
13	Redondo Beach MB	0.1402%	125,193	47,057	172,250
14	Santa Monica	4.7984%	4,284,480	1,610,418	5,894,899
15	Torrance	1.5339%	1,369,598	514,794	1,884,393
	<b><u>Eligible Operators:</u></b>				
16	Antelope Valley	1.5507%	1,384,587	520,428	1,905,016
17	Santa Clarita	0.9452%	844,005	317,238	1,161,243
18	LADOT Local	2.3170%	2,068,843	777,621	2,846,465
19	LADOT Express	1.1604%	1,036,101	389,442	1,425,543
20	Foothill BSCP	0.6945%	620,107	233,081	853,188
21	Total Municipal Operators	30.5580%	27,285,049	10,255,701	37,540,749
22	County of Los Angeles		-	76,490	76,490
23	<b>Total Funds Allocated</b>	<b>100.0000%</b>	<b>\$ 89,289,284</b>	<b>\$ 33,637,880</b>	<b>\$ 122,927,164</b>

**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.

**LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**  
**Fund Exchange between LA County Transit Operators & Metro**

	Operators	LCTOP Share <sup>(1)</sup>	TDA 4 Fund Exchange <sup>(2)</sup>	Prop A GOI / Prop C 40% Fund Exchange <sup>(3)</sup>	Net Funds Available
1	<b>Metro Bus Ops.</b>		\$ (3,140,305)	\$ (1,035,635)	\$ (4,175,940)
2	Antelope Valley	\$ (360,886)		360,886	-
3	Arcadia	(28,533)	28,533		-
4	Claremont	(8,100)	8,100		-
5	Commerce	(75,201)	75,201		-
6	Culver City	(271,257)	271,257		-
7	Foothill Transit	-	-		-
8	Gardena	(244,514)	244,514		-
9	La Mirada	(15,529)	15,529		-
10	Long Beach	(1,074,873)	1,074,873		-
11	Montebello	-	-		-
12	Norwalk	(163,130)	163,130		-
13	Redondo Beach	(51,587)	51,587		-
14	Santa Clarita	(461,788)		461,788	-
15	Santa Monica	(844,105)	844,105		-
16	Torrance	(363,476)	363,476		-
17	<b>Tier Two Operators</b>				
18	Burbank	(66,930)		66,930	-
19	Glendale	(146,031)		146,031	-
20	Pasadena	-		-	-
21	<b>TOTAL</b>	<b>\$ (4,175,940)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (4,175,940)</b>

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 2026 Transit Fund Allocations

ATTACHMENT A

**TIER 2 OPERATORS ESTIMATED FUNDING LEVELS**

Operators		Vehicle Service Miles FY24 data	Passenger Revenue	Base Fare	Fare Units (1)	50% VSM + 50% Fare Units	% Share		
1	LADOT Community Dash	3,786,526	\$ 1,003	\$ 0.50	16,808,232	10,297,379	4.9798%		
2	Glendale	782,544	490,286	1.00	2,187,836	1,485,190	0.7182%		
3	Pasadena	724,016	503,899	0.75	671,865	697,941	0.3375%		
4	Burbank	232,511	112,376	1.00	112,376	172,444	0.0834%		
5	Sub-Total	5,525,597	1,107,564		19,780,309	12,652,953	6.1189%		
6	Included and Eligible Operators	109,304,763	135,969,529		84,568,019	194,131,964	93.8811%		
7	Total	114,830,360	\$ 137,077,093		104,348,328	206,784,917	100.0000%		
			% Share	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40% Discretionary	Total		
8	Funds Allocated to Included Operators		\$ 420,097,045	\$ 110,722,375	\$ 296,353,239	\$ 827,172,660			
Formula Equivalent Calculation									
9	LADOT Community Dash	4.9798%	\$ 20,919,797	\$ 5,513,701	\$ 14,757,661	\$ 41,191,159			
10	Glendale	0.7182%	3,017,260	795,241	2,128,496	5,940,997			
11	Pasadena	0.3375%	1,417,912	373,710	1,000,252	2,791,874			
12	Burbank	0.0834%	350,330	92,334	247,137	689,802			
13	Total	6.1189%	\$ 25,705,300	\$ 6,774,987	\$ 18,133,545	\$ 50,613,831			
Funds Allocated to Tier 2 Operators 17.19% (2)							MTA Allocations (3)	LCTOP fund Exchange (4)	FY26 Total Funds Available
Actual Allocation									
14	LADOT Community Dash		\$ 3,595,643	\$ 947,681	\$ 2,536,510	\$ 7,079,834	\$ -	\$ 7,079,834	
15	Glendale		518,599	136,684	365,841	1,021,124	146,031	1,167,155	
16	Pasadena		243,707	64,232	171,921	479,860	-	479,860	
17	Burbank		60,214	15,870	42,477	118,561	66,930	185,491	
18	Total		\$ 4,418,163	\$ 1,164,468	\$ 3,116,749	\$ 8,699,380	\$ 212,961	\$ 8,912,341	

		Prop A Incentive Allocation (5)	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
19	LADOT Community Dash	\$ 2,865,746	\$ (492,557)	\$ 2,373,188	
20	Glendale	492,811	(84,703)	408,108	
21	Pasadena	426,911	(73,376)	353,534	
22	Burbank	132,188	(22,720)	109,468	
23	Total	\$ 3,917,656	\$ (673,357)	\$ 3,244,299	

**Notes:**

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

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

(3) The Board approved increasing the Tier 2 funding from \$6 million to \$8.2 million in FY24, with annual adjustments indexed to CPI. The CPI for FY26 is 3.0%.

(4) 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.

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



## **II. LOCAL SUBSIDIES**

**PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS**

<b>PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS <sup>(1)</sup></b>		<b>Total Allocation</b>
1	Agoura Hills	\$ 63,562
2	Antelope Valley, Elderly & Disabled	1,155,120
3	Culver City Community Transit and LA County	135,791
4	Gardena, Hawthorne and LA County	175,324
5	Glendale Paratransit and La Canada Flintridge	303,894
6	Inglewood Transit and Hawthorne	266,475
7	LA County (Whittier et al)	187,096
8	LA County (Willowbrook)	73,597
9	Los Angeles Taxi & Lift Van, City Ride <sup>(2)</sup>	541,635
10	Los Angeles Dial-a-Ride, City Ride <sup>(2)</sup>	1,939,700
11	Monrovia D.A.R. and LA County	284,900
12	Palos Verdes PTA D.A.R.	6,454
13	Palos Verdes PTA - PV Transit	702,850
14	Pasadena Community Transit, San Marino and LA County	650,775
15	Pomona Valley TA - E&D (Get About)	969,971
16	Pomona Valley TA General Public (VC)	93,167
17	Santa Clarita D.A.R.	2,018,673
18	West Hollywood (DAR)	218,627
19	Whittier (DAR)	485,596
20	<b>TOTAL EXISTING SUB-REGIONAL PARATRANSIT PROJECTS</b>	<b>\$ 10,273,206</b>
<b>PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION (IF PROP A DISC. CANNOT FULLY FUND THESE SYSTEMS)</b>		
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	<b>(IF PROP A DISC. CANNOT FULLY FUND THESE</b>	<b>\$ -</b>
26	<b>PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT</b>	<b>\$ -</b>
27	<b>PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES</b>	<b>\$ -</b>

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

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

(In Order of Priority)

<b>Priority V: VOLUNTARY NTD DATA REPORTING (Estimated - to be Adjusted to Actual apportionment) FY23 NTD Report Year</b>		<b>Estimate</b>	<b>Tier 2 Deduction</b>	<b>Total Allocation</b>
28	City of Alhambra (MB and DR)	\$ 160,719		\$ 160,719
29	City of Artesia (DR)	15,927		15,927
30	City of Azusa (DR)	47,431		47,431
31	City of Baldwin Park (MB and DR)	126,301		126,301
32	City of Bell (MB, DR and DT)	20,953		20,953
33	City of Bell Gardens (MB and DR)	71,636		71,636
34	City of Bellflower (MB and DR)	48,795		48,795
35	City of Burbank (MB)* (2)	132,188	(22,720)	109,468
36	City of Calabasas (MB and DR)	53,344		53,344
37	City of Carson (MB, DR and DT)	67,719		67,719
38	City of Cerritos (MB and DR )	80,183		80,183
39	City of Compton (MB and DR)	102,926		102,926
40	City of Covina (DR)	28,531		28,531
41	City of Cudahy (MB and DR)	26,615		26,615
42	City of Downey (MB and DR)	82,441		82,441
43	City of Duarte (MB)	-		-
44	City of El Monte (MB and DR)	134,167		134,167
45	City of Glendora (MB and DR)	52,917		52,917
46	City of Glendale (MB)* (2)	492,811	(84,703)	408,108
47	City of Huntington Park (MB)	70,353		70,353
48	City of Los Angeles -- Community DASH* (MB) (2)	2,865,746	(492,557)	2,373,188
49	City of Los Angeles -- Department of Aging (DR) (2)	177,695		177,695
50	LA County Dept. of Public Works -- Avocado Heights (MB)	21,992		21,992
51	LA County Dept. of Public Works -- East Valinda (MB)	24,993		24,993
52	LA County Dept. of Public Works -- East LA (MB and DR)	144,857		144,857
53	LA County Dept. of Public Works -- Willowbrook (MB)	42,058		42,058
54	LA County Dept. of Public Works -- King Medical (MB)	19,277		19,277
55	LA County Dept. of Public Works -- Athens (MB)	20,888		20,888
56	LA County Dept. of Public Works -- Lennnox (MB)	16,203		16,203
57	LA County Dept. of Public Works -- South Whittier (MB)	109,816		109,816
58	LA County Dept. of Public Works -- Florance/Firestone (MB)	33,254		33,254
59	City of Lakewood (DR)	27,638		27,638
60	City of Lawndale (MB)	50,657		50,657
61	City of Lynwood (MB)	80,610		80,610
62	City of Malibu (DT)	2,891		2,891
63	City of Manhattan Beach (DR)	12,533		12,533
64	City of Maywood (MB and DR)	28,880		28,880
65	City of Monterey Park (MB and DR)	168,067		168,067
66	City of Pasadena (MB)*	426,911	(73,376)	353,534
67	City of Pico Rivera (DR)	12,983		12,983
68	City of Rosemead (MB and DR)	88,591		88,591
69	City of Santa fe Springs (DR)	9,654		9,654
70	City of South Gate (DT and MB)	134,944		134,944
71	City of South Pasadena (DR)	14,152		14,152
72	City of West Covina (MB and DR)	106,893		106,893
73	City of West Hollywood (MB)	63,600		63,600
<b>74</b>	<b>TOTAL VOLUNTARY NTD DATA REPORTING</b>	<b>\$ 6,521,739</b>	<b>\$ (673,357)</b>	<b>\$ 5,848,382</b>

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

<b>PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS</b>		<b>Total Allocation</b>
75	Avalon Ferry Subsidy (3)	\$ 800,000
76	Avalon Transit Services (Jitney and Dial-a-Ride) (3)	200,000
77	Hollywood Bowl Shuttle Service	1,057,000
78	<b>TOTAL SPECIAL DEMONSTRATION PROJECTS</b>	<b>\$ 2,057,000</b>
79	Total funds	\$ 18,178,589
80	Reserves for contingencies (4)	119,028
<b>81</b>	<b>TOTAL ESTIMATED REVENUE</b>	<b>\$ 18,297,617</b>
82	Surplus (Deficit)	\$ -

**NOTES:**

- (1) Priority I allocations are now based on new Board approved Prop A Incentive guidelines.
- (2) Tier 2 Operators' share have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.
- (3) Avalon's subsidy total remains unchanged. The City has requested that Metro adjust the Ferry and Land Transit subsidy from a \$7K/\$3K split to an \$8K/\$2K split, reflecting the increase in ferry fares.
- (4) These funds are held in reserve for future contingency purposes such as deficit years, growth over inflation, approved new or existing expanded paratransit services, and new NTD reporters.

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**LOCAL RETURN**

& TDA Article 3 & 8

LOCAL JURISDICTION	Population DOF Report 2024 data <sup>(1)</sup>	Population as % of County	Proposition A Local Return Estimate <sup>(2)</sup>	Proposition C Local Return Estimate <sup>(2)</sup>	Measure R Local Return Estimate <sup>(2)</sup>	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
1 AGOURA HILLS	19,841	0.2020%	\$ 513,238	\$ 425,717	\$ 319,288	\$ 361,860	\$ 15,859		\$ -	\$ 1,635,961
2 ALHAMBRA	81,811	0.8328%	2,116,249	1,755,373	1,316,529	1,492,067	65,351			6,745,568
3 ARCADIA	55,783	0.5678%	1,442,969	1,196,904	897,678	1,017,369	44,564			4,599,484
4 ARTESIA	16,019	0.1631%	414,372	343,711	257,783	292,154	12,806			1,320,826
5 AVALON	3,313	0.0337%	85,699	71,085	53,314	60,422	5,000	3,313	156,044	431,565
6 AZUSA	49,420	0.5030%	1,278,373	1,060,377	795,283	901,321	39,482			4,074,836
7 BALDWIN PARK	70,660	0.7193%	1,827,800	1,516,112	1,137,084	1,288,695	56,445			5,826,136
8 BELL	33,301	0.3390%	861,415	714,521	535,891	607,343	26,609			2,745,777
9 BELLFLOWER	76,990	0.7837%	1,991,541	1,651,931	1,238,948	1,404,141	61,500			6,348,063
10 BELL GARDENS	38,381	0.3907%	992,822	823,520	617,640	699,992	30,666			3,164,638
11 BEVERLY HILLS	31,806	0.3238%	822,743	682,443	511,833	580,077	25,415			2,622,510
12 BRADBURY	898	0.0091%	23,229	19,268	14,451	16,378	5,000			78,326
13 BURBANK	105,603	1.0749%	2,731,689	2,265,864	1,699,398	1,925,985	84,352			8,707,288
14 CALABASAS	22,742	0.2315%	588,279	487,962	365,972	414,768	18,176			1,875,157
15 CARSON	91,924	0.9357%	2,377,847	1,972,362	1,479,271	1,676,507	73,427			7,579,415
16 CERRITOS	47,806	0.4866%	1,236,623	1,025,746	769,310	871,885	38,193			3,941,757
17 CLAREMONT	37,686	0.3836%	974,844	808,607	606,455	687,316	30,111			3,107,333
18 COMMERCE	12,124	0.1234%	313,618	260,138	195,103	221,117	9,696			999,672
19 COMPTON	93,671	0.9535%	2,423,038	2,009,846	1,507,385	1,708,369	74,823			7,723,460
20 COVINA	50,485	0.5139%	1,305,922	1,083,228	812,421	920,744	40,332			4,162,648
21 CUDAHY	22,210	0.2261%	574,518	476,547	357,411	405,065	17,751			1,831,292
22 CULVER CITY	40,213	0.4093%	1,040,211	862,828	647,121	733,404	32,129			3,315,692
23 DIAMOND BAR	53,335	0.5429%	1,379,645	1,144,379	858,284	972,722	42,609			4,397,639
24 DOWNEY	111,493	1.1349%	2,884,049	2,392,243	1,794,182	2,033,406	89,056			9,192,936
25 DUARTE	23,656	0.2408%	611,922	507,573	380,680	431,437	18,906			1,950,519
26 EL MONTE	106,786	1.0870%	2,762,290	2,291,247	1,718,435	1,947,560	85,297			8,804,830
27 EL SEGUNDO	16,964	0.1727%	438,817	363,987	272,990	309,389	13,561			1,398,744
28 GARDENA	60,028	0.6110%	1,552,776	1,287,987	965,990	1,094,789	47,954			4,949,496
29 GLENDALE	191,586	1.9502%	4,955,857	4,110,753	3,083,065	3,494,140	153,022			15,796,837
30 GLENORA	51,209	0.5213%	1,324,651	1,098,763	824,072	933,948	40,911			4,222,344
31 HAWAIIAN GARDENS	13,560	0.1380%	350,764	290,949	218,212	247,307	10,842			1,118,074
32 HAWTHORNE	85,566	0.8710%	2,213,381	1,835,942	1,376,956	1,560,550	68,350			7,055,179
33 HERMOSA BEACH	19,088	0.1943%	493,759	409,560	307,170	348,126	15,257			1,573,874
34 HIDDEN HILLS	1,727	0.0176%	44,673	37,055	27,791	31,497	5,000			146,017
35 HUNTINGTON PARK	53,219	0.5417%	1,376,644	1,141,890	856,418	970,607	42,516			4,388,075

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**LOCAL RETURN**

& TDA Article 3 & 8 (Continued)

LOCAL JURISDICTION	Population DOF Report 2023 data <sup>(1)</sup>	Population as % of County	Proposition A Local Return Estimate <sup>(2)</sup>	Proposition C Local Return Estimate <sup>(2)</sup>	Measure R Local Return Estimate <sup>(2)</sup>	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
36 INDUSTRY (B)	426	0.0043%	11,020	9,140	6,855	7,769	-			34,785
37 INGLEWOOD	106,065	1.0796%	2,743,640	2,275,777	1,706,833	1,934,411	84,721			8,745,381
38 IRWINDALE	1,499	0.0153%	38,775	32,163	24,122	27,339	5,000			127,400
39 LA CANADA-FLINTRIDGE	20,048	0.2041%	518,592	430,159	322,619	365,635	16,024			1,653,029
40 LA HABRA HEIGHTS	5,488	0.0559%	141,961	117,753	88,315	100,090	5,000			453,119
41 LAKEWOOD	80,162	0.8160%	2,073,593	1,719,991	1,289,993	1,461,992	64,034	172,631	8,131,009	6,609,603
42 LA MIRADA	48,077	0.4894%	1,243,633	1,031,561	773,671	876,827	38,409			3,964,102
43 LANCASTER	172,631	1.7572%	4,465,538	3,704,046	2,778,035	3,148,439	137,883			22,364,951
44 LA PUENTE	37,459	0.3813%	968,972	803,737	602,803	683,176	29,929			3,088,617
45 LA VERNE	31,697	0.3226%	819,923	680,105	510,079	578,089	25,327			2,613,523
46 LAWDALE	30,855	0.3141%	798,143	662,038	496,529	562,733	24,655			2,544,098
47 LOMITA	20,320	0.2068%	525,628	435,995	326,996	370,596	16,241			1,675,456
48 LONG BEACH	458,813	4.6703%	11,868,361	9,844,493	7,383,370	8,367,819	366,441			37,830,482
49 LOS ANGELES CITY	3,814,318	38.8262%	98,666,997	81,841,678	61,381,258	69,565,426	3,461,663			314,917,023
50 LYNWOOD	66,271	0.6746%	1,714,267	1,421,940	1,066,455	1,208,649	52,940			5,464,250
51 MALIBU	10,621	0.1081%	274,739	227,889	170,917	193,706	8,495			875,745
52 MANHATTAN BEACH	34,195	0.3481%	884,540	733,703	550,277	623,647	27,322			2,819,490
53 MAYWOOD	24,451	0.2489%	632,487	524,631	393,474	445,937	19,541			2,016,069
54 MONROVIA	38,087	0.3877%	985,217	817,211	612,909	694,630	30,431			3,140,397
55 MONTEBELLO	61,930	0.6304%	1,601,976	1,328,797	996,598	1,129,478	49,473			5,106,322
56 MONTEREY PARK	59,347	0.6041%	1,535,160	1,273,375	955,031	1,082,369	47,410	166,055	7,821,276	4,893,346
57 NORWALK	101,172	1.0298%	2,617,070	2,170,791	1,628,093	1,845,172	80,813			8,341,939
58 PALMDALE	166,055	1.6903%	4,295,433	3,562,949	2,672,212	3,028,506	132,632			21,513,008
59 PALOS VERDES ESTATE	12,974	0.1321%	335,605	278,376	208,782	236,619	10,374			1,069,757
60 PARAMOUNT	52,153	0.5309%	1,349,069	1,119,018	839,263	951,165	41,665			4,300,180
61 PASADENA	139,692	1.4219%	3,613,487	2,997,293	2,247,970	2,547,699	111,577			11,518,025
62 PICO RIVERA	60,820	0.6191%	1,573,263	1,304,981	978,735	1,109,233	48,586			5,014,799
63 POMONA	152,166	1.5489%	3,936,159	3,264,940	2,448,705	2,775,199	121,539			12,546,543
64 RANCHO PALOS VERDES	40,919	0.4165%	1,058,474	877,976	658,482	746,280	32,693			3,373,904
65 REDONDO BEACH	68,239	0.6946%	1,765,175	1,464,166	1,098,124	1,244,541	54,511			5,626,517
66 ROLLING HILLS	1,677	0.0171%	43,380	35,982	26,987	30,585	5,000			141,934
67 ROLLING HILLS ESTATES	8,534	0.0869%	220,754	183,109	137,332	155,643	6,829			703,666
68 ROSEMEAD	50,541	0.5145%	1,307,371	1,084,430	813,322	921,765	40,377			4,167,266
69 SAN DIMAS	33,920	0.3453%	877,427	727,802	545,852	618,632	27,103			2,796,816
70 SAN FERNANDO	23,643	0.2407%	611,586	507,295	380,471	431,200	18,895			1,949,447

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**LOCAL RETURN**

**& TDA Article 3 & 8 (Continued)**

LOCAL JURISDICTION	Population DOF Report 2023 data <sup>(1)</sup>	Population as % of County	Proposition A Local Return Estimate <sup>(2)</sup>	Proposition C Local Return Estimate <sup>(2)</sup>	Measure R Local Return Estimate <sup>(2)</sup>	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
71 SAN GABRIEL	38,613	0.3930%	998,823	828,497	621,373	704,223	30,851			3,183,767
72 SAN MARINO	12,379	0.1260%	320,214	265,609	199,207	225,768	9,899			1,020,698
73 SANTA CLARITA	230,428	2.3455%	5,960,604	4,944,164	3,708,123	4,202,539	184,043	230,428	10,853,278	29,852,751
74 SANTA FE SPRINGS	18,640	0.1897%	482,171	399,948	299,961	339,956	14,900			1,536,935
75 SANTA MONICA	92,912	0.9458%	2,403,404	1,993,561	1,495,170	1,694,526	74,216			7,660,878
76 SIERRA MADRE	10,909	0.1110%	282,189	234,068	175,551	198,958	8,725			899,492
77 SIGNAL HILL	11,448	0.1165%	296,132	245,633	184,225	208,788	9,156			943,934
78 SOUTH EL MONTE	19,441	0.1979%	502,891	417,135	312,851	354,564	15,539			1,602,980
79 SOUTH GATE	92,729	0.9439%	2,398,670	1,989,634	1,492,226	1,691,189	74,070			7,645,789
80 SOUTH PASADENA	26,270	0.2674%	679,540	563,661	422,745	479,112	20,993			2,166,051
81 TEMPLE CITY	35,975	0.3662%	930,585	771,895	578,922	656,111	28,744			2,966,257
82 TORRANCE	142,910	1.4547%	3,696,729	3,066,340	2,299,755	2,606,389	114,147			11,783,359
83 VERNON	205	0.0021%	5,303	4,399	3,299	3,739	5,000			21,739
84 WALNUT	27,867	0.2837%	720,851	597,927	448,445	508,238	22,269			2,297,728
85 WEST COVINA	109,105	1.1106%	2,822,277	2,341,005	1,755,754	1,989,854	87,149			8,996,038
86 WEST HOLLYWOOD	35,075	0.3570%	907,304	752,585	564,438	639,697	28,025			2,892,049
87 WESTLAKE VILLAGE	7,902	0.0804%	204,405	169,549	127,162	144,116	6,324			651,556
88 WHITTIER	87,527	0.8909%	2,264,108	1,878,018	1,408,513	1,596,315	69,916			7,216,869
89 UNINCORP LA COUNTY	997,587	10.1545%	25,805,115	21,404,664	16,053,498	18,193,964	1,765,933	136,022	6,406,706	89,629,879
90 <b>TOTAL</b>	<b>9,824,091</b>	<b>100.0000%</b>	<b>\$ 254,125,000</b>	<b>\$ 210,790,000</b>	<b>\$ 158,092,500</b>	<b>\$ 179,171,500</b>	<b>\$ 9,254,395</b>	<b>708,449</b>	<b>\$ 33,368,313</b>	<b>\$ 844,801,708</b>

**NOTES:**

(1) Population estimates are based on State of California Department of Finance's (DOF) 2024 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.

### **III. BUS TRANSIT SUBSIDIES**

#### **Federal Formula Grants**



Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**FEDERAL FORMULA GRANTS REVENUE ESTIMATES <sup>(1)</sup>**

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

1	<b>Section 5307 Urbanized Area Formula Grants:</b>			
	Estimated Revenue			<b>\$ 317,393,172</b>
2		Estimated Revenue	\$ 317,393,172	
3		Off the Top:		
		1% Enhancement Allocation	<u>(3,173,932)</u>	
4			<b>\$ 314,219,240</b>	
5		85% Formula Allocation	\$ 267,086,354	
6		Allocated to LTSS	\$ 5,000,000	
7		Allocated to Munis	\$ 262,086,354	
8		15% Discretionary Allocation	<u>47,132,886</u>	
9			<b>\$ 314,219,240</b>	
10	<b>Section 5339 Bus and Bus Facilities Formula Grants:</b>			
	Estimated Revenue			<b>\$ 24,345,031</b>
	<b>Section 5337 State of Good Repair (LA County Share of LA UZA 2):</b>			
	<b>High Intensity Fixed Guideway:</b>			
11	Directional Route Miles (DRM) Generated	\$	51,565,413	
12	Vehicle Revenue Miles (VRM) Generated		<u>90,613,988</u>	
13		<b>\$</b>	<b>142,179,401</b>	
	<b>High Intensity Motorbus:</b>			
14	Directional Route Miles (DRM) Generated	\$	3,862,677	
15	Vehicle Revenue Miles (VRM) Generated		<u>5,455,677</u>	
16		<b>\$</b>	<b>9,318,354</b>	
17	<b>Section 5337 State of Good Repair Total Estimated Revenue</b>			<b>\$ 151,497,755</b>
18	<b>Total Federal Formula Funds Available</b>			<b>\$ 493,235,958</b>

Note:

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

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

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

Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
	Allocation	Fund Exchanges	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation	
<b>Included Operators:</b>										
1 Metro Bus Operations	\$ 203,799,416	\$ (15,211,542)	\$ 188,587,874	\$ 16,315,317	\$ 8,029,714	\$ 24,345,031	\$ 143,955,928	\$ 7,541,829	\$ 151,497,755	\$ 364,430,660
<b>Municipal Operators:</b>										
2 Arcadia	476,515	44,263	520,778	44,263	(44,263)	-	-	-	-	520,778
3 Claremont	58,801	5,462	64,263	5,462	(5,462)	-	-	-	-	64,263
4 Commerce	6,777,406	92,351	6,869,757	92,351	(92,351)	-	-	-	-	6,869,757
5 Culver City	6,130,565	348,179	6,478,744	348,179	(348,179)	-	-	-	-	6,478,744
6 Foothill Transit	27,349,401	8,320,625	35,670,025	2,280,378	(2,280,378)	-	6,040,247	(6,040,247)	-	35,670,025
7 Gardena	2,858,835	265,555	3,124,390	265,555	(265,555)	-	-	-	-	3,124,390
8 La Mirada	173,912	16,155	190,067	16,155	(16,155)	-	-	-	-	190,067
9 Long Beach	23,729,546	1,585,774	25,315,320	1,729,558	(1,729,558)	-	216,215	(216,215)	-	25,315,320
10 Montebello	6,918,472	377,817	7,296,289	377,817	(377,817)	-	-	-	-	7,296,289
11 Norwalk	4,539,235	175,583	4,714,818	175,583	(175,583)	-	-	-	-	4,714,818
12 Redondo Beach	912,263	84,740	997,003	84,740	(84,740)	-	-	-	-	997,003
13 Santa Monica	13,799,155	1,132,055	14,931,210	1,042,316	(1,042,316)	-	89,739	(89,739)	-	14,931,210
14 Torrance	3,407,937	316,561	3,724,498	316,561	(316,561)	-	-	-	-	3,724,498
15 Sub-Total	97,132,044	12,765,117	109,897,162	6,778,917	(6,778,917)	-	6,346,201	(6,346,201)	-	109,897,162
<b>Eligible Operators:</b>										
16 Antelope Valley	-	-	-	-	-	-	-	-	-	-
17 LADOT	16,461,712	2,446,425	18,908,137	1,250,797	(1,250,797)	-	1,195,628	(1,195,628)	-	18,908,137
18 Santa Clarita	-	-	-	-	-	-	-	-	-	-
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	16,461,712	2,446,425	18,908,137	1,250,797	(1,250,797)	-	1,195,628	(1,195,628)	-	18,908,137
21 Total Excluding Metro	113,593,756	15,211,542	128,805,299	8,029,714	(8,029,714)	-	7,541,829	(7,541,829)	-	128,805,299
22 <b>Grand Total</b>	<b>\$ 317,393,172</b>	<b>\$ -</b>	<b>\$ 317,393,172</b>	<b>\$ 24,345,031</b>	<b>\$ -</b>	<b>\$ 24,345,031</b>	<b>\$ 151,497,755</b>	<b>\$ -</b>	<b>\$ 151,497,755</b>	<b>\$ 493,235,958</b>

Note: Totals may not add due to rounding.

**Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations**

**ATTACHMENT A**

**Federal Section 5307 Capital Allocation  
FISCAL YEAR 2026**

**FEDERAL SECTION 5307 CAPITAL ALLOCATION**

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE (1)	85% FORMULA ALLOCATION	LTSS Fund Exchange	15% DISCRETIONARY ALLOCATION <sup>(2)</sup>		1% ENHANCEMENT ALLOCATION <sup>(2)</sup>		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange <sup>(3)</sup>	Total Funds Available
					Project Title	\$ Amount	Project Title	\$ Amount				
1	Antelope Valley	0.0000%	\$ -	\$ 5,000,000					\$ -		\$ -	\$ -
2	Arcadia	0.1818%	476,515						476,515		44,263	520,778
3	Claremont	0.0224%	58,801						58,801		5,462	64,263
4	Commerce	0.3793%	994,203		Zero-Emissions Bus Operations, Maintenance, and Administration Facility	\$ 5,560,000	Public Information Project	\$ 223,203	6,777,406		92,351	6,869,757
5	Culver City	1.4302%	3,748,318		40' Bus Replacement	2,382,247			6,130,565		348,179	6,478,744
6	Foothill Transit	9.3669%	24,549,401		Battery-Electric Bus Charger Replacement	2,800,000			27,349,401		8,320,625	35,670,025
7	Gardena	1.0908%	2,858,835						2,858,835		265,555	3,124,390
8	LADOT	5.1378%	13,465,452		Sylmar Bus Yard Electrification	2,096,410	Universal Bike Rack	899,850	16,461,712		2,446,425	18,908,137
9	La Mirada	0.0664%	173,912						173,912		16,155	190,067
10	Long Beach Transit	7.1044%	18,619,556		Fleet Replacement	4,010,390	Enhancing Customer Information	739,600	23,729,546	(4) (360,000)	1,945,774	25,315,320
11	Montebello	1.5519%	4,067,385		SCR TTC Allocations	360,000						
12	Metro Bus Operations (5)	67.0170%	175,642,492		Hydrogen Fuel Cell Electric Battery Replacement Buses	2,051,087	Bus Stop Improvement Project (BSIP)	800,000	6,918,472		377,817	7,296,289
13	Norwalk	0.7212%	1,890,235		LA Metro Division 7 Bus Charging Infrastructure Project	23,156,924			203,799,416	(4) 360,000	(15,571,542)	188,587,874
14	Redondo Beach	0.3481%	912,263		Multi-Level Parking Structure Expansion Project	2,457,000	Transit Plaza beautification Project	192,000	4,539,235		175,583	4,714,818
15	Santa Clarita	0.0000%	-						912,263		84,740	997,003
16	Santa Monica	4.2814%	11,221,048						-		-	-
17	Torrance	1.3003%	3,407,937		Replacement of 40-foot Buses	2,578,108			13,799,155		1,132,055	14,931,210
18	<b>TOTAL</b>	<b>100.0000%</b>	<b>\$ 262,086,354</b>	<b>\$ 5,000,000</b>		<b>\$ 47,452,165</b>		<b>\$ 2,854,653</b>	<b>\$ 317,393,172</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 317,393,172</b>

**Notes:** Total may not add due to rounding.

(1) Beginning with the FY24 apportionments, AVTA and Santa Clarita no longer report their NTD data under the LA-LB-OC UZA. Instead, they now report exclusively under the Palmdale-Lancaster and/or Santa Clarita UZAs. As a result, they are no longer included in the federal funding allocation for the LA UZA.

(2) The total of \$319,279 remaining from 1% Enhancement Allocations has been added to the 15% Discretionary allocation funds, as approved by the BOS.

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

(4) Allocations for the Southern California Regional Transit Training Consortium (SCR TTC) will be facilitated by Long Beach Transit. These funds will be exchanged with Metro's TDA 4 allocation.

(5) The Infrastructure Investment Jobs Act (IIJA) resulted in greater than expected Federal 5307 grant funding. Thus, the Board approved in June 2022 to allocate these funds to LTSS, as follows: \$10 million (FY22), \$5 million (FY24), and \$5 million (FY26). Metro will exchange these funding amounts with PC 40.

Los Angeles County Metropolitan Transportation Authority  
FY 2026 Transit Fund Allocations

ATTACHMENT A

**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 (1)	Net Funds Available <sup>(1)</sup>	
		DRM	DRM%	DRM \$Allocation	VRM	VRM%				VRM \$Allocation
High Intensity Fixed Guideway:										
1	Metro (Including Metrolink)	506.0	99.783%	\$ 51,453,557	25,453,596	98.769%	\$ 89,498,238	\$ 140,951,795	\$ 1,227,608	\$ 142,179,402
2	Long Beach Transit	0.5	0.099%	50,843	47,032	0.183%	165,371	216,215	(216,215)	-
3	Santa Monica	0.6	0.118%	61,012	8,170	0.032%	28,727	89,739	(89,739)	-
4	Foothill Transit	-	0.000%	-	262,121	1.017%	921,652	921,653	(921,653)	-
5	Sub-total	507.1	100.000%	51,565,413	25,770,919	100.000%	90,613,988	142,179,402	-	142,179,402
High Intensity Motorbus:										
6	Foothill Transit	39.4	26.785%	1,034,599	1,528,527	74.858%	4,083,995	5,118,593	(5,118,593)	-
7	LADOT	35.1	23.861%	921,686	102,529	5.021%	273,942	1,195,628	(1,195,628)	-
8	Metro Bus Operations	72.6	49.354%	1,906,393	410,854	20.121%	1,097,740	3,004,133	6,314,220	9,318,353
9	Sub-total	147.1	100.00%	3,862,677	2,041,910	100.000%	5,455,677	9,318,353	-	9,318,353
10	Total LA County Share - UZA 2	654.20		\$ 55,428,090	27,812,829	200.000%	\$ 96,069,665	\$ 151,497,755	\$ -	\$ 151,497,755

**Note:**

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

## FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available <sup>(1)</sup>
1	Antelope Valley	0.0000%	\$ -	\$ -	\$ -
2	Arcadia	0.1818%	44,263	(44,263)	-
3	Claremont	0.0224%	5,462	(5,462)	-
4	Commerce	0.3793%	92,351	(92,351)	-
5	Culver City	1.4302%	348,179	(348,179)	-
6	Foothill Transit	9.3669%	2,280,378	(2,280,378)	-
7	Gardena	1.0908%	265,555	(265,555)	-
8	LADOT	5.1378%	1,250,797	(1,250,797)	-
9	La Mirada	0.0664%	16,155	(16,155)	-
10	Long Beach	7.1044%	1,729,558	(1,729,558)	-
11	Montebello	1.5519%	377,817	(377,817)	-
12	Metro Bus Operations	67.0170%	16,315,317	8,029,714	24,345,031
13	Norwalk	0.7212%	175,583	(175,583)	-
14	Redondo Beach	0.3481%	84,740	(84,740)	-
15	Santa Clarita	0.0000%	-	-	-
16	Santa Monica	4.2814%	1,042,316	(1,042,316)	-
17	Torrance	1.3003%	316,561	(316,561)	-
18	<b>TOTAL</b>	<b>100.0000%</b>	<b>\$ 24,345,031</b>	<b>\$ -</b>	<b>\$ 24,345,031</b>

**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 2026 Transit Fund Allocations

ATTACHMENT A

**Federal Section 5307 Capital Allocation  
FISCAL YEAR 2026**

**CAPITAL ALLOCATION % SHARE CALCULATION**

	OPERATOR	MILEAGE CALCULATION (FY24 data)				ACTIVE FLEET CALCULATION (FY24 data)						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (2) [Input]	Peak Bus Fixed Route (3) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (4) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	0	0	0	0.0000%	0	0	0.0	0	0.0	-	0.0000%
2	Arcadia DR	80,113	-	48,068	0.0215%	0	0	0.0	86	2.0	2.0	0.0206%
3	Arcadia MB	216,743	-	130,046	0.0583%	9	6	7.2	0	0.0	7.2	0.0760%
4	Claremont	34,339	-	20,603	0.0092%	0	0	0.0	50	1.1	1.1	0.0120%
5	Commerce	571,239	-	342,743	0.1536%	17	10	12.0	64	1.5	13.5	0.1421%
6	Culver City	1,543,218	-	925,931	0.4151%	60	40	48.0	0	0.0	48.0	0.5069%
7	Foothill Transit	14,018,899	1,864,300	9,157,059	4.1048%	352	299	352.0	0	0.0	352.0	3.7175%
8	Gardena	1,320,838	-	792,503	0.3552%	46	25	30.0	55	1.3	31.3	0.3300%
9	LADOT	4,741,236	3,256,835	4,147,476	1.8592%	253	209	250.8	0	0.0	250.8	2.6487%
10	La Mirada	60,447	-	36,268	0.0163%	0	0	0.0	182	4.1	4.1	0.0437%
11	Long Beach	7,543,401	-	4,526,041	2.0289%	234	196	234.0	40	0.9	234.9	2.4809%
12	Montebello	1,716,217	40,584	1,045,964	0.4689%	55	41	49.2	40	0.9	50.1	0.5292%
13	Metro Bus Operations	78,023,186	4,520,708	48,622,195	21.7955%	2,059	1,605	1,926.0	0	0.0	1,926.0	20.3404%
14	Norwalk	975,664	-	585,398	0.2624%	34	20	24.0	0	0.0	24.0	0.2535%
15	Redondo Beach	463,334	-	278,000	0.1246%	14	14	14.0	75	1.7	15.7	0.1659%
16	Santa Clarita	0	0	0	0.0000%	0	0	0.0	0	0.0	-	0.0000%
17	Santa Monica	4,428,353	48,280	2,676,324	1.1997%	194	124	148.8	0	0.0	148.8	1.5715%
18	Torrance	1,361,113	524,538	1,026,483	0.4601%	59	38	45.6	54	1.2	46.8	0.4945%
19	<b>TOTAL</b>	<b>117,098,340</b>	<b>10,255,245</b>	<b>74,361,102</b>	<b>33.3333%</b>	<b>3,386</b>	<b>2,627</b>	<b>3,141.6</b>	<b>646</b>	<b>14.7</b>	<b>3,156.3</b>	<b>33.3333%</b>

**Notes:**

(1) Beginning with the FY24 apportionments, AVTA and Santa Clarita no longer report their NTD data under the LA-LB-OC UZA. Instead, they now report exclusively under the Palmdale-Lancaster and/or Santa Clarita UZAs. As a result, they are no longer included in the federal funding allocation for the LA UZA.

Include only MTA Funded Programs:

(2) 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.

(3) 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.

(4) 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 2026 Transit Fund Allocations

ATTACHMENT A

**Federal Section 5307 Capital Allocation  
FISCAL YEAR 2026**

**CAPITAL ALLOCATION % SHARE CALCULATION** (Continued)

	OPERATOR	FARE UNITS (FY24 data)				UNLINKED PASSENGERS (FY24 data)		Gross Formula 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	\$0	\$ 1.50	0	0.0000%	0	0.0000%	0.0000%	0.0000%
2	Arcadia DR	4,475	1.00	4,475	0.0009%	18,927	0.0011%	0.0442%	0.0442%
3	Arcadia MB	3,980	0.50	7,960	0.0016%	30,473	0.0017%	0.1377%	0.1377%
4	Claremont	4,392	2.50	1,757	0.0003%	14,853	0.0009%	0.0224%	0.0224%
5	Commerce <sup>(1)</sup>	-	-	259,614	0.0514%	561,711	0.0322%	0.3793%	0.3793%
6	Culver City	1,730,331	1.00	1,730,331	0.3428%	2,887,456	0.1654%	1.4302%	1.4302%
7	Foothill Transit	9,007,765	1.75	5,147,294	1.0197%	9,164,170	0.5250%	9.3669%	9.3669%
8	Gardena	1,419,497	1.00	1,419,497	0.2812%	2,170,007	0.1243%	1.0908%	1.0908%
9	LADOT	1,061,298	1.50	707,532	0.1402%	8,548,980	0.4898%	5.1378%	5.1378%
10	La Mirada	23,664	1.00	23,664	0.0047%	30,153	0.0017%	0.0664%	0.0664%
11	Long Beach	9,683,139	1.25	7,746,511	1.5345%	18,503,348	1.0601%	7.1044%	7.1044%
12	Montebello	2,185,313	1.10	1,986,648	0.3935%	2,798,186	0.1603%	1.5519%	1.5519%
13	Metro Bus Operations	101,307,257	1.75	57,889,861	11.4677%	234,123,837	13.4134%	67.0170%	67.0170%
14	Norwalk	883,420	1.25	706,736	0.1400%	1,140,644	0.0653%	0.7212%	0.7212%
15	Redondo Beach	215,422	1.00	215,422	0.0427%	260,615	0.0149%	0.3481%	0.3481%
16	Santa Clarita	-	1.00	0	0.0000%	0	0.0000%	0.0000%	0.0000%
17	Santa Monica	6,419,348	1.25	5,135,478	1.0173%	8,604,201	0.4930%	4.2814%	4.2814%
18	Torrance	1,151,812	1.00	1,151,812	0.2282%	2,050,332	0.1175%	1.3003%	1.3003%
19	<b>TOTAL</b>	<b>\$135,101,113</b>		<b>84,134,593</b>	<b>16.6667%</b>	<b>290,907,893</b>	<b>16.6667%</b>	<b>100.0000%</b>	<b>100.0000%</b>

**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.

## **IV. METRO and MUNICIPAL OPERATORS' FUND EXCHANGE**



**FUND EXCHANGE BETWEEN LA COUNTY TRANSIT OPERATORS AND METRO**

Operators	Municipal Operators			Metro		
	LCTOP	Federal Section 5307	Federal Sections 5339/5337	TDA 4	PA GOI / PC 40%	Federal Section 5307
1 Metro Bus Operations	\$ 4,175,940	\$ 5,360,000	\$ 15,571,542	\$ (3,500,305)	\$ (6,035,635)	\$ (15,571,542)
<b>Municipal Operators:</b>						
2 Arcadia	(28,533)	-	(44,263)	28,533	-	44,263
3 Claremont	(8,100)	-	(5,462)	8,100	-	5,462
4 Commerce	(75,201)	-	(92,351)	75,201	-	92,351
5 Culver City	(271,257)	-	(348,179)	271,257	-	348,179
6 Foothill Transit	-	-	(8,320,625)	-	-	8,320,625
7 Gardena	(244,514)	-	(265,555)	244,514	-	265,555
8 LADOT	-	-	(2,446,425)	-	-	2,446,425
9 La Mirada	(15,529)	-	(16,155)	15,529	-	16,155
10 Long Beach Transit <sup>(1)</sup>	(1,074,873)	(360,000)	(1,945,774)	1,434,873	-	1,945,774
11 Montebello	-	-	(377,817)	-	-	377,817
12 Norwalk	(163,130)	-	(175,583)	163,130	-	175,583
13 Redondo Beach	(51,587)	-	(84,740)	51,587	-	84,740
14 Santa Monica	(844,105)	-	(1,132,055)	844,105	-	1,132,055
15 Torrance	(363,476)	-	(316,561)	363,476	-	316,561
16 Antelope Valley	(360,886)	-	-	-	360,886	-
17 Santa Clarita	(461,788)	-	-	-	461,788	-
18 Glendale	(146,031)	-	-	-	146,031	-
19 Pasadena	-	-	-	-	-	-
20 Burbank	(66,930)	-	-	-	66,930	-
21 LTSS Allocation <sup>(2)</sup>	-	(5,000,000)	-	-	5,000,000	-
22 Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Notes:**

(1) Allocations for the Southern California Regional Transit Training Consortium (SCR TTC) will be facilitated by Long Beach Transit. These funds will be exchanged with Metro's TDA 4 allocation.

(2) The Infrastructure Investment Jobs Act (IIJA) resulted in greater than expected Federal 5307 grant funding. Thus, the Board approved in June 2022 to allocate these funds to LTSS, as follows: \$10 million (FY22) , \$5 million (FY24), and \$5 million (FY26). Metro will exchange these funding amounts with PC 40.

## ATTACHMENT B

### REVISED ZETCP-EQUIVALENT FUND ALLOCATIONS

Operators		SB1 - STA Allocation <sup>(1)</sup>	Original ZETCP Allocation <sup>(2)</sup>	Revised ZETCP Allocation per State Budget Reduction <sup>(2)(3)</sup>
<b><u>Included Operators:</u></b>				
1	Arcadia	0.0803%	\$ 128,657	\$ 47,954
2	Claremont	0.0282%	45,161	16,833
3	Commerce	0.1028%	164,790	61,422
4	Culver City	1.3009%	2,085,360	777,270
5	Foothill Transit	6.1695%	9,889,646	3,686,141
6	Gardena	1.2745%	2,042,965	761,469
7	La Mirada	0.0229%	36,667	13,667
8	Long Beach	5.7494%	9,216,219	3,435,136
9	Montebello	1.9764%	3,168,129	1,180,848
10	Norwalk	0.7545%	1,209,474	450,804
11	Redondo Beach DR	0.0143%	22,932	8,547
12	Redondo Beach MB	0.1796%	287,949	107,327
13	Santa Monica	4.9045%	7,861,768	2,930,295
14	Torrance	1.5116%	2,423,023	903,127
<b><u>Eligible Operators:</u></b>				
15	Antelope Valley	1.5593%	2,499,459	931,617
16	Santa Clarita	1.2974%	2,079,675	775,152
17	LADOT Local	2.2998%	3,686,505	1,374,061
18	LADOT Express	1.1688%	1,873,488	698,300
19	Foothill BSCP	0.6972%	1,117,544	416,539
20	Total Municipal Operators	31.0917%	\$ 49,839,411	\$ 18,576,508

Note:

(1) Based on FY24 SB1 Allocation Formula.

(2) This represents the total ZETCP allocation for all years of SB125.

(3) May be revised based on actual state fund allocation

Los Angeles County Metropolitan Transportation Authority  
FY2026 Transit Fund Allocations

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION  
AUTHORITY FOR FISCAL YEAR 2025-2026 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 becomes 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  
FY2026 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 2025-26 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  
FY2026 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 Clerk 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 26, 2025.

\_\_\_\_\_  
COLLETTE LANGSTON  
Board Clerk

DATED:  
(SEAL)

Los Angeles County Metropolitan Transportation Authority  
FY26 Transit Fund Allocations

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

- Sales tax is projected to be \$1,070,0 million per ordinance, a decrease of 7.4% over the FY25 estimated revenue of \$1,156,0 million.
- Assumed Consumer price index (CPI) growth of 3.0% represents a composite index from several economic forecasting sources.
- 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 for Metro.
- Formula Equivalent funds are allocated by formula to Eligible Operators as defined in Section 99207.5 of the TDA guidelines, in lieu of TDA, STA, and Prop A 40% Discretionary funds. The source of these funds is 95% of the 40% Proposition A growth over the Consumer Price Index (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 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).

Los Angeles County Metropolitan Transportation Authority  
FY26 Transit Fund Allocations

Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

### **Bus Transit Subsidies (\$1,544.3M)**

#### **Formula Allocation Procedure (\$884.8M)**

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 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 FY08, the Board allocated \$18.0 million from the Prop A GOI fund to assist Tier 2 Operators, including LADOT Community Dash, Glendale, Pasadena, and Burbank fixed route transit programs. This allocation, based on the same methodology as the FAP, did not impact the existing Included and Eligible Operators. The program provided annual funding of \$6.0 million starting in FY11 and continued this funding level each year until FY24. Following the Board's approval, the funding cap was increased to \$8.2 million for FY24, with future annual allocations to be adjusted based on the Consumer Price Index (CPI). In FY26, Tier 2 operators will receive \$8.7 million in funding.

#### **Measure R Allocations (\$217.5M)**

- **Measure R 20% Bus Operations (\$207.5M)**

Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance, and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.

- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$10.0M)**

The Measure R ordinance also provides a lump sum allocation of \$150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at \$10 million every even year.

Los Angeles County Metropolitan Transportation Authority  
FY26 Transit Fund Allocations

### **Measure M 20% Transit Operations (\$205.3M)**

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 (\$42.7M)**

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 (\$71.1M)**

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

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. In the past, funding was increased by 3% from the previous year's funding level. All Municipal Operators participate in this program and funds are allocated according to FAP calculation methodology.
- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.
- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion, the TSE Program continues for eight Municipal Operators including Culver City, Foothill Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.



Los Angeles County Metropolitan Transportation Authority  
FY26 Transit Fund Allocations

- **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 (\$122.9M)**

The following programs are funded with SB1:

- **State Transit Assistance (\$89.3M)**
- **State of Good Repair (\$33.6M)**

SB1 funds are allocated based on Measure R allocation methodology.

**Local Subsidies (\$863.1M)**

**Proposition A Incentive Programs (\$18.3M)**

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through the Board-adopted Incentive Program guidelines. Programs include the Sub-Regional Paratransit Program (\$10.3M), the Voluntary NTD Reporting Program (\$5.8M) and the Sub-Regional Grant Projects (\$2.2M).

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 for residents commuting between Avalon and the mainland, will receive \$800,000, and Avalon Transit Services will receive \$200,000 in subsidy funding. Additionally, the Hollywood Bowl Shuttle Service will receive \$1,057,000.

**Local Return (\$802.2M)**

Proposition A 25% (\$254.1M)  
 Proposition C 20% (\$210.8M)  
 Measure R 15% (\$158.1M)  
 Measure M 17% (\$179.2M)

Los Angeles County Metropolitan Transportation Authority  
FY26 Transit Fund Allocations

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 (\$9.3M)**

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

- Fifteen percent (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 between the two largest jurisdictions, with 30% allocated to the City of Los Angeles and 70% allocated to the County of Los Angeles.
- Eighty-five percent (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) approved this redistribution methodology in prior years, and it remains unchanged.

### **TDA Article 8 funds (\$33.4M)**

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 (\$493.2M)**

#### **Section 5307 Urbanized Formula Program (\$317.4 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 FY26, \$317.4 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, 2024, 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 (\$24.3M)**

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 FY26, \$24.3 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 (\$151.5M)**

The State of Good Repair grants program provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

- **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 FY26, \$142.2 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 FY26, \$9.3 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.





Item #2025-0404

# Fiscal Year 2026 Transit Fund Allocations

Finance, Budget & Audit Committee

June 18, 2025



# 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

- APPROVE \$2.9 billion for FY26 transportation fund allocations (Attachment A):
  - 89 LA County local jurisdictions
  - Transit Operators: Included, Eligible, Tier 2 and Local Transit systems
- Exchanges of Metro funds for transit operator federal & state grants so funds can be drawn down quickly and minimize administrative processes
- Funding actions subject to state and federal funding availability
- Request revision to Included & Eligible Operator Zero Emission Transit Capital Program (ZETCP)-Equivalent allocations due to state cut in Metro's ZETCP grant
- Administrative actions to enable flow of funds
  - Adopt Transportation Development Act resolution
  - Authorize CEO to execute agreements and amendments



## Board Report

File #: 2025-0381, File Type: Program

Agenda Number: 13.

### FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 18, 2025

**SUBJECT: ADDRESSING THE FISCAL CLIFF**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING status report on the Workplan to Address the Fiscal Cliff; and
- B. ADOPTING the Principles for Addressing the Fiscal Cliff (Attachment A).

#### **ISSUE**

Metro's near-term forecast is developed based on the availability of eligible funding. The projected shortfall will depend on the availability of these funding sources. As Metro continues to monitor the funding uncertainties and as newer information becomes available, a comprehensive assessment will be conducted to evaluate funding, schedule and scope to mitigate the impacts of any losses or interruptions in funding. The mitigation strategies will be dependent on the type of shortfalls and the eligible funding available. Through the Equitable Zero-Based Budget (EZBB) process, the FY26 Budget is balanced and is structured to continue investments in an expanding rail system, enhancing the customer experience and keeping projects moving.

However, Metro's near-term forecast does signal financial challenges ahead with a cumulative financial gap in Metro Transit of \$100 million by FY27, that grows to \$2.3 billion by FY30 due to major cost drivers projected to outpace sales tax revenue growth under current economic assumptions. In addition, Metro is faced with large increasing capital project costs which further aggravate the financial challenges ahead. Given these significant challenges, at its April 2025 meeting, the Chair of the Finance, Budget, and Audit Committee, Director Sandoval, asked staff to develop a work plan for addressing the fiscal cliff as FY26 will be a critical time for the Board to consider major decisions for the FY27 Budget to change course on the projected deficit in the coming years.

This report outlines Metro's workplan and timeline, which will be incorporated into the upcoming budget cycle, and proposes principles to guide the workplan.

#### **BACKGROUND**

According to the Transit Center, transit agencies are facing a financial triple jeopardy - one-time payments from COVID-relief funding are drying up, fare collection has stabilized at well below pre-pandemic levels, and expenses are growing because of inflation, tight labor markets, and supply chain disruptions. As a result, most transit agencies are anticipating a steep, sudden operating budget deficit that will deepen annually, absent other forms of funding. While the FY26 Budget is balanced, it is important to acknowledge the inherent risks and uncertainties that could impact the financial trajectory as Metro looks ahead. Metro remains resolute in its commitment to addressing the fundamental cost drivers, while also maintaining a vigilant focus on the potential risks and uncertainties that may affect Metro in both the short and long term.

With the County and the City of Los Angeles confronting structural deficits and with many transit agencies taking measures to close immediate funding gaps, Metro adopted a balanced budget for FY26. Whereas the county, the city and other transit agencies rely heavily on general funds and state/federal funding, Metro relies heavily on local sales tax revenues.

### External Challenges

Looking ahead, several key challenges are emerging that require careful consideration and proactive management. These include potential fluctuations in federal funding, which could introduce significant volatility to Metro's financial planning. The ongoing effects of tariffs on procurement pricing continue to exert upward pressure on costs, while persistent inflationary trends contribute to the overall escalation of expenses. These external factors, coupled with the dynamic nature of the funding environment, underscore the need for flexible and adaptable fiscal strategies.

### Internal Challenges

In addition to these external challenges, there are several internal financial considerations that further complicate Metro's fiscal outlook. The ongoing expansion of the rail system necessitates substantial investment, placing strain on both operational and capital budgets. Moreover, rising capital costs-driven by construction and material prices increase further compound the financial pressure on Metro. The preparations for upcoming mega events also require a significant allocation of resources, further stretching Metro's financial capacity.

Together, these challenges present a complex financial landscape that requires strategic foresight, robust contingency planning, and ongoing financial discipline. Metro is committed to mitigating these risks through careful monitoring, targeted cost management, and a comprehensive approach to long-term financial sustainability. Metro will continue to refine its budgetary processes and engage in proactive risk management to achieve its goals while navigating these uncertainties.

However, Metro's near-term forecast does signal financial challenges ahead with a cumulative financial gap in Metro Transit of \$2.3 billion by FY30 due to major cost drivers projected to outpace sales tax revenue growth under current economic assumptions. In addition, Metro is faced with large increasing capital project costs which further aggravate the financial challenges ahead. Given the significance of these challenges, a Special Board Workshop was held in April to begin the discussion and layout of some of the challenges. Metro's goal is to mitigate these challenges with the objective



---

of preserving bus and rail service.

## **DISCUSSION**

The goal of this workplan is to mitigate potential financial risks by focusing on five key areas of concern:

- What is driving revenues?
- What is utilizing flexible funding sources, which includes General Fund?
- What is driving expenses?
- How are capital projects putting pressure on the fiscal cliff?
- What is in place for operational efficiencies?

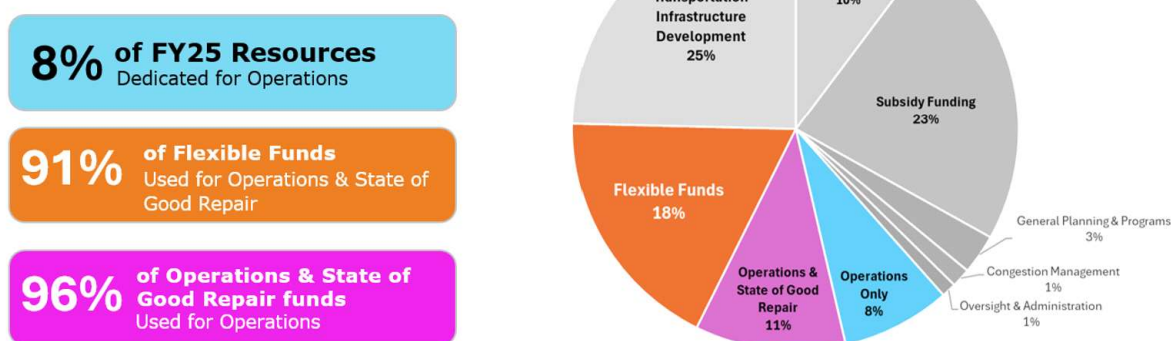
As the Regional Transportation Planning Agency for Los Angeles County, Metro is responsible for programming regional transportation funds to itself, the 88 cities and unincorporated areas of LA County, the subregional Councils of Governments (COGs), the County, other transit agencies and Caltrans. Metro is focused on improving mobility by delivering a comprehensive, multimodal plan of regional transportation projects and services covering public transit, commuter rail, paratransit, highway improvements, active transportation projects and other categories. Funding is provided by more than 130 different sources, each of which has specified eligibility and usage requirements that must be met. Metro's budget balances and maximizes the use of these fund sources based on eligibility, funding agreements and Board-established priorities.

## **Revenues**

Metro has over 130 colors of funding that are summarized into three major categories: 1) Sales taxes, 2) Operating and Other Revenues, and 3) Capital and Bond Resources. Local Sales tax revenues make up close to two-thirds of Metro's financial structure. Operating and other revenues include passenger fares, tolls, and advertising revenues. Capital and Bond Resources include federal and state grant reimbursements, as well as bond proceeds. These resources are then grouped and assigned to programs based on their eligibility. The Figure below illustrates the resources grouped by eligibility and highlights those funds eligible for transit operations.

Figure 1

- > 130 colors of funds
- < 15 sources are dedicated for operations



With only 8% of resources dedicated solely for operations, Metro prioritizes the use of other eligible funding for operations. See Attachment B for Eligibility and allocations of FY26 Funding.

The current economic climate at the federal, state and local levels is magnifying the financial challenges outlined below. Over the last several months, the economic forecasting agencies we work with have dramatically lowered their taxable sales growth projections. Most of them are now expecting a slight decline in FY26 followed by slow growth out to 2030.

### General Fund

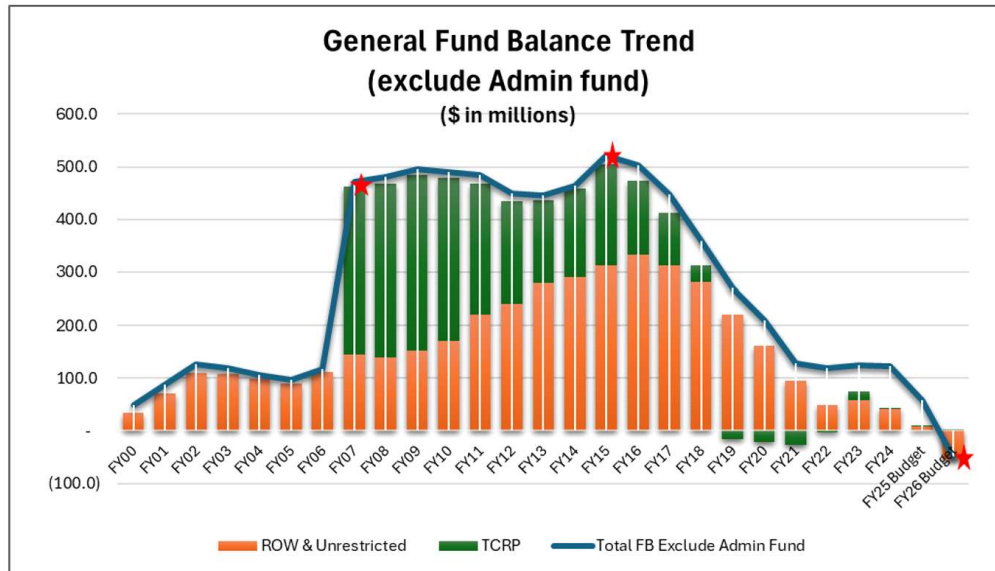
Metro's general fund includes activities that are not legally required to be accounted for in another fund. Metro's general fund revenues account for 1.41% of total governmental fund revenues. Close to 90% of the General fund resources are from ROW leases, LCFS Credit sales, and CNG credits. Metro's General Fund is in a downward trend (see Figure below) primarily due to the following:

1. State repayment: one-time infusion of TCRP funds have all been spent
2. General fund revenues are decreasing
  - a. LCFS prices have declined steadily since early 2021
  - b. CNG credits continue to decline as the bus fleet transitions to electric (and may be

phased out entirely by the current administration)

3. Increased demand for activities with no dedicated funding

Figure 2



See table below for projects drawing on General Fund:

Figure 3

FY26 Budget General Fund			
Project Name		ROW &	
		Unrestricted	Green
1	Revenue	\$ 16.8	\$ 14.5
2	Expenditures		
3	PROPERTY MANAGEMENT	38.1	
4	JOINT DEV 10K HOMES	12.2	
5	JOINT DEVELOPMENT	1.9	
6	SEED SCHOOL	6.1	
7	BIKESHARE PRGM O&M	8.2	
8	BIKE HUB/LOCKERS O&M	0.8	
9	GATEWAY CENTER (EAST)	5.7	
10	UNION STATION (WEST)	3.5	
11	UNION STATION (MASTER PLAN)	1.2	
12	THE HOUSING LAB (PILOT)	0.1	
13	ARTS DISTRICT/6TH ST STATION	1.0	
14	TRANSIT LEARNING CENTER	0.1	
15	SUSTAINABILITY Program		19.5
16	ZEB & Infrastructure		34.7
17	Total Expenditures	\$ 78.8	\$ 54.3
18	Over Draw of General Fund	\$ (61.9)	\$ (39.8)

At the end of FY26, the General Fund estimated negative fund balance is \$82.3 million. Flexible resources, such as fare revenues and Advertising will be needed to replenish the General Fund.

## Expenses

### Major Cost Drivers

This section outlines the major cost drivers impacting the near-term forecast. Every operational cost growth driver is anticipated to grow at a faster rate than sales tax revenues, further exasperating the situation.

- **Expansion** of the rail system will be more costly to operate in the future than operating at the same level of service today. The average cost of running one hour of rail is 2.2 times more than operating one hour of bus service.
- **Capital Cost** increases due to scope and project schedule changes may take away funding eligible for bus and rail operations if no alternative funding source is identified.
- **Cleaning Costs** are driven by Metro's strategic investment in comprehensive cleaning activities and the expansion of its Station Experience initiatives and implementing technological innovations, including expanding the ADA-accessible 'throne' bathrooms.
- **Labor Costs** reflect Metro's cost of sustaining our existing workforce, including the recent collective bargaining agreements (CBA).
- **Public Safety** due to rising contract law enforcement costs; coupled with the transition to Metro's comprehensive multi-layered and care-based framework to enhance public safety on the system, with a focus on promoting a safer environment and infrastructure for all riders.
- **Insurance/WC/PLPD** premiums are driven by the hard market. Metro has reinstated the

---

Operations Safety Steering Committee (OSSC), which meets quarterly to review risk exposure trends and evaluate mitigation measures.

- **Zero-Emissions Bus (ZEB) & Infrastructure** costs have slowed due to revised delivery assumptions; however, a major program funding gap remains.

### **Metro's Strategic Workplan**

In response to Director Sandoval's request, Metro has been developing a comprehensive strategic workplan across departments aimed at addressing the current and emerging challenges Metro faces. This plan is structured to align with our long-term fiscal objectives and will be executed through a series of key deliverables and milestones over the next two years:

#### **Ongoing:**

- **Monitoring and Assessment of Risks and Equity:** As part of ongoing efforts, Metro will continuously monitor potential risks and equity considerations. This will involve assessing emerging challenges and taking immediate mitigation actions as necessary, ensuring that Metro remains responsive and adaptable to changing conditions.

As part of its ongoing cost control efforts, Metro will implement robust management tools and controls, beginning with detailed program evaluations tied to project milestones and performance metrics. Through collaborative prioritization, Metro will strive to optimize operational funding and maximize the impact of limited resources across its portfolio of projects and initiatives.

These efforts include:

- Conducting quarterly budget variance reviews with management
- Strengthening requisition review parameters and approval processes
- Identifying opportunities for efficiency across all departments
- Evaluating grants and local match requirements
- Conducting ongoing performance reviews of new pilot programs and implementing adjustments to enhance performance

#### **Summer 2025:**

- **Detailed Report on Capital Cost Escalations - Program Management:** At the April 2025 Metro Board Workshop, staff reported capital cost escalations averaging 60% from original Measure R and Measure M estimates to the start of revenue service. Key drivers include evolving project scopes determined by Locally Preferred Alignments (LPA), bid pricing, environmental conditions, and integration with aging transit infrastructure.

As a first step toward mitigation, staff will itemize cost drivers by project to inform future scope, schedule, and budget decisions, while enhancing risk management in project development.

Detailed findings on recently completed transit infrastructure projects will be presented in

Summer 2025 to support Board consideration of targeted mitigation strategies.

- **Short Range Transportation Plan (SRTP) - Countywide Planning & Development:** The Short-Range Transportation Plan (SRTP) will be updated to reflect current needs and future priorities, ensuring alignment with regional transportation goals and Metro's evolving fiscal outlook. Several key developments have emerged since the last update that warrant reassessment:
  - Shifts in sales tax performance, grant availability, and broader economic conditions have introduced new fiscal uncertainties.
  - Updated cost estimates and changing market dynamics have affected capital project budgets and schedules, with inflation and supply chain disruptions posing ongoing delivery risks.
  - Operating expenditures are increasingly shaped by labor market conditions, service modifications, and inflationary pressures, while state and federal funding sources remain subject to volatility and evolving policy directives.

These factors will guide the revision of the SRTP, with updated forecasts and strategic recommendations anticipated for Board consideration in Summer/Fall 2025.

#### Fall 2025:

- **Commencement of Measure M (MM) Decennial Review and Assessment - Countywide Planning & Development:** Metro will initiate a comprehensive review of the Measure M (MM) plan, assessing its performance, progress, and alignment with both current needs and future projections. This review will evaluate the effectiveness of Measure M investments and their impact on regional mobility. It will also provide strategic insights into necessary adjustments and improvements to the long-term mobility framework, ensuring that Metro continues to meet the region's transportation needs while adhering to fiscal discipline and operational efficiency.

#### Winter 2025:

- **Near-Term Outlook Update - Strategic Financial Management:** Metro underscores the critical importance of strategic financial planning in executing transit investments and operational priorities. The Equitable Zero-Based Budget (EZBB) process will commence with the Near-Term Outlook, anchored by a comprehensive five-year financial forecast. This forecast will assess the economic landscape, revenue trends, ongoing programs, market cost pressures, Board-approved priorities, and major capital planning.
- **Resources Deep Dive - Strategic Financial Management:** Metro remains committed to optimizing the use of revenues in accordance with the ordinances governing fund eligibility. As resource projections form the foundation of our fiscal framework, the budget process will define development parameters based on key assumptions-including sales tax forecasts, operating revenues, grant funding, bond proceeds, and prior-year carryover. These assumptions will determine the pool of available resources for eligible projects and programs, guiding prudent and equitable fiscal decision-making.

### Spring 2026:

- **Equitable Zero-Based Budget (EZBB) Process for FY27 Budget Development - Strategic Financial Management:** Metro will continue to apply the Equitable Zero-Based Budgeting (EZBB) framework in the development of the FY27 Budget by establishing affordability thresholds across all programs based on available resources. The annual budget process will begin early in the calendar year with comprehensive program and cabinet reviews in collaboration with the CEO, aligning funding decisions with strategic priorities for the fiscal year ahead.

### Summer 2026:

- **MM Decennial Consideration - Countywide Planning & Development:** Following the completion of the review and assessment, Metro will present the findings and recommendations for the Measure M plan, ensuring that it continues to meet the evolving needs of the region and the Agency.

This strategic workplan serves as a proactive and structured approach to addressing the key challenges Metro faces. It aligns with our commitment to long-term fiscal health, operational efficiency, and equitable service delivery. Through disciplined execution and ongoing assessment, Metro will continue to serve as a leader for regional mobility while maintaining financial stability.

### EQUITY PLATFORM

As the Strategic Workplan advances, a strong commitment to equity will continue to guide Metro's approach and decisions. While addressing public safety, cleanliness, system expansion, labor equity, and environmental sustainability, Metro strives to create a transit system that is not only efficient and safe but also inclusive and equitable for all Los Angeles residents and riders.

Additionally, Metro's Equitable Zero-Based Budgeting (EZBB) process will undergo a significant refinement in the upcoming fiscal year through the implementation of the Agencywide Budget Equity Assessment (ABEA). The Office of Equity & Race (OER) will continue to lead the Equity Focused Communities (EFC) Budget Assessment.

### VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it reflects our commitment to equity and fiscal discipline. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports the following Metro Strategic Plan Goal:

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

## **NEXT STEPS**

Metro will continue to closely monitor the financial situation and work towards meeting the deliverables as presented in the comprehensive strategic workplan across departments.

## **ATTACHMENTS**

Attachment A - Guidelines for Addressing the Fiscal Cliff

Attachment B - Eligibility and Allocation of FY26 Funding


Prepared by:

Jeffrey Lopez, Sr. Manager, Budget, (213) 418-3183

Irene Fine, Deputy Chief Financial Officer (Interim), (213) 922-4420

Michelle Navarro, Deputy Chief Financial Officer (Interim), (213) 922-3056

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



Stephanie Wiggins  
Chief Executive Officer



## **GUIDELINES FOR ADDRESSING THE FISCAL CLIFF**

LA Metro is confronting a projected fiscal cliff with the potential to materially affect both operational funding and capital investment capacity. In response, Metro must adopt a proactive, strategic posture to safeguard the continuity of high-quality transit service, while exercising rigorous fiscal discipline and upholding its long-term financial sustainability.

These guidelines apply a results-driven financial framework that prioritizes investments based on strategic alignment and demonstrable public value. With the scarcity of resources available for transportation, these guidelines will work toward maximizing the effectiveness of existing resources. Through disciplined stewardship, Metro can sustain operational excellence, preserve public trust, and navigate fiscal constraints with integrity and foresight.

### **Guiding Principles**

- **Preserve Essential Services:**
  - Avoid reductions to core bus and rail service that disproportionately affect transit-dependent riders.
- **Prioritize Quality Service:**
  - Align decision-making with the most urgent concerns of riders that enhance the rider experience.

### **Measurable Outcomes**

- **Increase Ridership:**
  - Invest in improvements that have a measurable effect on growing systemwide ridership.
- **Reduce Crime & Enhance Safety:**
  - Fund initiatives that decrease criminal activity and enhance rider perceptions of safety.

In this period of fiscal uncertainty, it is imperative that LA Metro remains both fiscally prudent and mission driven. By advancing targeted, rider-focused strategies and aligning our investments with measurable outcomes, we can safeguard core services while upholding our commitment to fiscal integrity, equity, safety, and sustainable mobility. The Board's guidance is needed as we navigate this challenge with transparency, discipline, and a value-driven path forward to consider major decisions for the FY27 budget to change course on the projected deficit in the coming years.

## ELIGIBILITY AND ALLOCATION OF FY26 FUNDING

Dedicated Funding Sources by Program Type in FY26 Budget (\$ in millions)	
1 <b>Total FY26 Proposed Budget Resources</b>	<b>\$ 9,441.8</b>
2 Less: Highway and Regional Rail <sup>(1)</sup>	(1,020.2)
3 Less: Subsidy Funding	(1,813.6)
4 Less: General Planning & Programs <sup>(2)</sup>	(290.9)
5 Less: Congestion Management	(129.9)
6 Less: Oversight and Administration <sup>(3)</sup>	(101.7)
7 <b>Operations and Transit Capital Resources</b>	<b>\$ 6,085.5</b>

Resource Eligibility Split by Type (\$ in millions)	Operations Only		Ops/CIP		Ops/CIP/TID		TID Only		Total
	Amount	Cat. %	Amount	Cat. %	Amount	Cat. %	Amount	Cat. %	
8 Sales Tax, TDA & STA Resources	\$ 852.7	90.7%	\$ 326.2	28.9%	\$ 1,257.3	78.1%	\$ 1,115.0	46.3%	<b>\$ 3,551.2</b>
9 Operating and Other Resources	4.4	0.5%	0.0	0.0%	263.1	16.3%	0.0	0.0%	<b>\$ 267.5</b>
10 Grant and Bond Resources	82.8	8.8%	803.3	71.1%	89.6	5.6%	1,291.1	53.7%	<b>\$ 2,266.8</b>
11 <b>Total</b>	<b>\$ 939.9</b>		<b>\$ 1,129.5</b>		<b>\$ 1,610.1</b>		<b>\$ 2,406.1</b>		<b>\$ 6,085.5</b>

Resource Allocation Split by Eligibility (\$ in millions)									
12 Metro Bus and Rail Operations	\$ 939.4	100.0%	\$ 1,110.9	98.4%	\$ 838.5	52.1%	\$ 0.0	0.0%	<b>\$ 2,888.8</b>
13 Capital Improvement Program	0.0	0.0%	18.6	1.6%	590.2	36.7%	0.0	0.0%	<b>\$ 608.8</b>
14 Transit Infrastructure Development	0.0	0.0%	0.0	0.0%	76.1	4.7%	2,142.2	89.0%	<b>\$ 2,218.3</b>
15 Debt Service <sup>(4)</sup>	0.5	0.0%	0.0	0.0%	105.3	6.5%	263.9	11.0%	<b>\$ 369.6</b>
16 <b>Total</b>	<b>\$ 939.9</b>		<b>\$ 1,129.5</b>		<b>\$ 1,610.1</b>		<b>\$ 2,406.1</b>		<b>\$ 6,085.5</b>

Note: Totals and percentages may not add up due to rounding.

<sup>(1)</sup> Includes Highway and Regional Rail debt service.

<sup>(2)</sup> Includes \$25.0M General Fund revenues for Bike, Parking and Union Station expenses. Also includes Prop A35 debt service for Union Station acquisition.

<sup>(3)</sup> Includes \$6.1M General Fund revenues for Transit School subsidy.

<sup>(4)</sup> Net of Highway, Regional Rail and Union Station debt service.





# ADDRESSING THE FISCAL CLIFF

June 18<sup>th</sup>, 2025| FINANCE, BUDGET, AND AUDIT COMMITTEE







## External Pressures

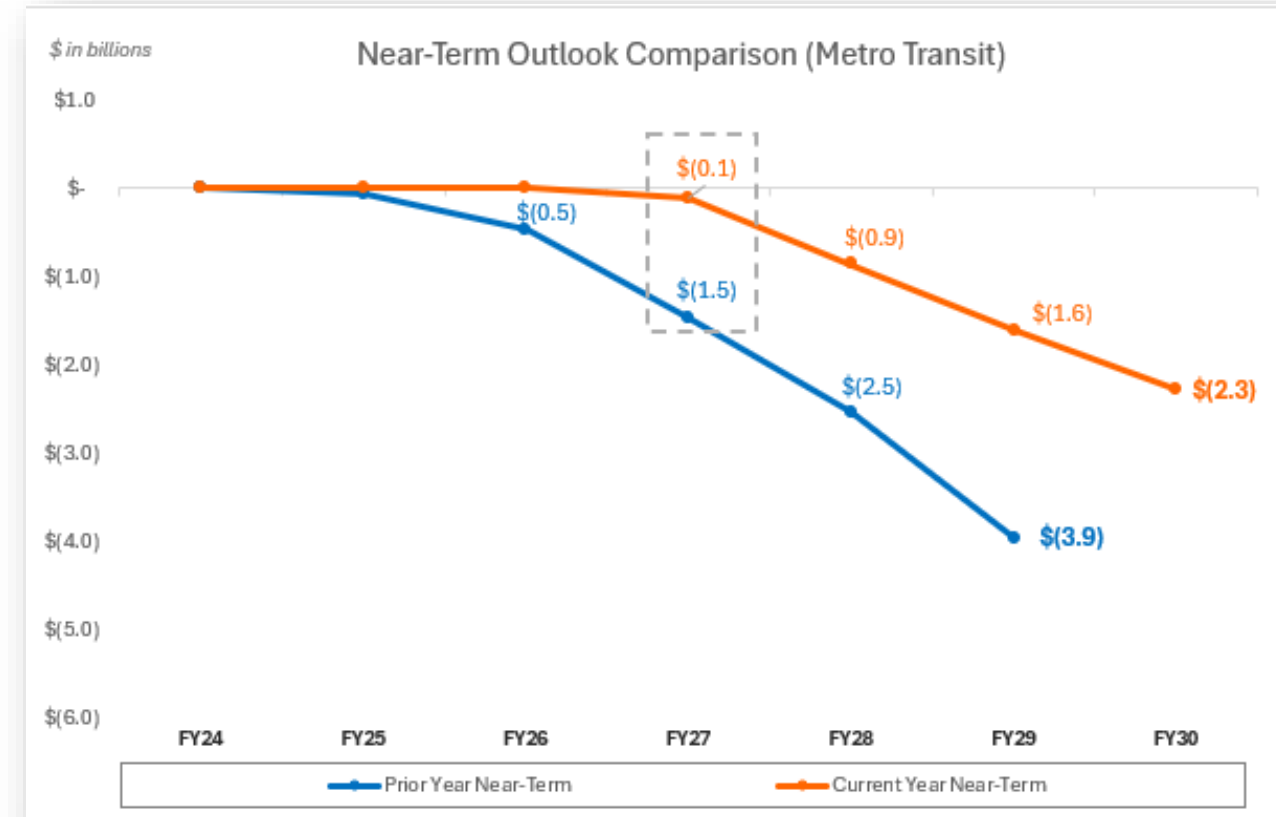
- **Federal Funding Uncertainty**
  - Uncertainty may disrupt long-term financial planning
- **Tariff-Driven Procurement Costs**
  - Raising material and equipment costs
- **Persistent Inflation**
  - Increasing pressure on operating and capital expenses
- **Volatile Funding Environment**
  - Demands adaptable and responsive fiscal strategies

## Internal Pressures

- **Rail System Expansion**
  - Adds sustained pressure on capital and operations
- **Rising Capital Costs**
  - Driven by rising construction and material prices
- **Preparation for Mega Events**
  - Short-term resource strain across the agency

## **Focus on 5 key areas:**

1. What is driving revenues?
2. What is utilizing flexible funding sources, which includes General Fund?
3. What is driving expenses?
4. How are capital projects putting pressure on the fiscal cliff?
5. What is in place for operational efficiencies?



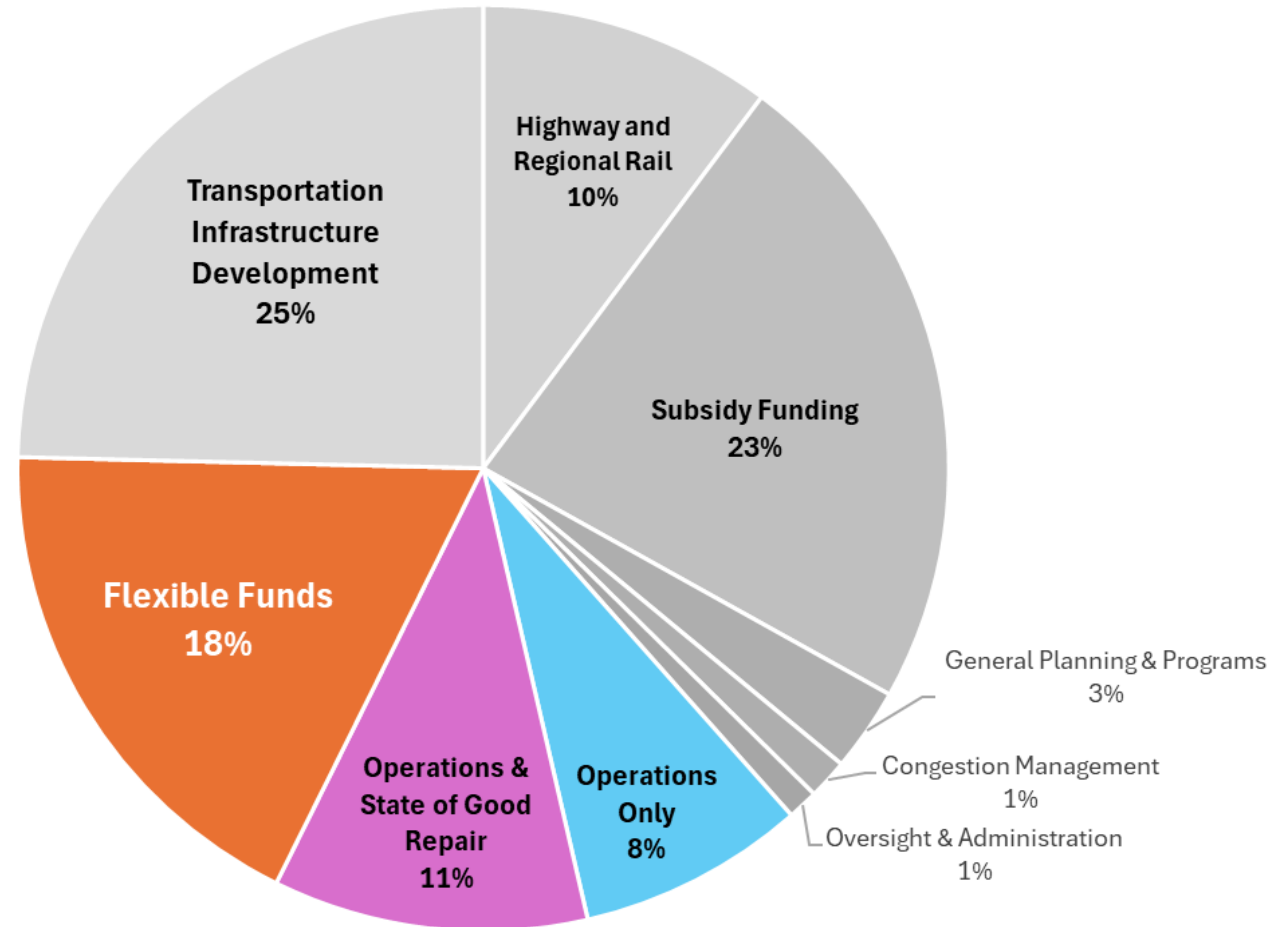
**Note:** These figures do not include cost assumptions for the 2028 Games.

- > 130 colors of funds
- < 15 sources are dedicated for operations

**8%** of FY25 Resources  
Dedicated for Operations

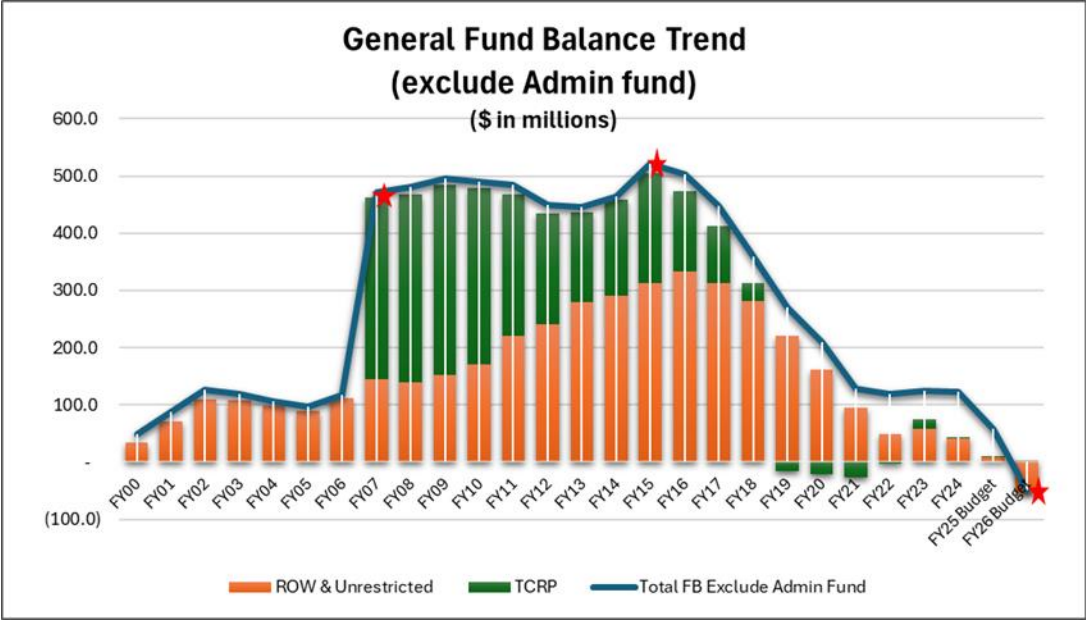
**91%** of Flexible Funds  
Used for Operations & State of  
Good Repair

**96%** of Operations & State  
Good Repair funds  
Used for Operations



## Metro’s General Fund

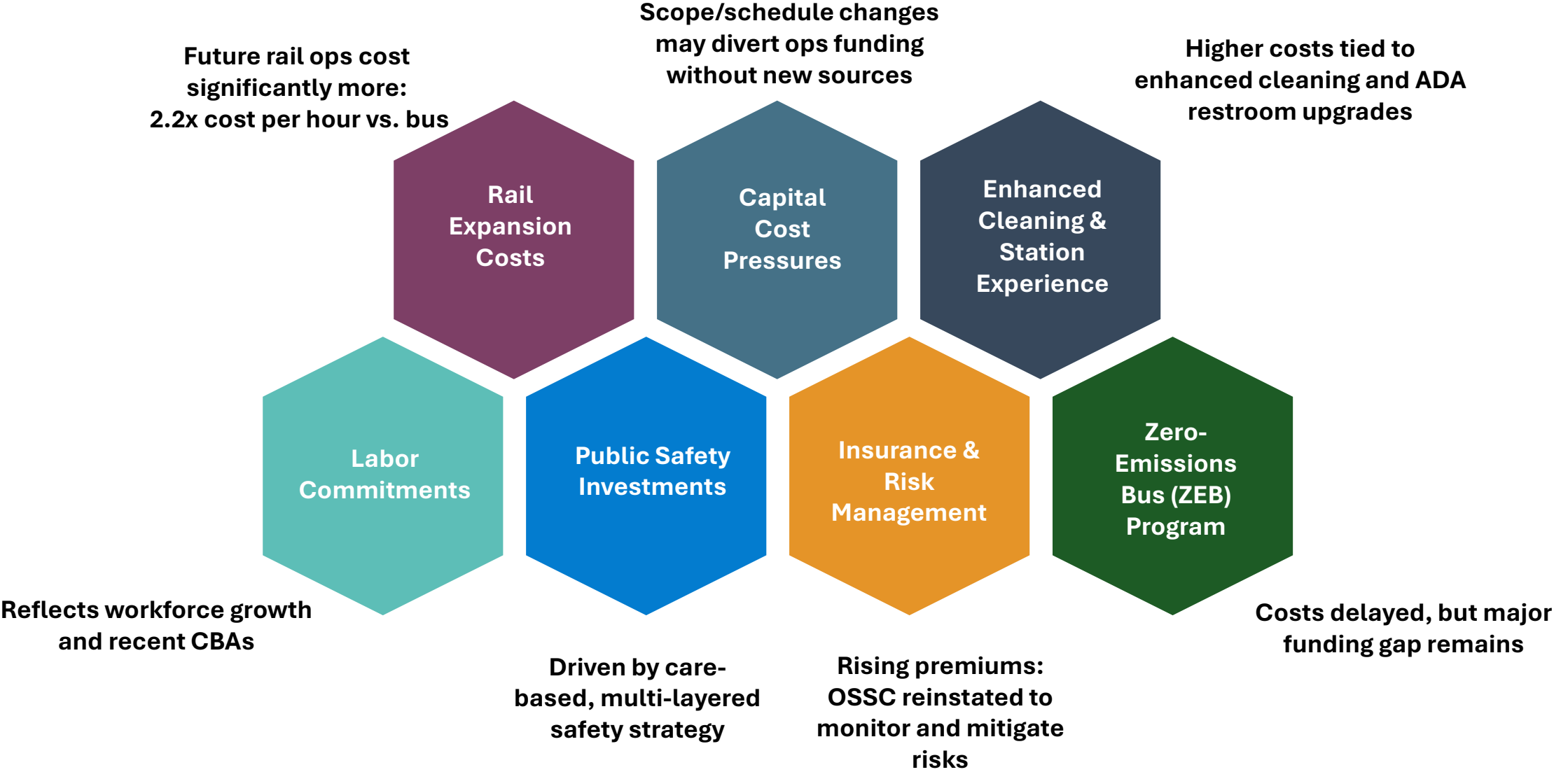
- Covers activities not assigned to other funds
- Projecting negative fund balance at end of FY26



- Downward trend
  - Revenues declining
  - Growing demand for unfunded activities

## Projects drawing on General Fund

FY26 Budget General Fund			
		ROW &	
		Unrestricted	Green
Project Name			
1	Revenue	\$ 16.8	\$ 14.5
2	Expenditures		
3	PROPERTY MANAGEMENT	38.1	
4	JOINT DEV 10K HOMES	12.2	
5	JOINT DEVELOPMENT	1.9	
6	SEED SCHOOL	6.1	
7	BIKESHARE PRGM O&M	8.2	
8	BIKE HUB/LOCKERS O&M	0.8	
9	GATEWAY CENTER (EAST)	5.7	
10	UNION STATION (WEST)	3.5	
11	UNION STATION (MASTER PLAN)	1.2	
12	THE HOUSING LAB (PILOT)	0.1	
13	ARTS DISTRICT/6TH ST STATION	1.0	
14	TRANSIT LEARNING CENTER	0.1	
15	SUSTAINABILITY Program		19.5
16	ZEB & Infrastructure		34.7
17	Total Expenditures	\$ 78.8	\$ 54.3
18	Over Draw of General Fund	\$ (61.9)	\$ (39.8)





- Detailed Report on Capital Cost Escalations
- Short Range Transportation Plan (S RTP)

- Near-Term Outlook Update: Incorporate most current financial and economic assumptions
- Resources Deep Dive: Including sales tax analysis

- MM Decennial Consideration

Summer  
2025

Fall 2025

Winter  
2025

Spring  
2026

Summer  
2026

Ongoing

- Commencement of Measure M (MM) Decennial Review and Assessment

Equitable Zero-Based Budget (EZBB) Process for FY27 Budget Development:

- Affordability Thresholds based on resources available
- Cost control efforts
- Detailed program evaluations
- Collaborative prioritization

- Monitor and assess risks, take mitigation actions more immediately as necessary





## Guiding Principles



- **Preserve Essential Services:**
  - Avoid reductions to core bus and rail service that disproportionately affect transit-dependent riders.
- **Prioritize Quality Service:**
  - Align decision-making with the most urgent concerns of riders that enhance the rider experience.

## Measurable Outcomes



- **Increase Ridership:**
  - Invest in improvements that have a measurable effect on growing systemwide ridership.
- **Reduce Crime & Enhance Safety:**
  - Fund initiatives that decrease criminal activity and enhance rider perceptions of safety.

## Adopt Guidelines for Addressing the Fiscal Cliff

- Apply results-driven financial framework that prioritizes investments
- Guidelines work toward maximizing effectiveness of available resources
- Critical time for Board to consider major decisions to mitigate projected deficits in the coming years