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Agenda - Final

Wednesday, June 15, 2022

1:30 PM

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Finance, Budget and Audit Committee

Kathryn Barger, Chair

Paul Krekorian, Vice Chair

Mike Bonin

Fernando Dutra

Holly Mitchell

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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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.

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

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

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

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

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x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

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The Committee Meeting begins at 1:30 PM Pacific Time on June 15, 2022; you may join the call 5 minutes prior to the start of the meeting.

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

Instrucciones para comentarios publicos en vivo:

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La Reunion de la Junta comienza a las 1:30 PM, hora del Pacifico, el 15 de Junio de 2022. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-251-2949 y ingrese el codigo
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Written Public Comment Instruction:

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

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

Email: BoardClerk@metro.net

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Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 13 and 14.

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

CONSENT CALENDAR

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

[2022-0225](#)

RECOMMENDATION

CONSIDER:

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

Attachments: [Attachment A - Proj. Summ. '22 for Proposed New Capital Reserve Accts](#)

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

[2022-0194](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to \$300 million in limits at a cost not to exceed \$23 million for the 12-month period effective August 1, 2022, to August 1, 2023.

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

NON-CONSENT

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

[2022-0318](#)

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2022-23 Transportation Development Act (TDA) Article 8 funds estimated at \$37,668,206 as follows:
- In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$220,402 may be used for street and road projects, or transit projects, as described in Attachment A;
 - In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$8,952,102 and \$8,658,196 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 - In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$12,291,694 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
 - In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$7,545,812 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and
- B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

Attachments: [Attachment A - FY23 Proposed Findings and Recommendations](#)
[Attachment B - TDA 8 Apportionments FY21-22](#)
[Attachment C - FY2022-23 TD Article 8 Resolution](#)
[Attachment D - History and Definitions TDA 8](#)
[Attachment E - FY23 TDA Article 8 Public Hearing Process](#)
[Attachment F - Summary of the Comments FY23](#)
[Attachment G - Summary of Recommendations and Actions Taken FY23](#)
[Attachment H - Proposed Recommendation of SSTAC FY23](#)

16. SUBJECT: FISCAL YEAR 2022-23 TRANSIT FUND ALLOCATIONS

[2022-0313](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.9 billion in FY 2022-23 (FY23) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchanges in the estimated amount of \$3,323,653 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- C. APPROVING fund exchanges in the estimated amount of \$975,482 of Metro's Prop C 40% allocation with Antelope Valley, Santa Clarita, Burbank and Pasadena's shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund exchange in the amount of \$ 170,195 of Metro's TDA Article 4 allocations with La Mirada Transit's share of FY17 Federal Section 5307 and \$199,062 of Metro's TDA Article 4 allocations with Arcadia Transit's share of FY17 Federal Section 5307;
- E. APPROVING Two-year lag funding for \$842,476 to Torrance Transit, Commerce Transit, and Long Beach Transit for the transitioned services from Metro as follows:
 - 1. The transfer of Metro Line 256 to City of Commerce Municipal Bus Lines consisting of 102,930 Revenue Miles and corresponding fundings in the amount of \$184,608;
 - 2. The transfer of a portion of Metro Line 130 to Torrance Transit consisting of 231,006 Revenue Miles and corresponding funding in the amount of \$414,163;
 - 3. The transfer of the eastern segment of Metro line 130 to Long Beach Transit consisting of 135,893 Revenue Miles and corresponding funding in the amount of \$243,705;
- F. APPROVING base funding increase from \$6.0 million to \$7.4 million in FY23 for Tier 2 Operators to accommodate local fund exchanges of American Recovery Plan Act (ARPA) Funding as approved by the

LACMTA Board of Directors;

- G. APPROVING the execution of \$9.2 million local fund exchanges as appropriate to implement the Board approved ARPA allocations;
- H. 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;
- I. APPROVING fund exchanges in the amount totaling \$17.1 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- J. AUTHORIZING the Chief Executive Officer to adjust FY23 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY23 budget as necessary to reflect the adjustment;
- K. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY23 Taxi Voucher component of the LIFE Program;
- L. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment B);
- M. APPROVING the reallocation of \$10 million in greater than anticipated FY22 Federal Section 5307 funds, plus additional allocations of \$5 million in FY24 and \$5 million in FY26 Federal Section 5307 funds in support of Local Operators Capital Requirements (Attachment C);
- N. APPROVING fund exchange of FY22 Federal Section 5307 funds in the amount of \$10 million allocated to Local Operators with other local funds as appropriate to accelerate grant approval and disbursement of funds by the Federal Transit Administration; and
- O. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

-
- Attachments:** [Attachment A - FY23 Transit Fund Allocations](#)
[Attachment B - TDA and STA Resolution](#)
[Attachment C - FY22 Federal Final Actual Transit Fund Allocations](#)
[Attachment D - Summary of Significant Info, Methodologies and Assumptions](#)

17. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2023 [2022-0341](#)
BUDGET

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$156,094,281 for FY23. This amount includes:
1. Local funds for operating and capital expenses in the amount of \$153,651,022;
 2. Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,443,259; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

- Attachments:** [Attachment A - FY23 Access Services ADA Program
Presentation](#)

18. SUBJECT: FY 2022-23 METROLINK ANNUAL WORK PROGRAM [2022-0255](#)
BUDGET

RECOMMENDATION

CONSIDER:

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) FY 2022-23 Operating, Rehabilitation, and Capital Budget in the amount of \$171,180,124;
- B. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program and Capital projects as follows:
- FY 2014-15 extended from June 30, 2023 to June 30, 2024 - \$3,423
 - FY 2016-17 extended from June 30, 2023 to June 30, 2024 - \$286,000
 - FY 2018-19 extended from June 30, 2023 to June 30, 2025 -

\$1,651,187

- 94SCRALINK extended from June 30, 2023 to June 30, 2024 - \$245,242
- 94-DORANSCRRA extended from June 30, 2022 to June 30, 2023 - \$137,029
- 94SCRRAMRLUS extended from June 30, 2022 to June 30, 2023 - \$69,725
- MRBRIGHTRX extended from June 30, 2022 to June 30, 2023 - \$226,990;

C. APPROVING the FY23 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 the SCRRA for the approved funding.

Attachments: [Attachment A - Metrolink FY 2022-23 Budget Transmittal](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0357](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2022-0225, File Type: Formula Allocation / Local Return

Agenda Number: 13.

FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 15, 2022

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

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

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

ISSUE

A local jurisdiction may need additional time to accumulate sufficient funding to implement a project, or to avoid lapsing of funds. This year, similar to last year, many cities may require a lapsing extension due to the limited spending caused by project shut down during the Safer at Home Order.

BACKGROUND

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

DISCUSSION

Findings

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 utilizes 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 utilizes 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 to allow Los Angeles County local jurisdictions to extend the life of their Local Return revenue to accommodate longer term financial and planning commitments for specific capital projects.

Should Local Return funds lapse due to time constraints, per Local Return Guidelines, those lapsed funds would then be returned to LACMTA 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.

DETERMINATION OF SAFETY IMPACT

Approval of the new Capital Reserve Accounts will allow for projects such as, Transit Center, Intersection, and Street and Road improvements, that would provide for additional safety features in local communities. (See Attachment A for a detailed list of projects.)

FINANCIAL IMPACT

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

Impact to Budget

Adoption of staff recommendations would have no impact on the LACMTA Budget as these funds have been previously disbursed to the cities.

EQUITY PLATFORM

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. The projects referenced in the Capital Reserve Project Summary (Attachment A) are expected to provide benefits to people walking, biking, and taking transit, including those with disabilities. Through the process of public input and engagement, local decision making and project implementation, cities and unincorporated areas of the county are empowered to appropriately and equitably address the needs of their communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

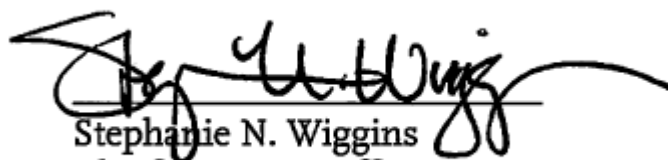
With Board approval of the recommendations, staff will negotiate and execute all necessary agreements between LACMTA and the listed cities for their Capital Reserve Accounts as approved. We will continue to monitor the accounts, including our annual Local Return audit, to ensure that the cities comply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

ATTACHMENTS

Attachment A - Project Summary for Proposed Capital Reserve Accounts

Prepared by: Susan Richan, Director, Budget, (213) 922-3017
Drew Phillips, Deputy Executive Officer, Finance, (213) 922-2109
Cosette Stark, Deputy Executive Officer, Finance, (213) 922-2822
Michelle Navarro, Senior Executive Officer, Finance, (213) 922-3056

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

PROJECT SUMMARY FOR PROPOSED NEW CAPITAL RESERVE ACCOUNTS

| JURISDICTION | PROJECT | AMOUNT | FUND | AGREEMENT TERMINATION/ REVIEW DATE |
|-----------------------|--|-------------|-------------------------------|--|
| City of La Puente | <p><u>Project:</u> Amar Road Complete Streets in partnership with LA County Public Works</p> <p><u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds</p> | \$3,000,000 | Prop C 20% Local Return | 6/30/27 |
| City of Montebello | <p><u>Project:</u> Montebello Station Enhancement Project on the Metro L Line (Gold Line) Eastside Transit Corridor Phase 2</p> <p><u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds</p> | \$6,000,000 | Prop A 25% Local Return | 6/30/27 |
| City of San Marino | <p><u>Project:</u> Huntington Drive/Sierra Hwy Blvd Bus Stop with ADA compliance</p> <p><u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds</p> | \$350,000 | Prop A 25% Local Return | 6/30/27 |
| City of Rolling Hills | <p><u>Project:</u> Capital Reserves for public access, pedestrian, ADA accessibility and parking striping</p> <p><u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds</p> | \$150,000 | Measure R 15% Local Return | 6/30/27 |
| | | \$150,000 | Measure M 17% Local Return | 6/30/27 |

**Board Report**

File #: 2022-0194, **File Type:** Program**Agenda Number:** 14.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 15, 2022****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 cost not to exceed \$23 million for the 12-month period effective August 1, 2022, to August 1, 2023.

ISSUE

Metro's Public Entity excess liability insurance policies (which includes transit rail and bus operations) expire August 1, 2022. Insurance underwriters will not commit to final pricing until roughly six weeks before our current program expires on August 1st. Consequently, we are requesting a not-to-exceed amount for this renewal pending final pricing and carrier selection. Without this insurance, Metro would be subject to unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

BACKGROUND

Our insurance broker, USI Insurance Services ("USI") is responsible for marketing the excess liability insurance program to qualified insurance carriers. Quotes are currently being received from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. The premium indications below are based upon current market expectations. Final pricing; however, is not available until approximately 30 days prior to binding coverage.

Metro established a program of excess liability insurance to protect against insured losses. Each year, Risk Management meets with USI to prepare for the upcoming marketing process and secure the data required to approach underwriters and obtain the most competitive coverage and pricing available.

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. Once established, an annual stewardship meeting is conducted in February to identify what data will be required including loss development, ridership projections, and revenue hour estimates. Risk

Management obtains status data including targeted completion dates of various projects to provide an accurate account of the present and future liability exposures within the agency.

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

USI provides a not-to-exceed number that serves two functions. First, the number provides an amount that 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. And second, the number allows our broker ample time to continue to negotiate with underwriters to ensure that Metro obtains the most competitive pricing available.

DISCUSSION

Staff and USI developed a 2022-2023 Public Entity excess liability insurance renewal strategy with the following objectives. First, our insurance underwriter marketing presentations emphasized the low risk of light rail and bus rapid transit services in addition to safety enhancements and pilot programs added over the past years in order to mitigate insurer's concerns with increased operating exposures. Second, we desired to maintain a continuing diversified mix of international and domestic insurers to maintain competition and reduce our dependence on any single insurance carrier. Third, we desired to obtain total limits of \$300 million while maintaining an \$8 million self-insured retention for rail claims and up to \$17.5 million for all other claims but were open to increasing our self-insured retention structure if needed to retain reasonable premium pricing.

USI is presenting Metro's submission to all potential insurers in the U.S., London, European and Bermuda markets representing over 25 carriers in order to create competition in all layers of our insurance program. Our broker communicated with principals in the markets starting in February of this year. Insurance executives both nationally and internationally articulated continuing increased underwriting discipline particularly for transportation and public entity risks. Insurers asked for detailed loss information on Metro claims and performed detailed actuarial valuations on our book of business to establish their premiums. We are awaiting final insurance quotes from carriers for the Public Entity policies from our broker.

Last year, we obtained \$300 million in Public Entity coverage with \$8 million retention for rail claims and \$10 million for all other claims with selected additional retention up to \$7.5 million. The relatively calm market we enjoyed for over 20 years changed drastically over the last four years. Extensive loss development specifically related to auto liability, caused the market to "harden" significantly the last several years resulting in less carrier capacity and higher premiums. The trend continues this year. "As we enter the second quarter of 2022, we expected to see more of a slowdown of the hard market conditions than what has materialized. Even with many carriers reporting improved loss ratios and record earnings, tightening capacity and rate increases are not quite behind us...", according to the State of the Market Q2-Q3 | 2022 report from Amwins.

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

public agencies, particularly in California, have been significantly worse than other states and carriers have been leaving the marketplace. A very limited pool of carriers is willing to even consider writing public entity policies. Metro is no exception primarily due to the size of our system and the fact that we are in Los Angeles County (considered to be a plaintiff-friendly jurisdiction). The loss development the carriers are experiencing on their accounts, including Metro, resulted in many of the carriers ceasing operations entirely in California, with some of them pulling out of the U.S. entirely. In 2020, Metro lost nearly \$100 million in capacity (including our lead incumbent carrier of many years). The loss in capacity resulted in Metro assuming additional risk in the first layer of coverage. Replacing retreating carriers of our program proved challenging. Metro's recent loss history has not proven stellar. Consequently, we anticipate another rate increase in our Public Entity general liability program premiums.

Metro's August 1st insurance placement will reflect higher insurance premiums necessitated by tightened underwriting guidelines and negative developments in auto liability losses. USI recommends a bifurcated program where Metro will retain an \$8 million self-insured retention on rail related risks. Our program also includes a self-insured retention of up to \$17.5 million for bus and other non-rail related risks. Carriers are not willing to insure Metro's bus operations risk for less retention. We were presented with several approaches within our bus program where Metro will retain a higher self-insured retention within the first layer to reduce our renewal premium. These quotes are still pending. USI will continue to seek options (including alternate retentions and quota share options) and more favorable premiums until our renewal date.

To put our renewal into perspective, a recent Chubb benchmark report provides the following insight: "In 2021, the forces fueling liability and loss trends grew even more powerful. Social inflation -- estimated to have increased commercial auto liability claims alone by more than \$8 billion in the last decade -- is exacerbated by surging social consciousness, ideological divides, and economic inflation, with the United States experiencing its highest inflation rate increase in over forty years. Litigation funding by third-party investors seeking portions from plaintiffs' recoveries reached \$17 billion in 2021, and the attractive returns from financing commercial lawsuits, mass torts, and other cases are drawing new categories of investors and facilitating more litigation. Meaningful tort reform does not appear to be coming to the rescue." (Chubb Liability Limit Benchmark & Large Loss Profile by Industry Sector 2022).

Attachment A provides an overview of the current Public Entity program, renewal options and estimated associated premiums, and the agency's loss history. The Recommended Program, Option B, includes total limits of \$300 million with a bifurcated retention and provides terrorism coverage at all levels. Attachment B shows the tentative program carriers selected and program structure.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for eleven months of \$18 million for this action is included in the FY23 Budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 300022 - Rail Operations - Blue

Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 300077 - Crenshaw Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). Additional funding of \$3 million required to cover premium costs beyond FY23 budgeted amounts will be addressed by fund reallocations during the year.

The remaining month of premiums will be included in the FY24 Budget request, cost center 0531, Risk Management - Non Departmental Costs, under projects under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 300077 - Crenshaw Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability).

Impact to Budget

The current fiscal year funding for this action will come from the Enterprise, General and Internal Service funds paralleling funding for the actual benefiting projects charged. No other sources of funds were considered because these are the activities that benefit from the insurance coverage. This activity will result in an increase to operating costs from the prior fiscal year.

EQUITY PLATFORM

There are no equity impacts anticipated as a result of this action.

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

Various deductibles and limits of coverage options were considered as outlined in Attachment A for the Public Entity program of insurance. Option A maintains the current \$300 million limits and bifurcates the program to achieve self-insured retentions (SIR) for bus and non-rail operations at \$10 million plus a 50% share of losses in the primary layer plus a \$2.5 million self-insured layer and a SIR for rail operations at \$8 million without any additional share of losses. The Option B structure increases Metro’s SIR for bus and non-rail operations to \$12.5 million plus a 50% share of losses in the primary layer with no self-insured layer. Option C increases the SIR to \$15 million plus a 50% share of losses in the primary layer for bus and non-rail operations. Option B is recommended as the most cost effective while retaining a reasonable amount of risk. Option A is not recommended given the estimated 50% increase in premium expense. Option C is not recommended since the reduction in premium does not justify the increased SIR.

NEXT STEPS

Upon Board approval of this action, we will advise USI to proceed with the placement of the excess liability insurance program outlined herein effective August 1, 2022.

ATTACHMENTS

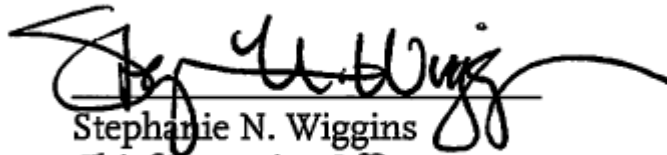
Attachment A - Options, Premiums and Loss History

Attachment B - Proposed Public Entity Carriers and Program Structure

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Options, Premiums and Loss History

Public Entity Program Insurance Premium and Proposed Options

| | CURRENT PROGRAM | OPTIONS (Estimated) | | |
|------------------------------|--|--|--|--|
| | | A | B | C |
| Self-Insured Retention (SIR) | \$8.0 mil rail, \$10.0 mil bus & other non-rail | \$8.0 mil rail, \$10.0 mil bus & other non-rail | \$8.0 mil rail, \$12.5 mil bus & other non-rail | \$8.0 mil rail, \$15.0 mil bus & other non-rail |
| Quota Share | Up to \$7.5 mil in \$25 mil bus & other non-rail layer | Up to \$7.5 mil in \$25 mil bus & other non-rail layer | Up to \$5.0 mil in \$25 mil bus & other non-rail layer | Up to \$5.0 mil in \$25 mil bus & other non-rail layer |
| Limit of Coverage | \$300 mil | \$300 mil | \$300 mil | \$300 mil |
| Terrorism Coverage | Yes | Yes | Yes | Yes |
| Premium | \$16.7 mil | \$25 mil | \$23 mil | \$22 mil |

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

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

ATTACHMENT B

Proposed Public Entity Carriers and Program Structure



USI Insurance Services
 NTE Liability Insurance Summary 2022 - 2023
 Los Angeles County Metropolitan Transportation Authority

| Excess Limit | | Layer(s) | | Participation | Carrier | Premium | |
|--|-------------------|----------------------------|--|---------------|-------------------------|--------------------------------|--|
| \$300M | Excess Liability | \$35 xs \$265M | | \$5,000,000 | Aspen | | |
| | | | | \$2,500,000 | Convex | | |
| | | | | \$4,000,000 | Ascot | | |
| | | | | \$2,500,000 | Inigo | | |
| | | | | \$6,000,000 | Canopus | | |
| | | | | \$5,500,000 | Ark | | |
| | | | | \$7,000,000 | Helix | | |
| | | | \$2,500,000 | Arcadian | | | |
| \$265M | Excess Liability | \$10M xs \$255M | | \$10,000,000 | Munich Re | | |
| \$255M | Excess Liability | \$40M xs \$215M | | \$10,000,000 | Liberty Specialty | | |
| | | | | \$10,000,000 | Chubb Bermuda Ins. Ltd. | | |
| | | | | \$10,000,000 | AIG | | |
| | | | | \$10,000,000 | AWAC | | |
| \$215M | Excess Liability | \$30M xs \$185M | | \$15,000,000 | Hiscox | | |
| | | | | \$5,000,000 | Convex | | |
| | | | | \$10,000,000 | Argo | | |
| \$185M | Excess Liability | \$75 xs \$110M | | \$10,000,000 | Aspen | | |
| | | | | \$7,500,000 | Apollo | | |
| | | | | \$5,000,000 | Ascot | | |
| | | | | \$7,500,000 | Canopus | | |
| | | | | \$10,000,000 | Argo | | |
| | | | | \$7,500,000 | Hamilton | | |
| | | | | \$15,000,000 | XL Bermuda Ltd. | | |
| | | | | \$2,500,000 | Convex | | |
| \$5,000,000 | Inigo | | | | | | |
| \$5,000,000 | Vantage | | | | | | |
| \$110M | Excess Liability | \$17.5M xs \$92.5M | | \$7,500,000 | Apollo | | |
| | | | | \$10,000,000 | Hamilton | | |
| \$92.5M | Excess Liability | \$17.5M xs \$75M | | \$7,500,000 | Sompo | | |
| | | | | \$5,000,000 | Ark | | |
| | | | | \$5,000,000 | Helix | | |
| \$75M | Excess Liability | \$10M xs \$65M | | \$10,000,000 | XL Insurance America | | |
| \$65M | Excess Liability | \$15M xs \$50M | | \$15,000,000 | AWAC | | |
| \$50M | Excess Liability | \$10M xs \$40M | | \$10,000,000 | Great American | | |
| \$40M | Excess Liability | \$15M xs \$25M | | \$4,000,000 | Hiscox | | |
| | | | | \$2,000,000 | Ascot | | |
| | | | | \$2,500,000 | Inigo | | |
| | | | | \$1,000,000 | MAP | | |
| | | | | \$2,000,000 | QBE | | |
| | | | | \$2,000,000 | Ark | | |
| \$25M | Primary Liability | \$17M Rail - Queens Island | \$12.5M Bus/All Other - Gemini/Lexington | \$17,000,000 | Queens Island | | |
| | | | | \$2,500,000 | Lexington | | |
| | | | | | | Gemini Quota Share w/Metro 50% | |
| | | | | | | | |
| \$8M Rail SIR Per Occurrence | | | | | | | |
| \$12.5M Bus/All Other SIR Per Occurrence | | | | | | | |
| Estimated Program Not-To-Exceed Total | | | | | | \$23,000,000.00 | |

Terrorism coverage is included above.



File #: 2022-0318, File Type: Resolution

Agenda Number: 15.

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 15, 2022

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

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2022-23
TDA ARTICLE 8 UNMET TRANSIT NEEDS**

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2022-23 Transportation Development Act (TDA) Article 8 funds estimated at \$37,668,206 as follows:
- In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$220,402 may be used for street and road projects, or transit projects, as described in Attachment A;
 - In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$8,952,102 and \$8,658,196 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 - In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$12,291,694 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
 - In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$7,545,812 may be used for street and road purposes and/or transit, as long as their transit needs continue to be met; and
- B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

ISSUE

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

BACKGROUND

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

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing 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 needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, Metro must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY 2022-23 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

DISCUSSION

Staff has followed state law in conducting public hearings and obtaining input from the SSTAC regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas. Attachment G summarizes the recommendations made and actions taken during FY 2021-22 (for the FY 2022-23 allocation estimates) and Attachment H is the proposed recommendations of the FY2022-23 SSTAC.

On May 11, 2022, the TDA Article 8 Hearing Board was convened on behalf of the Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Upon transmittal of the Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$37,668,206 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

EQUITY PLATFORM

The definition of Unmet Transit Needs is any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services. This process is set by the State and is approved by Caltrans prior to release of the funds. In April 2022, virtual public hearings were conducted in North County and Santa Clarita and an additional one in City of Avalon in conjunction with their council meeting. The public hearing notices were posted in the Daily News and La Opinión in each jurisdiction and the local papers in Antelope Valley, Santa Clarita, San Fernando Valley, Catalina Island, and Long Beach.

Additionally, staff sent flyers to all the businesses in the area. Santa Clarita Transit ran the notice on their system and had the notice posted in the public areas of the cities. Avalon included the posting in their social media outlets. Both hearings offered a Spanish interpreter.

At the conclusion of the comment period, staff convened the Social Service Transportation Advisory Council consisting of representatives from the senior (65 and older) and disability communities. Additionally, per law, staff included representatives from organizations/CBOs that assist seniors, people with low incomes, and people with disabilities. This meeting was a hybrid, with the option for attendees to participate in-person or online. A Spanish language translator was also on hand for this meeting.

Based on this public hearing process, no unmet transit needs were identified in the above jurisdictions. There are no equity impacts anticipated as a result of this action.

FINANCIAL IMPACT

The TDA Article 8 funds for FY 2022-23 are estimated at \$37,668,206 (Attachment B). The funding for this action is included in the FY23 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2 and 4. Per state requirement, the TDA funds are allotted to the municipal and Tier II operators to support the operation of their services countywide.

Also, under this project Metro function as the regional transportation planning agency was reviewed. The findings will assist in achieving Metro's Strategic Plan Goals number 2 and 4 by improving mobility, ease of travel and safety.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

ATTACHMENTS

- A. FY23 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY2022-23
- C. FY2022-23 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY23 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
- G. Summary of Recommendations and Actions Taken
- H. Proposed Recommendations of the FY2022-23 SSTAC

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Stephanie N. Wiggins
Chief Executive Officer

FY 2022-23 TDA ARTICLE 8

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

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

ANTELOPE VALLEY AREA

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

SANTA CLARITA VALLEY AREA

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

Los Angeles County Metropolitan Transportation Authority
FY 2022 ~~2023~~ TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

| AGENCY | POPULATION [1] | ARTICLE 8 PERCENTAGE | ALLOCATION OF TDA ARTICLE 8 REVENUE |
|-----------------------------|------------------------|-------------------------|---|
| Avalon | 3,973 | 0.58% | \$ 220,402 |
| Lancaster | 161,372 | 23.762% | 8,952,102 |
| Palmdale | 156,074 | 22.984% | 8,658,196 |
| Santa Clarita | 221,572 | 32.6357% | 12,291,694 |
| LA County Unincorporated | [2] 136,022 | <u>20.0319.99%</u> | <u>7,545,812</u> |
| Total | <u>679,013-680,319</u> | 100.00% | <u>\$37,668,20629,346,452</u> |

Estimated Revenues: \$37,668,20629,346,452

[1] Population estimates are based on State of California Department of Finance census 2021 data-report

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

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY MAKING A DETERMINATION AS TO
UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY
FOR FISCAL YEAR 2022-23**

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 Santa Clarita on April 13, 2022, Palmdale on April 13, 2022, Lancaster on April 13, 2022, Avalon on April 19, 2022, after sufficient public notice of intent was given, at which time public testimony was received; and

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

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

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

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

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.

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

NOW THEREFORE,

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

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 23, 2022.

COLETTE LANGSTON
LACMTA Board Clerk

DATED: June 23, 2022

History of Transportation Development Act (TDA) 8

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

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

Permanent Adoption of Unmet Transit Needs Definitions

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

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

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

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

ATTACHMENT E

TDA ARTICLE 8 PUBLIC HEARING PROCESS

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

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

Hearing Board

Staff secured the following representation on the FY 2022-23 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger; Steven Hofbauer, Mayor, City of Palmdale; Marvin Crist, Vice Mayor, City of Lancaster, represented the North County; Lauren Weste, Mayor, City of Santa Clarita represented Santa Clarita Valley.

Also, membership was formed on the FY 2022 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment G.

Hearing and Meeting Dates

Virtual public hearings were held by the hearing board for Lancaster, Santa Clarita and the North County area on April 13, 2022, as well as in Avalon in conjunction with the Council meeting on April 19, 2022. A summary sheet that includes the public testimony received at the hearings and the written comments received within two weeks after the hearings is in Attachment F.

The SSTAC met on May 9, 2022. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 11, 2022, meeting.

FY2022-23 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS
 SUMMARY TABULATION SHEET - ALL HEARINGS

| | | Santa Clarita | Antelope Valley | Avalon |
|----------|---|---------------|-----------------|--------|
| 1 | General increase in service, including longer hours, higher frequency, and/or more days of operation | | | |
| 1.1 | Morning/Evening commuter bus with limited stops to/from AV College to West Lancaster | | | |
| 1.2 | Service voids in west and southwest Palmdale | | 1 | |
| 1.3 | Liked the Poppy festival special route service | | 1 | |
| 2 | Scheduling, reliability, transfer coordination | | | |
| 2.1 | Route 3 and 7 to run every 30 mins | | | |
| 2.2 | Line one on schedule | | 1 | |
| 3 | Bus stop or shelter | | | |
| 3.1 | Use of solar lighting at bus stops | | | |
| 3.2 | Use of visual display for upcoming routes at bus stops | | | |
| 3.3 | Improve bus shelters, enlarge canopy area and make them more accessible | | 2 | |
| 3.4 | Adjust bus stop signage to improve readability by individuals in the wheelchair | | 1 | |
| 4 | Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center | | | |
| 4.1 | Easier wheelchair accessibility to services in Sierra Highway and O-8 | | | |
| 4.2 | Funding for Sierra Highway improvements | | | |
| 4.3 | Improve crosswalk on 10th and O-8 street | | 1 | |
| 4.4 | Bus pass discounts for homeless individuals | | 1 | |
| 5 | Other, statement - Support | | | |
| 5.1 | Like the Track It system | | 1 | |
| 5.2 | Lancaster Metrolink station should open the gates much earlier | | 1 | |
| | Sub-total: | - | 10 | - |

Totals -

10

Total of 10 comments extracted from verbal and written comments by 5 individuals



Board of Directors

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City of Lancaster

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Executive Director/CEO
Martin J. Tompkins

April 13, 2022

TDA Article 8 Hearing Board Chair
c/o Armineh Saint, Program Manager
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, California 90012

RE: Fiscal Year 2020/2021 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2021 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 there were no public comments received.

As mentioned at the previous hearing, AVTA was impacted profoundly by the onset of the COVID 19 Pandemic throughout most of 2020 and 2021. Numerous projects and system enhancements were postponed as a result. Now that the agency is experiencing some relief from the COVID mandates, we felt it would be worthwhile to provide updates on projects that were in progress at the time of last year's report.

Item # 1, Develop Stronger TOD districts adjacent to regional rail stations with comprehensive bus network connecting station downtowns with outlying communities: AVTA has maintained its continuity in working and coordinating with the jurisdiction partners City of Palmdale, City of Lancaster, and the County of Los Angeles, in developing new and improved transit hubs adjacent to the two Metrolink stations. The agency made dramatic capital improvements to its bus charging infrastructure and opened a new charging station at the North Metrolink station located at Lancaster Blvd. and Sierra Highway. It was completed in March 2021. These improvements provide for increased interconnectivity with the Metrolink stations and more efficient transfers to bus routes.

Item #2, Scheduling, Reliability, Transfer Coordination: As discussed previously, AVTA commissioned a system-wide Regional Transit Study which has resulted in recommendations for system-wide improvements to routes, schedules, and overall service enhancements. Now that both ridership and operator workforce numbers are slowly recovering back up to pre-COVID levels, the agency will begin reviewing portions of the new Regional Transit Plan in 2022, with a focus on improving route connectivity and service efficiency.

Item #3 Demand responsive service, Dial-a-ride availability: AVTA provides an agency-funded complementary paratransit service (Dial-a-Ride) in parallel to a similar service provided by LA County Access Services. Throughout 2021, AVTA encouraged its customers to use an enhanced feature for the DAR system that enables them to schedule their rides, monitor the arrival of their rides, and receive schedule updates using their smartphones. Although the traditional call center appointment method is available to customers that prefer it, or who do not own a smartphone, we have already seen appointments booked in greater numbers and with improved efficiency. AVTA's new-demand response micro-transit service in the East Los Angeles County area of the high desert, including Lake Los Angeles and Sun Village, uses an "Uber-like" hailing software to provide faster, more convenient service, reducing wait times from the current 1 ½ hour headways on the fixed-route service down to 20 to 40 minutes. The response has been extremely favorable and ridership continues to grow on this service mode. Future plans for that system include adding additional micro-transit vehicles and creating an expanded service area.

Item #4 Bus maintenance issues: By the end of 2020, AVTA's local fleet included 65 all-electric zero-emission buses and micro-transit vehicles, which logged over 4 million all-electric miles that year. In August of 2021, AVTA christened the first of 24 battery-electric zero-emission MCI commuter coaches, launching into service the first electric commuter coach in North America. By December 2021, the entire fleet was close to the 7 million mile mark and the journey to being the first 100% all-electric zero-emission transit agency was near completion. That achievement was celebrated on March 16, 2022, 18 years earlier than the requirement identified in California's important Innovative Clean Transit regulation.

Item #5 Service issues: Throughout the duration of the global COVID-19 pandemic, AVTA ridership suffered as Antelope Valley residents sought the safety of their homes and obeyed state and local lockdowns. In response to the lagging ridership, the agency made the decision to temporarily adopt a reduced Saturday Schedule for both systems in April 2021. This action allowed the agency to continue to provide service in a limited capacity until the ridership numbers began to recover. Additionally, in August 2021, AVTA eliminated five commuter morning and afternoon trips on its commuter routes to compensate for the low ridership. All normal pre-COVID service schedules were restored in September 2021.

April 13, 2022
Page 3 of 3

Community Outreach Efforts:

AVTA is dedicated to the community and to providing excellent customer service. Community outreach is a high-priority goal and we continually seek to improve our efforts.

- In 2022, AVTA will return to reviewing and implementing the year-long Regional Transit Plan (RTP) development project that was completed in 2020. This plan will be the strategic plan for the authority for the next 5 to 10 years in the future.
- In March 2021, AVTA worked with community partners to host a Spring Food Distribution, giving away groceries, fresh produce, and Easter swag bags for kids, and included on-site health professionals to answer questions related to COVID and administer vaccinations.
- In December 2021, AVTA worked with community partners to host a Holiday Food Drive and Toy Distribution, which benefitted thousands of local families in need. The toys and gifts were collected through donations to the AVTA annual Stuff-a-Bus Holiday Toy Drive.
- AVTA provided a special trip service to the Antelope Valley Fairgrounds COVID-19 vaccination center in 2021, to assist local residents in their efforts to get vaccinated and help stem the tide of the pandemic.
- In partnership with the Small Business Development Center, AVTA hosted quarterly DBE Certification Workshops (via Zoom) to help the woman and minority-owned small business owners learn how to expand their business opportunities and compete for government contracts by becoming a Disadvantaged Business Enterprise.

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

Sincerely,



Martin J. 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

March 13, 2022

Santa Clarita Valley Area
TDA Article 8 Hearing

The City of Santa Clarita continues its efforts to promote public transportation as a viable alternative to the automobile. Because of this continued effort, the only recommendation that resulted from the 2021 TDA Article 8 hearings was for the City to continue to evaluate funding opportunities for transit services.

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

- Completed construction on the Vista Canyon Transit Center. Despite some COVID related delays, construction was completed in late 2021.
- Continued construction of the Vista Canyon Metrolink Station. Construction began in late 2020 and is scheduled to be completed in the first quarter of 2023.
- Reintroduced the City's on-demand transit service and expanded the service area to the City boundaries. This pilot program was suspended a second time from August 2021 to November 2021 due to a second wave of COVID and staffing shortages.
- Took delivery of four CNG powered transit buses and two CNG powered Dial-A-Ride buses.
- Secured funding for the construction for Phase 1 of the hydrogen fueling infrastructure.
- Awarded a contract for the design and construction management of the hydrogen production infrastructure at the City's Transit Maintenance Facility.
- Issued a Request for Proposal (RFP) for Phase 6 of the City's bus stop improvement program. This phase included the replacement and installation of new solar powered bus arrive displays at 57 high traffic stops with the Santa Clarita Transit service area.



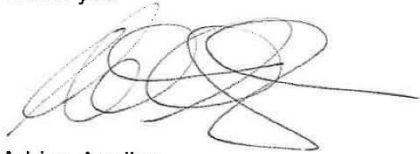
These are just a few of the accomplishments achieved by Santa Clarita Transit despite the challenges related to COVID over the past 12 months.

In the coming year, Santa Clarita Transit will be working toward:

- Awarding a contract for the construction of a hydrogen production plant and supporting hydrogen fueling infrastructure.
- Awarding a contract for two fuel cell buses.
- Assessing the effectiveness of the City's on demand pilot program.
- Assessing the overall demand for transit services to determine how to best meet the needs of the community in a post pandemic environment.

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

Thank you

A handwritten signature in black ink, appearing to read 'Adrian Aguilar', with a long horizontal stroke extending to the right.

Adrian Aguilar
Transit Manager

FY 2022-23 TDA ARTICLE 8

SSTAC PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

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

ANTELOPE VALLEY AREA

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

SANTA CLARITA VALLEY AREA

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



Board Report

File #: 2022-0313, File Type: Budget

Agenda Number: 16.

FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 15, 2022

SUBJECT: FISCAL YEAR 2022-23 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.9 billion in FY 2022-23 (FY23) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchanges in the estimated amount of \$3,323,653 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- C. APPROVING fund exchanges in the estimated amount of \$975,482 of Metro's Prop C 40% allocation with Antelope Valley, Santa Clarita, Burbank and Pasadena's shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund exchange in the amount of \$ 170,195 of Metro's TDA Article 4 allocations with La Mirada Transit's share of FY17 Federal Section 5307 and \$199,062 of Metro's TDA Article 4 allocations with Arcadia Transit's share of FY17 Federal Section 5307;
- E. APPROVING Two-year lag funding for \$842,476 to Torrance Transit, Commerce Transit, and Long Beach Transit for the transitioned services from Metro as follows:
 - 1. The transfer of Metro Line 256 to City of Commerce Municipal Bus Lines consisting of 102,930 Revenue Miles and corresponding fundings in the amount of \$184,608;
 - 2. The transfer of a portion of Metro Line 130 to Torrance Transit consisting of 231,006 Revenue Miles and corresponding funding in the amount of \$414,163;
 - 3. The transfer of the eastern segment of Metro line 130 to Long Beach Transit consisting of 135,893 Revenue Miles and corresponding funding in the amount of \$243,705;
- F. APPROVING base funding increase from \$6.0 million to \$7.4 million in FY23 for Tier 2 Operators to accommodate local fund exchanges of American Recovery Plan Act (ARPA) Funding as approved by the LACMTA Board of Directors;
- G. APPROVING the execution of \$9.2 million local fund exchanges as appropriate to implement the Board approved ARPA allocations;

- H. 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;
- I. APPROVING fund exchanges in the amount totaling \$17.1 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- J. AUTHORIZING the Chief Executive Officer to adjust FY23 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY23 budget as necessary to reflect the adjustment;
- K. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY23 Taxi Voucher component of the LIFE Program;
- L. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment B);
- M. APPROVING the reallocation of \$10 million in greater than anticipated FY22 Federal Section 5307 funds, plus additional allocations of \$5 million in FY24 and \$5 million in FY26 Federal Section 5307 funds in support of Local Operators Capital Requirements (Attachment C);
- N. APPROVING fund exchange of FY22 Federal Section 5307 funds in the amount of \$10 million allocated to Local Operators with other local funds as appropriate to accelerate grant approval and disbursement of funds by the Federal Transit Administration; and
- O. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements 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 FY23 prior to fund disbursement.

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

The Municipal operators, Burbank, and Pasadena 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.

BACKGROUND

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

DISCUSSION

In Los Angeles County, commuters continue to rely on public transit to get where they need to go, even as the COVID-19 pandemic has forced riders to maintain social distancing and other safety measures. Transit Operators have had to adapt

to a changing environment, adjusting service plans to respond to lower ridership and lack of available drivers during the pandemic which has forced agencies to cut bus service hours. In FY21, transit service levels were reduced to align service with on-street realities.

As more Americans get vaccinated and many start returning to workplaces, Metro staff believes that FY21 represents the re-baselined representation of the transit services and ridership index for LA County transit agencies. In consultation with the Bus Operations Subcommittee (BOS) members on March 15, 2022, Metro staff recommended to use FY21 vehicle service miles statistics to allocate State and Local funds and fare revenue data to be held constant at FY19 level. The current year, FY22 used a two-year average of service variables as the basis of the allocation in order to smooth the impacts of the COVID-19 pandemic. For federal grant allocations, Metro staff recommended the use of FY19 data to more accurately represent the need for future capital funding investments. BOS members concurred with Metro's recommendation on the assumption that the discussion will be continued next year to choose the best option for FY24.

Transit Fund Allocations

The recommended FY23 Transit Fund Allocations are developed according to federal, state, and local requirements, as well as policies and guidelines previously approved by LACMTA Board. Details of significant information, methodologies and assumptions are described in **Attachment D**.

The Tier 2 Operators Funding Program will receive \$7.4 million of funding from Proposition A 95% of 40% Discretionary growth over inflation. This allocation includes a total of \$1,353,230 in ARPA funding as approved by the LACMTA Board of Directors, and the ARPA funds will be exchanged with local funds.

The Sub-Regional Paratransit operators, Voluntary NTD Reporting agencies, Avalon Ferry, Avalon Transit Services and Hollywood Bowl Shuttle Services will receive \$ 9,206,853 in ARPA funding as approved by the LACMTA Board of Directors, and the ARPA funds will be exchanged with local funds.

At its April 2022 meeting, the BOS awarded \$360,000 a year for three years of Federal Section 5307 15% Discretionary fund to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. Funds will be exchanged with Metro's share of the Transportation Development Act (TDA) Article 4 fund.

Staff has reviewed the recommended allocations, related methodologies and assumptions with Metro operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS) and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS and LTSS have all formally adopted the recommended FY23 Transit Fund Allocations.

Low Income Fares is Easy (LIFE) Program

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

Reallocation of FY22 Actual Federal Section 5307 Capital Revenues

As a result of the Federal Infrastructure Investment and Jobs Act (IIJA), additional revenues have been allocated to Los Angeles County under Federal Section 5307 funds for FY22. This funding is estimated to equal approximately \$58.6 million, or 28%, above previously allocated levels. Staff, working with members of the BOS, Los Angeles County Municipal Operators Association (LACMOA), and the Alliance of Local Transit Operators, is recommending that \$10 million of these greater than anticipated revenues in FY22, and additional even-year allocations of \$5 million in FY24 and FY26 be made available to address 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. The currently eligible individual operators would receive an allocation approximately 23% greater than that originally approved by the Metro Board.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY23 Transit Fund Allocations are included in the FY23 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes LACMTA to disburse these funds to the Los Angeles County jurisdictions and transit operators.

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 FY23 Transit Fund Allocations referenced in Attachment A are expected to provide benefits to people walking, biking, and taking transit, including those with disabilities. Further, the LIFE program is targeted to assist transit riders with lower incomes to their mobility barriers. Through the process of public input and engagement, local decision making, and project implementation, cities and unincorporated areas of the county, and transit operators are empowered to appropriately and equitably address the needs of their communities.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY23 Transit Fund Allocations and instruct staff to use an alternative methodology for allocation. This alternative is not recommended as federal, state, and local requirements, as well as prior LACMTA Board policies and guidelines 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 LACMTA 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 - FY23 Transit Fund Allocations
- Attachment B - TDA and STA Resolution
- Attachment C - FY22 Federal Final Actual Transit Fund Allocations
- Attachment D - Summary of Significant Information, Methodologies and Assumptions

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



Stephanie N. Wiggins
Chief Executive Officer



Metro[®]

Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2023
TRANSIT FUND ALLOCATIONS
Proposed

July 1, 2022 – June 30, 2023

May 17, 2022

FY 2023
FIRST DRAFT
Transit Fund Allocations

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 |

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Bus Transit Subsidies

STATE AND LOCAL FUNDS

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PRELIMINARY REVENUE ESTIMATES

| STATE AND LOCAL | | FY23 Estimated Revenue | Carryover FY21 Budget vs Actual | Interest FY21 Actual | FY23 Total Funds Available | NOTE | FY22 Total Funds |
|--|-----------------------------------|------------------------|---------------------------------|----------------------|----------------------------|------|--------------------|
| Transportation Development Act: | | | | | | | |
| Planning & Administration: | | | | | | | |
| 1 | Planning - Metro | \$ 5,159,000 | | | \$ 5,159,000 | | \$ 4,325,000 |
| 2 | Planning - SCAG | 3,869,250 | | | 3,869,250 | | 3,243,750 |
| 3 | Administration - Metro | 3,909,692 | | | 3,909,692 | | 3,285,455 |
| 4 | Sub-total | 12,937,942 | | | 12,937,942 | | 10,854,205 |
| 5 | Article 3 Pedestrian & Bikeways | 2.0000% 10,059,241 | 1,067,999 | 17,074 | 11,144,314 | | 8,788,481 |
| 6 | Article 4 Bus Transit | 91.2399% 458,902,200 | 48,722,058 | 778,935 | 508,403,193 | | 401,289,100 |
| 7 | Article 8 Streets & Highways | 6.7601% 34,000,618 | 3,609,876 | 57,712 | 37,668,206 | | 29,346,452 |
| 8 | Total | 515,900,000 | 53,399,932 | 853,722 | 570,153,654 | | 450,278,238 |
| Proposition A: | | | | | | | |
| 9 | Administration | 5.0000% 51,590,000 | 6,660,104 | | 58,250,104 | | 45,393,434 |
| 10 | Local Return | 25.0000% 245,052,500 | n/a | | 245,052,500 | a | 205,437,500 |
| 11 | Rail Development | 35.0000% 343,073,500 | 44,289,692 | | 387,363,192 | | 301,866,337 |
| Bus Transit: | | | | | | | |
| 12 | 95% of 40% Capped at CPI 3.3000% | 40.0000% 269,348,521 | n/a | | 269,348,521 | b | 260,743,970 |
| 13 | 95% of 40% Over CPI | 103,131,279 | n/a | | 103,131,279 | c | 84,480,330 |
| 14 | Sub-total | 372,479,800 | - | | 372,479,800 | | 345,224,300 |
| 15 | 5% of 40% Incentive | 19,604,200 | 2,530,840 | | 22,135,040 | | 17,249,505 |
| 16 | Total | 1,031,800,000 | 53,480,636 | | 1,085,280,636 | | 915,171,076 |
| Proposition C: | | | | | | | |
| 17 | Administration | 1.5000% 15,477,000 | 1,998,155 | | 17,475,155 | | 13,618,005 |
| 18 | Rail/Bus Security | 5.0000% 50,816,150 | 6,560,610 | | 57,376,760 | | 44,712,448 |
| 19 | Commuter Rail | 10.0000% 101,632,300 | 13,121,220 | | 114,753,520 | | 89,424,897 |
| 20 | Local Return | 20.0000% 203,264,600 | n/a | | 203,264,600 | a | 170,405,000 |
| 21 | Freeways and Highways | 25.0000% 254,080,750 | 32,803,050 | | 286,883,800 | | 223,562,242 |
| 22 | Discretionary | 40.0000% 406,529,200 | 52,484,880 | | 459,014,080 | | 357,699,587 |
| 23 | Total | 1,031,800,000 | 106,967,916 | | 1,138,767,916 | | 899,422,179 |
| State Transit Assistance: | | | | | | | |
| 24 | Bus (PUC 99314 Rev Base Share) | 59,853,013 | 180,083 | 103,150 | 60,136,246 | d | 35,067,836 |
| 25 | Rail (PUC 99313 Population Share) | 45,986,108 | 400,076 | 114,167 | 46,500,350 | | 27,074,333 |
| 26 | Total | 105,839,121 | 580,159 | 217,317 | 106,636,596 | | 62,142,169 |
| SB 1 State Transit Assistance: | | | | | | | |
| 27 | Bus (PUC 99314 Rev Base Share) | 49,664,799 | 489,828 | 84,568 | 50,239,195 | d,e | 28,102,490 |
| 28 | Rail (PUC 99313 Population Share) | 38,158,328 | 591,696 | 93,584 | 38,843,608 | f | 21,699,472 |
| 29 | Total | 87,823,127 | 1,081,524 | 178,152 | 89,082,803 | | 49,801,962 |
| SB 1 State Of Good Repair | | | | | | | |
| 30 | Bus (PUC 99314 Rev Base Share) | 18,038,397 | 4,516,257 | 81,623 | 22,636,276 | e | 15,542,410 |
| 31 | Rail (PUC 99313 Population Share) | 13,859,212 | 3,576,090 | 26,357 | 17,461,658 | f | 11,927,983 |
| 32 | Total | 31,897,608 | 8,092,347 | 107,979 | 40,097,934 | | 27,470,393 |

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PRELIMINARY REVENUE ESTIMATES (continued)

| STATE AND LOCAL | | FY23 Estimated Revenue | Carryover FY21 Budget vs Actual | Interest FY21 Actual | FY23 Total Funds Available | N O T E | FY22 Total Funds |
|---|-----------|---------------------------|---------------------------------------|-------------------------|----------------------------------|------------------|-------------------------|
| Measure R: | | | | | | | |
| 33 Administration | 1.5000% | 15,477,000 | 2,015,165 | (258,844) | 17,233,321 | | 14,819,400 |
| 34 Transit Capital - "New Rail" | 35.0000% | 355,713,050 | 46,315,199 | (906,990) | 401,121,258 | | 319,702,958 |
| 35 Transit Capital - Metrolink | 3.0000% | 30,489,690 | 3,969,874 | 60,014 | 34,519,578 | | 26,767,032 |
| 36 Transit Capital - Metro Rail | 2.0000% | 20,326,460 | 2,646,583 | 153,650 | 23,126,692 | | 17,271,842 |
| 37 Highway Capital | 20.0000% | 203,264,600 | 26,465,828 | (772,268) | 228,958,160 | | 183,984,597 |
| 38 Operations "New Rail" | 5.0000% | 50,816,150 | 6,616,457 | 63,120 | 57,495,727 | | 44,338,398 |
| 39 Operations Bus | 20.0000% | 203,264,600 | 26,465,828 | 542,063 | 230,272,491 | | 177,536,341 |
| 40 Local Return | 15.0000% | 152,448,450 | n/a | n/a | 152,448,450 | a | 127,803,750 |
| 41 Total | | 1,031,800,000 | 114,494,932 | (1,119,255) | 1,145,175,678 | | 912,224,319 |
| Measure M: | | | | | | | |
| Local Return Supplemental & Administration: | | | | | | | |
| 42 Administration | 0.5000% | 5,313,770 | 685,645 | 539 | 5,999,954 | | 4,732,455 |
| 43 Supplemental transfer to Local Return | 1.0000% | 10,163,230 | n/a | n/a | 10,163,230 | a,g | 8,520,250 |
| 44 | Sub-total | 15,477,000 | 685,645 | 539 | 16,163,184 | | 13,252,705 |
| 45 Local Return Base | 16.0000% | 162,611,680 | n/a | n/a | 162,611,680 | a,g | 136,324,000 |
| 46 Metro Rail Operations | 5.0000% | 50,816,150 | 6,556,895 | 64,849 | 57,437,894 | | 44,203,302 |
| 47 Transit Operations (Metro & Municipal Providers) | 20.0000% | 203,264,600 | 26,227,580 | 419,296 | 229,911,476 | | 176,931,503 |
| 48 ADA Paratransit/Metro Discounts for Seniors & Students | 2.0000% | 20,326,460 | 2,622,758 | (78,078) | 22,871,140 | | 18,455,538 |
| 49 Transit Construction | 35.0000% | 355,713,050 | 45,898,264 | 171,867 | 401,783,182 | | 321,200,916 |
| 50 Metro State of Good Repairs | 2.0000% | 20,326,460 | 2,622,758 | 32,331 | 22,981,549 | | 17,940,323 |
| 51 Highway Construction | 17.0000% | 172,774,910 | 22,293,443 | (19,169) | 195,049,184 | | 162,719,276 |
| 52 Metro Active Transportation Program | 2.0000% | 20,326,460 | 2,622,758 | 24,935 | 22,974,153 | | 18,746,073 |
| 53 Regional Rail | 1.0000% | 10,163,230 | 1,311,379 | (32,467) | 11,442,142 | | 9,134,940 |
| 54 Total | | 1,031,800,000 | 110,841,480 | 584,104 | 1,143,225,584 | | 918,908,577 |
| 55 Total Funds Available | | \$ 4,868,659,856 | \$ 448,938,925 | \$ 822,019 | \$ 5,318,420,800 | | \$ 4,235,418,913 |
| Total Planning & Admin Allocations: | | | | | | | |
| 56 (Lines 4, 9, 17, 33 and 42) | | \$ 100,795,712 | \$ 11,359,069 | \$ (258,304) | \$ 111,896,476 | | \$ 89,417,499 |

Notes:

- a) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- b) Consumer price index (CPI) of 3.3% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.
- c) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- d) STA Revenue estimates (including SB1/STA) from the State Controller's office is reduced by 10% for the revenue base share and population-base share due to anticipated shortfall of FY23 revenue.
- e) In order to be eligible for SB1-SGR funding, eligible agencies must comply with various reporting requirements. SGR revenue estimates from the State Controller's Office is reduced by 10% due to anticipated shortfall of FY23 revenue.
- f) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.
- g) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

STATE AND LOCAL FUNDS

| Operators | Formula Allocation Procedure | | | | Proposition C 5% Security | Proposition C 40% Discretionary | Measure R | | Measure M | Senate Bill 1 | | Total | |
|-----------------------------|------------------------------|-----------------------|---|-----------------------|------------------------------|---------------------------------------|-----------------------|----------------------------|--------------|-----------------------|-------------------------|----------------------|-------------------------|
| | TDA Article 4 + Interest | STA + Interest | Proposition A 95% of 40 % Discretionary | Sub-Total FAP | | | 20% Bus Operations | Clean Fuel & Facilities | | STA | State of Good Repair | | |
| Included Operators: | | | | | | | | | | | | | |
| 1 | Metro Bus Ops | \$ 370,984,253 | \$ 44,361,104 | \$ 197,849,638 | \$ 613,194,996 | \$ 42,121,831 | \$ 24,923,334 | \$ 158,160,906 | \$ - | \$ 157,912,946 | \$ 34,506,408 | \$ 15,501,469 | \$ 1,046,321,890 |
| Municipal Operators: | | | | | | | | | | | | | |
| 2 | Arcadia | 649,251 | 50,043 | 224,140 | 923,435 | 3,858 | 103,344 | 178,418 | - | 178,138 | 38,926 | 17,487 | 1,443,606 |
| 3 | Claremont | 146,856 | 16,460 | 73,725 | 237,040 | 1,541 | 26,227 | 58,686 | - | 58,594 | 12,804 | 5,752 | 400,643 |
| 4 | Commerce | 462,628 | 46,268 | 391,840 | 900,736 | 24,796 | 1,244,651 | 164,959 | - | 164,700 | 35,990 | 16,168 | 2,551,999 |
| 5 | Culver City | 7,661,136 | 875,700 | 3,922,235 | 12,459,071 | 366,724 | 1,837,732 | 3,122,138 | - | 3,117,243 | 681,166 | 306,003 | 21,890,078 |
| 6 | Foothill Transit | 35,517,430 | 4,201,163 | 18,816,891 | 58,535,484 | 1,321,336 | 8,956,784 | 14,978,433 | - | 14,954,950 | 3,267,887 | 1,468,047 | 103,482,922 |
| 7 | Gardena | 7,023,418 | 803,274 | 3,597,842 | 11,424,535 | 259,483 | 2,218,482 | 2,863,918 | - | 2,859,428 | 624,829 | 280,695 | 20,531,371 |
| 8 | La Mirada | 288,301 | 12,224 | 54,753 | 355,278 | 2,503 | 19,478 | 43,584 | - | 43,515 | 9,509 | 4,272 | 478,138 |
| 9 | Long Beach | 32,053,804 | 3,628,053 | 16,493,649 | 52,175,505 | 3,057,135 | 9,144,335 | 12,935,117 | - | 12,914,838 | 2,822,091 | 1,267,781 | 94,316,801 |
| 10 | Montebello | 11,229,362 | 1,288,149 | 5,769,584 | 18,287,095 | 425,185 | 3,521,890 | 4,592,647 | - | 4,585,446 | 1,001,991 | 450,129 | 32,864,382 |
| 11 | Norwalk | 4,391,066 | 501,057 | 2,244,218 | 7,136,341 | 151,822 | 859,288 | 1,786,420 | - | 1,783,619 | 389,748 | 175,088 | 12,282,326 |
| 12 | Redondo Beach | 1,028,033 | 115,801 | 518,670 | 1,662,505 | 35,996 | 188,837 | 412,867 | - | 412,219 | 90,076 | 40,465 | 2,842,965 |
| 13 | Santa Monica | 27,832,582 | 3,197,272 | 14,320,490 | 45,350,345 | 1,088,936 | 5,957,484 | 11,399,253 | - | 11,381,382 | 2,487,007 | 1,117,249 | 78,781,655 |
| 14 | Torrance | 9,135,072 | 1,039,677 | 5,070,845 | 15,245,594 | 405,759 | 3,578,843 | 3,706,766 | - | 3,700,954 | 808,715 | 363,303 | 27,809,935 |
| 15 | Sub-Total | 137,418,939 | 15,775,142 | 71,498,883 | 224,692,963 | 7,145,074 | 37,657,374 | 56,243,205 | - | 56,155,028 | 12,270,738 | 5,512,439 | 399,676,821 |
| Eligible Operators: | | | | | | | | | | | | | |
| 16 | Antelope Valley | - | - | 5,840,121 | 5,840,121 | 198,045 | 1,785,658 | 3,577,126 | - | 3,571,518 | 780,432 | 350,597 | 16,103,496 |
| 17 | LADOT | - | - | 29,876,731 | 29,876,731 | 1,854,633 | 6,467,230 | 7,645,048 | - | 7,633,063 | 1,667,942 | 749,297 | 55,893,945 |
| 18 | Santa Clarita | - | - | 5,035,631 | 5,035,631 | 319,501 | 1,377,446 | 2,991,220 | - | 2,986,530 | 652,603 | 293,172 | 13,656,102 |
| 19 | Foothill BSCP | - | - | 6,467,657 | 6,467,657 | - | 599,534 | 1,654,985 | - | 1,652,391 | 361,073 | 162,206 | 10,897,845 |
| 20 | Sub-Total | - | - | 47,220,140 | 47,220,140 | 2,372,179 | 10,229,868 | 15,868,379 | - | 15,843,501 | 3,462,049 | 1,555,272 | 96,551,388 |
| Tier 2 Operators: | | | | | | | | | | | | | |
| 21 | LADOT Community Dash | - | - | 4,841,452 | 4,841,452 | - | - | - | - | - | - | - | 4,841,452 |
| 22 | Glendale | - | - | 1,450,906 | 1,450,906 | - | - | - | - | - | - | - | 1,450,906 |
| 23 | Pasadena | - | - | 962,342 | 962,342 | - | - | - | - | - | - | - | 962,342 |
| 24 | Burbank | - | - | 292,142 | 292,142 | - | - | - | - | - | - | - | 292,142 |
| 25 | Sub-Total | - | - | 7,546,842 | 7,546,842 | - | - | - | - | - | - | - | 7,546,842 |
| 26 | Lynwood Trolley | - | - | - | - | - | 233,639 | - | - | - | - | - | 233,639 |
| 27 | Total Excluding Metro | 137,418,939 | 15,775,142 | 126,265,865 | 279,459,946 | 9,517,253 | 48,120,882 | 72,111,584 | - | 71,998,530 | 15,732,787 | 7,067,710 | 504,008,691 |
| 28 | County of Los Angeles | | | | | | | | | | | 67,097 | 67,097 |
| 29 | Grand Total | \$ 508,403,193 | \$ 60,136,246 | \$ 324,115,503 | \$ 892,654,941 | \$ 51,639,084 | \$ 73,044,216 | \$ 230,272,491 | \$ - | \$ 229,911,476 | \$ 50,239,195 | \$ 22,636,276 | \$ 1,550,397,678 |

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

BUS TRANSIT FUNDING PERCENTAGE SHARES

| Operators | Vehicle Service Miles (VSM) FY21 Data (1) | Passenger Revenue (2) | Base Fare (2) | Fare Units (2) | Fare Units Prior to Fare Increase/decrease | Fare Units Used in FAP (3) | Sum 50% VSM + 50% Fare Units | Proposition A Base Share | DAR Cap Adjustment (4) | TDA/STA Share |
|---------------------------|--|-----------------------|---------------|--------------------|--|----------------------------|------------------------------|--------------------------|------------------------|---------------|
| Included Operators | | | | | | | | | | |
| 1 Metro Bus Ops.(5) | 56,982,000 | \$ 185,702,000 | \$ 1.75 | 106,115,429 | 197,161,600 | 197,161,600 | 127,071,800 | 73.7677% | 0.0000% | 73.7677% |
| 2 Arcadia DR | 31,836 | 5,087 | 0.50 | 10,174 | 72,829 | 72,829 | 52,333 | 0.0304% | 0.0000% | 0.0304% |
| 3 Arcadia MB | 167,449 | 7,290 | 0.50 | 14,580 | - | 14,580 | 91,015 | 0.0528% | 0.0000% | 0.0528% |
| 4 Claremont | 12,460 | 37,700 | 2.50 | 15,080 | 81,840 | 81,840 | 47,150 | 0.0274% | 0.0000% | 0.0274% |
| 5 Commerce | 265,067 | - | - | - | - | - | 132,534 | 0.0769% | 0.0000% | 0.0769% |
| 6 Culver City | 1,343,654 | 2,722,099 | 1.00 | 2,722,099 | 3,673,208 | 3,673,208 | 2,508,431 | 1.4562% | 0.0000% | 1.4562% |
| 7 Foothill | 9,847,355 | 13,270,666 | 1.75 | 7,583,238 | 14,221,000 | 14,221,000 | 12,034,178 | 6.9861% | 0.0000% | 6.9861% |
| 8 Gardena | 898,337 | 2,083,161 | 1.00 | 2,083,161 | 3,703,600 | 3,703,600 | 2,300,969 | 1.3358% | 0.0000% | 1.3358% |
| 9 La Mirada | 34,431 | 35,602 | 1.00 | 35,602 | - | 35,602 | 35,017 | 0.0203% | 0.0000% | 0.0203% |
| 10 Long Beach | 4,812,562 | 13,370,830 | 1.25 | 10,696,664 | 15,972,456 | 15,972,456 | 10,392,509 | 6.0331% | 0.0000% | 6.0331% |
| 11 Montebello | 1,524,218 | 3,675,867 | 1.10 | 3,341,697 | 5,855,556 | 5,855,556 | 3,689,887 | 2.1421% | 0.0000% | 2.1421% |
| 12 Norwalk | 776,472 | 1,179,834 | 1.25 | 943,867 | 2,094,068 | 2,094,068 | 1,435,270 | 0.8332% | 0.0000% | 0.8332% |
| 13 Redondo Beach DR | 26,902 | 12,084 | 1.00 | 12,084 | - | 12,084 | 19,493 | 0.0113% | 0.0000% | 0.0113% |
| 14 Redondo Beach MB | 323,349 | 301,087 | 1.00 | 301,087 | - | 301,087 | 312,218 | 0.1812% | 0.0000% | 0.1812% |
| 15 Santa Monica | 3,655,755 | 11,315,000 | 1.25 | 9,052,000 | 14,661,333 | 14,661,333 | 9,158,544 | 5.3167% | 0.0000% | 5.3167% |
| 16 Torrance | 1,446,281 | 2,054,200 | 1.00 | 2,054,200 | 4,510,000 | 4,510,000 | 2,978,141 | 1.7289% | 0.0000% | 1.7289% |
| 17 Sub-Total | 82,148,128 | 235,772,507 | | 144,980,962 | | 262,370,843 | 172,259,486 | 100.0000% | 0.0000% | 100.0000% |
| Eligible Operators | | | | | | | | | | |
| 18 Antelope Valley | 2,612,827 | 4,689,668 | 1.50 | 3,126,445 | 3,543,241 | 3,543,241 | 3,078,034 | 1.6684% | 0.0000% | 1.6684% |
| 19 Santa Clarita | 2,050,130 | 3,097,621 | 1.00 | 3,097,621 | - | 3,097,621 | 2,573,876 | 1.3951% | 0.0000% | 1.3951% |
| 20 LADOT Local | 2,152,230 | 2,802,798 | 0.50 | 5,605,596 | 6,727,520 | 6,727,520 | 4,439,875 | 2.4066% | 0.0000% | 2.4066% |
| 21 LADOT Express | 1,124,193 | 3,294,488 | 1.50 | 2,196,325 | 3,152,832 | 3,152,832 | 2,138,513 | 1.1591% | 0.0000% | 1.1591% |
| 22 Foothill - BSCP | 1,220,309 | 1,486,549 | 1.50 | 991,033 | 1,650,000 | 1,650,000 | 1,435,155 | 0.7719% | 0.0000% | 0.7719% |
| 23 Sub-Total | 9,159,689 | 15,371,124 | | 15,017,020 | | 18,171,214 | 13,665,452 | 7.4012% | 0.0000% | 7.4012% |
| 24 Total | 91,307,817 | 251,143,631 | | 159,997,982 | | 280,542,057 | 185,924,937 | | | |

Notes:

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

(2) In FY23, Fare units are held constant at FY19 level.

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

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

| Operators | TDA & STA % Shares | TDA Article 4 plus interest | | | STA Rev Base Share Plus Interest | Prop A Discretionary % Shares | Prop A Discretionary Allocations ⁽²⁾ | Total Formula Funds | Two Year Lag Funding ⁽³⁾ | |
|---|--|-----------------------------|------------------------------|----------------|----------------------------------|-------------------------------|---|-----------------------|-------------------------------------|--------------|
| | | Allocated | Fund Exchange ⁽¹⁾ | Net | | | | | | |
| Included Operators | | | | | | | | | | |
| 1 | Metro Bus Ops | 73.7677% | \$ 375,037,163 | \$ (4,052,910) | \$ 370,984,253 | \$ 44,361,104 | 73.7677% | \$ 197,849,638 | \$ 613,194,996 | \$ (842,476) |
| 2 | Arcadia DR | 0.0304% | 154,453 | | 154,453 | 18,269 | 0.0304% | 81,828 | 254,551 | |
| 3 | Arcadia MB | 0.0528% | 268,618 | 226,180 | 494,798 | 31,773 | 0.0528% | 142,312 | 668,884 | |
| 4 | Claremont | 0.0274% | 139,158 | 7,698 | 146,856 | 16,460 | 0.0274% | 73,725 | 237,040 | |
| 5 | Commerce | 0.0769% | 391,157 | 71,471 | 462,628 | 46,268 | 0.0769% | 391,840 | 900,736 | 184,608 |
| 6 | Culver City | 1.4562% | 7,403,333 | 257,803 | 7,661,136 | 875,700 | 1.4562% | 3,922,235 | 12,459,071 | |
| 7 | Foothill Transit | 6.9861% | 35,517,430 | - | 35,517,430 | 4,201,163 | 6.9861% | 18,816,891 | 58,535,484 | |
| 8 | Gardena | 1.3358% | 6,791,032 | 232,386 | 7,023,418 | 803,274 | 1.3358% | 3,597,842 | 11,424,535 | |
| 9 | La Mirada ⁽⁴⁾ | 0.0203% | 103,347 | 184,954 | 288,301 | 12,224 | 0.0203% | 54,753 | 355,278 | |
| 10 | Long Beach ⁽⁵⁾ | 6.0331% | 30,672,243 | 1,381,561 | 32,053,804 | 3,628,053 | 6.0331% | 16,493,649 | 52,175,505 | 243,705 |
| 11 | Montebello | 2.1421% | 10,890,259 | 339,103 | 11,229,362 | 1,288,149 | 2.1421% | 5,769,584 | 18,287,095 | |
| 12 | Norwalk | 0.8332% | 4,236,027 | 155,039 | 4,391,066 | 501,057 | 0.8332% | 2,244,218 | 7,136,341 | |
| 13 | Redondo Beach DR | 0.0113% | 57,531 | | 57,531 | 6,805 | 0.0113% | 30,480 | 94,816 | |
| 14 | Redondo Beach MB | 0.1812% | 921,474 | 49,028 | 970,502 | 108,996 | 0.1812% | 488,191 | 1,567,689 | |
| 15 | Santa Monica | 5.3167% | 27,030,343 | 802,239 | 27,832,582 | 3,197,272 | 5.3167% | 14,320,490 | 45,350,345 | |
| 16 | Torrance | 1.7289% | 8,789,624 | 345,448 | 9,135,072 | 1,039,677 | 1.7289% | 5,070,845 | 15,245,594 | 414,163 |
| 17 | Sub-Total | 100.0000% | 508,403,193 | - | 508,403,193 | 60,136,246 | 100.0000% | 269,348,521 | 837,887,959 | |
| Eligible Operators | | | | | | | | | | |
| Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI ⁽⁶⁾ | | | | | | | | | | |
| 18 | Antelope Valley ⁽⁷⁾ | 1.6684% | - | 342,986 | 342,986 | 1,003,315 | 1.6684% | 4,493,820 | \$ 5,840,121 | |
| 19 | Santa Clarita ⁽⁷⁾ | 1.3951% | - | 438,884 | 438,884 | 838,980 | 1.3951% | 3,757,767 | 5,035,631 | |
| 20 | LADOT Local | 2.4066% | 12,235,077 | | 12,235,077 | 1,447,221 | 2.4066% | 6,482,060 | 20,164,357 | |
| 21 | LADOT Express | 1.1591% | 5,893,153 | | 5,893,153 | 697,069 | 1.1591% | 3,122,152 | 9,712,375 | |
| 22 | Foothill - BSCP | 0.7719% | 3,924,364 | | 3,924,364 | 464,192 | 0.7719% | 2,079,101 | 6,467,657 | |
| 23 | Sub-Total | 7.4012% | 22,052,594 | 781,870 | 22,834,464 | 4,450,776 | 7.4012% | 19,934,900 | 47,220,140 | |
| 24 | Total FAP | | \$ 508,403,193 | | \$ 508,403,193 | \$ 60,136,246 | 107.4012% | \$ 269,348,521 | \$ 885,108,099 | \$ - |
| Proposition A Discretionary (95% of 40%) Growth Over CPI: | | | | | | | | | | |
| 25 | Revenue | | | | | | | \$ 103,131,279 | | |
| Uses of Fund: | | | | | | | | | | |
| 26 | Eligible Operators - Formula Equivalent Funds | | | | | | | 47,220,140 | | |
| 27 | Tier 2 Operators ⁽⁸⁾ | | | | | | | 7,546,842 | | |
| 28 | Total Uses of Funds | | | | | | | 54,766,982 | | |
| 29 | Proposition A Discretionary (95% of 40%) GOI Surplus (Shortfall) | | | | | | | 48,364,297 | | |
| 30 | Backfill from (Transfer to) PC40% Discretionary | | | | | | | (48,364,297) | | |
| 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 3.3% CPI for FAP allocation.
- (3) The Two-Year Lag Column is for information only. THESE AMOUNTS ARE ALREADY INCLUDED IN PROP A DISCRETIONARY Allocations.
- (4) Included \$170,195 of the city of La Mirada and \$199,062 of the City of Arcadia's share of 5307 grants in FY17. Fund will be exchanged with Metro's TDA 4.
- (5) Funds allocated to the SCR TTC through Long Beach Transit will be exchanged with Metro's TDA share.
- (6) Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40% Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI.
- (7) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's Prop C 40% Discretionary transfer to Proposition A Discretionary GOI.
- (8) Included \$1,353,230 in ARPA funding. ARPA funds will be exchanged with local funds.

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

| Operators | FY21 Unlinked Passengers | Percent of Total Unlinked Passengers | Total ⁽¹⁾ |
|--------------------------------------|-----------------------------|---|----------------------|
| 1 Antelope Valley | 914,281 | 0.3835% | \$ 198,045 |
| 2 Arcadia | 17,809 | 0.0075% | 3,858 |
| 3 Claremont | 7,114 | 0.0030% | 1,541 |
| 4 Commerce | 114,472 | 0.0480% | 24,796 |
| 5 Culver City | 1,692,993 | 0.7102% | 366,724 |
| 6 Foothill | 6,099,989 | 2.5588% | 1,321,336 |
| 7 Gardena | 1,197,912 | 0.5025% | 259,483 |
| 8 LADOT Local/Express | 8,561,969 | 3.5915% | 1,854,633 |
| 9 La Mirada | 11,555 | 0.0048% | 2,503 |
| 10 Long Beach | 14,113,352 | 5.9202% | 3,057,135 |
| 11 Montebello | 1,962,879 | 0.8234% | 425,185 |
| 12 Norwalk | 700,892 | 0.2940% | 151,822 |
| 13 Redondo Beach DR/MB | 166,176 | 0.0697% | 35,996 |
| 14 Santa Clarita | 1,474,984 | 0.6187% | 319,501 |
| 15 Santa Monica | 5,027,105 | 2.1087% | 1,088,936 |
| 16 Torrance | 1,873,197 | 0.7858% | 405,759 |
| 17 Sub-Total | 43,936,679 | 18.4303% | 9,517,253 |
| 18 Metro Bus/Rail Ops ⁽²⁾ | 194,456,679 | 81.5697% | 42,121,831 |
| 19 Total | 238,393,358 | 100.0000% | \$ 51,639,084 |

Notes:

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

Estimated Revenue: \$ 57,376,760

90% Thereof: \$ 51,639,084

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PROPOSITION C 40% DISCRETIONARY PROGRAMS

| | Operators | MOSIP | | | Zero-fare Compensation (1) | Foothill Transit Mitigation (2) | Transit Service Expansion | Discretionary Base Restructuring | BSIP Overcrowdin g Relief | Total |
|----|---------------------------|-------------------|------------------|----------------------|----------------------------------|---------------------------------------|---------------------------------|--|---------------------------------|----------------------|
| | | Prop A % Share | % Share | \$ Allocation | | | | | | |
| | INCLUDED OPERATORS | | | | | | | | | |
| 1 | Metro Bus Ops | | | \$ - | \$ - | \$ 12,412,094 | \$ - | \$ - | \$ 12,511,239 | \$ 24,923,334 |
| 2 | Arcadia | 0.0832% | 0.2474% | 64,634 | - | 15,102 | - | - | 23,608 | 103,344 |
| 3 | Claremont | 0.0274% | 0.0814% | 21,259 | - | 4,967 | - | - | - | 26,227 |
| 4 | Commerce | 0.0769% | 0.2288% | 59,758 | 900,736 | 13,963 | - | 270,194 | - | 1,244,651 |
| 5 | Culver City | 1.4562% | 4.3296% | 1,131,024 | - | 264,274 | 260,439 | - | 181,996 | 1,837,732 |
| 6 | Foothill | 6.9861% | 20.7712% | 5,426,076 | - | - | 360,470 | 2,163,140 | 1,007,098 | 8,956,784 |
| 7 | Gardena | 1.3358% | 3.9715% | 1,037,481 | - | 242,417 | 748,595 | - | 189,989 | 2,218,482 |
| 8 | La Mirada | 0.0203% | 0.0604% | 15,789 | - | 3,689 | - | - | - | 19,478 |
| 9 | Long Beach | 6.0331% | 17.9376% | 4,685,866 | - | 1,094,897 | 2,471,477 | - | 892,094 | 9,144,335 |
| 10 | Montebello | 2.1421% | 6.3688% | 1,663,729 | - | 388,746 | - | 1,233,930 | 235,485 | 3,521,890 |
| 11 | Norwalk | 0.8332% | 2.4773% | 647,147 | - | 151,212 | - | - | 60,928 | 859,288 |
| 12 | Redondo Beach DR/MB | 0.1926% | 0.5725% | 149,565 | - | 34,947 | - | - | 4,325 | 188,837 |
| 13 | Santa Monica | 5.3167% | 15.8078% | 4,129,485 | - | 964,893 | - | - | 863,105 | 5,957,484 |
| 14 | Torrance | 1.7289% | 5.1403% | 1,342,810 | - | 313,760 | 876,524 | 785,150 | 260,598 | 3,578,843 |
| 15 | Sub-Total | 26.2323% | 77.9947% | 20,374,623 | 900,736 | 3,492,869 | 4,717,505 | 4,452,414 | 3,719,227 | 37,657,374 |
| | ELIGIBLE OPERATORS | | | | | | | | | |
| 16 | Antelope Valley | 1.6684% | 4.9605% | 1,295,847 | - | 29,840 | 408,166 | - | 51,804 | 1,785,658 |
| 17 | Santa Clarita | 1.3951% | 4.1480% | 1,083,597 | - | 24,953 | 213,483 | - | 55,413 | 1,377,446 |
| 18 | LADOT Local/Express | 3.5657% | 10.6017% | 2,769,490 | - | 602,942 | 2,932,371 | - | 162,427 | 6,467,230 |
| 19 | Foothill BSCP | 0.7719% | 2.2950% | 599,534 | - | - | - | - | - | 599,534 |
| 20 | Sub-Total | 7.4012% | 22.0053% | 5,748,468 | - | 657,736 | 3,554,020 | - | 269,645 | 10,229,868 |
| 21 | City of Lynwood Trolley | | | | | | 233,639 | - | - | 233,639 |
| 22 | Total Municipal Operators | 33.6335% | 100.0000% | 26,123,091 | 900,736 | 4,150,604 | 8,505,164 | 4,452,414 | 3,988,873 | 48,120,882 |
| 23 | Total | 33.6335% | 100.0000% | \$ 26,123,091 | \$ 900,736 | \$ 16,562,699 | \$ 8,505,164 | \$ 4,452,414 | \$ 16,500,112 | \$ 73,044,216 |

| | | | | | |
|--------------|----------------------|--|---------------------|---------------------|----------------------|
| Last Year | \$ 25,288,568 | | \$ 8,233,460 | \$ 4,310,178 | \$ 15,973,003 |
| % Increase | 3.30% | | 3.30% | 3.30% | 3.30% |
| Current Year | \$ 26,123,091 | | \$ 8,505,164 | \$ 4,452,414 | \$ 16,500,112 |

Note:

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

| Operators | 20% Bus Operations | | | Clean Fuel Bus Capital Facilities and Rolling Stock Fund (1) | |
|-----------------------------------|--------------------------|---------------------|---------------------------|--|---------------|
| | Proposition A Base Share | MR Percentage Share | Bus Operations Allocation | Federal Section 5307 Capital Allocation | \$ Allocation |
| <u>Included Operators:</u> | | | | | |
| 1 Metro Bus Ops | 73.7677% | 68.6842% | \$ 158,160,906 | 65.6344% | \$ - |
| 2 Arcadia | 0.0832% | 0.0775% | 178,418 | 0.1604% | - |
| 3 Claremont | 0.0274% | 0.0255% | 58,686 | 0.0578% | - |
| 4 Commerce | 0.0769% | 0.0716% | 164,959 | 0.3351% | - |
| 5 Culver City | 1.4562% | 1.3558% | 3,122,138 | 1.4181% | - |
| 6 Foothill | 6.9861% | 6.5047% | 14,978,433 | 8.3256% | - |
| 7 Gardena | 1.3358% | 1.2437% | 2,863,918 | 1.2453% | - |
| 8 La Mirada | 0.0203% | 0.0189% | 43,584 | 0.0648% | - |
| 9 Long Beach | 6.0331% | 5.6173% | 12,935,117 | 6.2603% | - |
| 10 Montebello | 2.1421% | 1.9944% | 4,592,647 | 1.8661% | - |
| 11 Norwalk | 0.8332% | 0.7758% | 1,786,420 | 0.6849% | - |
| 12 Redondo Beach DR | 0.0113% | 0.0105% | 24,262 | 0.3308% | - |
| 13 Redondo Beach MB | 0.1812% | 0.1688% | 388,605 | | - |
| 14 Santa Monica | 5.3167% | 4.9503% | 11,399,253 | 4.5853% | - |
| 15 Torrance | 1.7289% | 1.6097% | 3,706,766 | 1.4164% | - |
| <u>Eligible Operators:</u> | | | | | |
| 16 Antelope Valley | 1.6684% | 1.5534% | 3,577,126 | 1.9408% | - |
| 17 Santa Clarita | 1.3951% | 1.2990% | 2,991,220 | 1.8877% | - |
| 18 LADOT Local | 2.4066% | 2.2407% | 5,159,784 | 3.7863% | - |
| 19 LADOT Express | 1.1591% | 1.0793% | 2,485,264 | | - |
| 20 Foothill BSCP | 0.7719% | 0.7187% | 1,654,985 | | - |
| 21 Total Municipal Operators | 33.6335% | 31.3158% | 72,111,584 | 34.3656% | - |
| 22 Total Funds Allocated | 107.4012% | 100.0000% | \$ 230,272,491 | 100.0000% | \$ - |

Notes:

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

MEASURE M 20% TRANSIT OPERATIONS
(Metro and Municipal Providers)

| Operators | Measure M Percentage Share ⁽¹⁾ | \$ Allocation |
|-----------------------------------|---|-----------------------|
| <u>Included Operators:</u> | | |
| 1 Metro Bus Ops | 68.6842% | \$ 157,912,946 |
| 2 Arcadia | 0.0775% | 178,138 |
| 3 Claremont | 0.0255% | 58,594 |
| 4 Commerce | 0.0716% | 164,700 |
| 5 Culver City | 1.3558% | 3,117,243 |
| 6 Foothill | 6.5047% | 14,954,950 |
| 7 Gardena | 1.2437% | 2,859,428 |
| 8 La Mirada | 0.0189% | 43,515 |
| 9 Long Beach | 5.6173% | 12,914,838 |
| 10 Montebello | 1.9944% | 4,585,446 |
| 11 Norwalk | 0.7758% | 1,783,619 |
| 12 Redondo Beach DR | 0.0105% | 24,224 |
| 13 Redondo Beach MB | 0.1688% | 387,995 |
| 14 Santa Monica | 4.9503% | 11,381,382 |
| 15 Torrance | 1.6097% | 3,700,954 |
| <u>Eligible Operators:</u> | | |
| 16 Antelope Valley | 1.5534% | 3,571,518 |
| 17 Santa Clarita | 1.2990% | 2,986,530 |
| 18 LADOT Local | 2.2407% | 5,151,695 |
| 19 LADOT Express | 1.0793% | 2,481,368 |
| 20 Foothill BSCP | 0.7187% | 1,652,391 |
| 21 Total Municipal Operators | 31.3158% | 71,998,530 |
| 22 Total Funds Allocated | 100.0000% | \$ 229,911,476 |

Notes:

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

Senate Bill 1 - Road Repair and Accountability Act of 2017

| Operators | Measure R % Share ⁽¹⁾ | SB1 - STA Allocation | SB1 - SGR Allocation ⁽²⁾ | Total |
|-----------------------------------|-------------------------------------|-------------------------|--|----------------------|
| <u>Included Operators:</u> | | | | |
| 1 Metro Bus Ops | 68.6842% | \$ 34,506,408 | \$ 15,501,469 | \$ 50,007,877 |
| 2 Arcadia | 0.0775% | 38,926 | 17,487 | 56,413 |
| 3 Claremont | 0.0255% | 12,804 | 5,752 | 18,555 |
| 4 Commerce | 0.0716% | 35,990 | 16,168 | 52,157 |
| 5 Culver City | 1.3558% | 681,166 | 306,003 | 987,169 |
| 6 Foothill | 6.5047% | 3,267,887 | 1,468,047 | 4,735,934 |
| 7 Gardena | 1.2437% | 624,829 | 280,695 | 905,524 |
| 8 La Mirada | 0.0189% | 9,509 | 4,272 | 13,780 |
| 9 Long Beach | 5.6173% | 2,822,091 | 1,267,781 | 4,089,871 |
| 10 Montebello | 1.9944% | 1,001,991 | 450,129 | 1,452,119 |
| 11 Norwalk | 0.7758% | 389,748 | 175,088 | 564,837 |
| 12 Redondo Beach DR | 0.0105% | 5,293 | 2,378 | 7,671 |
| 13 Redondo Beach MB | 0.1688% | 84,783 | 38,087 | 122,870 |
| 14 Santa Monica | 4.9503% | 2,487,007 | 1,117,249 | 3,604,256 |
| 15 Torrance | 1.6097% | 808,715 | 363,303 | 1,172,018 |
| <u>Eligible Operators:</u> | | | | |
| 16 Antelope Valley | 1.5534% | 780,432 | 350,597 | 1,131,028 |
| 17 Santa Clarita | 1.2990% | 652,603 | 293,172 | 945,774 |
| 18 LADOT Local | 2.2407% | 1,125,725 | 505,714 | 1,631,439 |
| 19 LADOT Express | 1.0793% | 542,217 | 243,583 | 785,800 |
| 20 Foothill BSCP | 0.7187% | 361,073 | 162,206 | 523,279 |
| 21 Total Municipal Operators | 31.3158% | 15,732,787 | 7,067,710 | 22,800,497 |
| 22 County of Los Angeles | | - | 67,097 | 67,097 |
| 23 Total Funds Allocated | 100.0000% | \$ 50,239,195 | \$ 22,636,276 | \$ 72,875,471 |

Notes:

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

LOW CARBONTRANSIT OPERATIONS PROGRAM

Eligible Allocation Fiscal Year 2021 - 2022

| Operators | LCTOP Share ⁽¹⁾ | TDA Fund Exchange ⁽²⁾ | Prop A GOI / Prop C 40% Fund Exchange ⁽³⁾ | Net Funds Available ⁽¹⁾ |
|----------------------------------|----------------------------|----------------------------------|--|------------------------------------|
| 1 Metro Bus Ops. | | \$ 3,323,653 | \$ 975,482 | \$ 4,299,135 |
| 2 Antelope Valley ⁽³⁾ | \$ 342,986 | | (342,986) | - |
| 3 Arcadia | 27,118 | (27,118) | | - |
| 4 Claremont | 7,698 | (7,698) | | - |
| 5 Commerce | 71,471 | (71,471) | | - |
| 6 Culver City | 257,803 | (257,803) | | - |
| 7 Foothill Transit | - | - | | - |
| 8 Gardena | 232,386 | (232,386) | | - |
| 9 La Mirada | 14,759 | (14,759) | | - |
| 10 Long Beach | 1,021,561 | (1,021,561) | | - |
| 11 Montebello | 339,103 | (339,103) | | - |
| 12 Norwalk | 155,039 | (155,039) | | - |
| 13 Redondo Beach | 49,028 | (49,028) | | - |
| 14 Santa Clarita ⁽³⁾ | 438,884 | | (438,884) | - |
| 15 Santa Monica | 802,239 | (802,239) | | - |
| 16 Torrance | 345,448 | (345,448) | | - |
| 17 Tier Two Operators | | | | |
| 18 Burbank ⁽³⁾ | 63,611 | | (63,611) | - |
| 19 Pasadena ⁽³⁾ | 130,001 | | (130,001) | - |
| 20 TOTAL | \$ 4,105,523 | \$ - | \$ - | \$ 4,299,135 |

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 2023 Transit Fund Allocations

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

| Operators | Vehicle Service Miles FY21 data | Passenger Revenue (1) | Base Fare (2) | Fare Units (2) | 50% VSM + 50% Fare Units | % Share | | | |
|---|------------------------------------|--------------------------|-----------------------|-----------------------------|--------------------------|-----------------|---------------------------|-------------------------|----------------------------|
| 1 LADOT Community Dash | 3,860,618 | \$ 3,413,087 | \$ 0.50 | 16,808,232 | 10,334,425 | 5.2002% | | | |
| 2 Glendale | 720,218 | 875,056 | 1.00 | 2,187,836 | 1,454,027 | 0.7317% | | | |
| 3 Pasadena | 721,701 | 687,525 | 0.75 | 916,700 | 819,201 | 0.4122% | | | |
| 4 Burbank | 209,767 | 189,786 | 1.00 | 189,786 | 199,777 | 0.1005% | | | |
| 5 Sub-Total | 5,512,304 | 5,165,454 | | 20,102,554 | 12,807,429 | 6.4446% | | | |
| 6 Included and Eligible Oper | 91,307,817 | 251,143,631 | | 159,997,982 | 185,924,937 | 93.5554% | | | |
| 7 Total | 96,820,121 | \$256,309,085 | | 180,100,536 | 198,732,366 | 100.0000% | | | |
| STA Revenue | | | | | | | | | |
| | % Share | TDA Article 4 + Interest | Base Share + Interest | Proposition A Discretionary | Total | | | | |
| 8 Funds Allocated to Included Operators | | \$ 508,403,193 | \$ 60,136,246 | \$ 269,348,521 | \$837,887,959 | | | | |
| <u>Formula Equivalent Calculation</u> | | | | | | | | | |
| 9 LADOT Community Dash | | 5.2002% | \$ 26,437,841 | \$ 3,127,188 | \$ 14,006,587 | \$ 43,571,616 | | | |
| 10 Glendale | | 0.7317% | 3,719,736 | 439,987 | 1,970,691 | 6,130,414 | | | |
| 11 Pasadena | | 0.4122% | 2,095,704 | 247,889 | 1,110,289 | 3,453,882 | | | |
| 12 Burbank | | 0.1005% | 511,074 | 60,452 | 270,764 | 842,290 | | | |
| 13 Total | | 6.4446% | \$ 32,764,355 | \$ 3,875,517 | \$ 17,358,330 | \$ 53,998,203 | | | |
| Funds Allocated to Tier 2 Operators 11.11% (3) | | | | | | | | | |
| | | | | | | MTA Allocations | ARPA Fund Allocations (4) | LCTOP fund Exchange (5) | FY23 Total Funds Available |
| <u>Actual Allocation</u> | | | | | | | | | |
| 14 LADOT Community Dash | | \$ 2,937,636 | \$ 347,477 | \$ 1,556,339 | \$ 4,841,452 | n/a | \$ - | \$ 4,841,452 | |
| 15 Glendale | | 413,318 | 48,889 | 218,973 | 681,180 | 769,726 | - | 1,450,906 | |
| 16 Pasadena | | 232,864 | 27,544 | 123,370 | 383,777 | 448,564 | 130,001 | 962,342 | |
| 17 Burbank | | 56,788 | 6,717 | 30,086 | 93,591 | 134,940 | 63,611 | 292,142 | |
| 18 Total | | \$ 3,640,605 | \$ 430,627 | \$ 1,928,768 | \$ 6,000,000 | \$ 1,353,230 | \$ 193,612 | \$ 7,546,842 | |

| | Prop A Incentive Allocation ⁽⁶⁾ | Before Tier 2 GOI Allocation | GOI Allocation Deduction | Net Prop A Incentive Allocation |
|-------------------------|--|---------------------------------|--------------------------|---------------------------------|
| 19 LADOT Community Dash | | \$ 1,318,365 | \$ (146,490) | \$ 1,171,875 |
| 20 Glendale | | 335,965 | (37,331) | 298,634 |
| 21 Pasadena | | 337,284 | (37,477) | 299,807 |
| 22 Burbank | | 133,444 | (14,828) | 118,616 |
| 23 Total | | \$ 2,125,058 | \$ (236,125) | \$ 1,888,932 |

Notes:

- (1) Fare Unit are held constant at FY19 FAP level.
- (2) Funding Stability Policy is applied on LADOT and Glendale Fare Units.
- (3) This percentage is applied as a deduction from Tier 2 Operators' Incentive Program allocations.
- (4) ARPA funding to Burbank, Glendale and Pasadena is included for FY23. City of Los Angeles Community Dash program is anticipated to be drawn directly by City of Los Angeles DOT.
- (5) Burbank and Pasadena's LCTOP fund will be exchanged with Metro's "Foothill Mitigation" Fund. Metro will allocate Prop A Discretionary (95% of 40%) GOI fund to these operators.
- (6) Estimated - to be Adjusted to Actual apportionment.

LOCAL SUBSIDIES

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

| PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS | | MTA Allocation | ARPA Allocations ⁽¹⁾ | FY 23 Total Funds Available |
|---|---|-----------------------|--|------------------------------------|
| 1 | Agoura Hills | \$ 66,450 | \$ 70,592 | \$ 137,042 |
| 2 | Antelope Valley, Elderly & Disabled | 337,251 | 356,709 | 693,960 |
| 3 | Beverly Hills Taxi & Lift Van | - | 3,994 | 3,994 |
| 4 | Culver City Community Transit and LA County | 58,867 | 64,250 | 123,117 |
| 5 | Gardena, Hawthorne and LA County | 194,807 | 204,924 | 399,731 |
| 6 | Glendale Paratransit and La Canada Flintridge | 269,419 | 282,601 | 552,019 |
| 7 | Inglewood Transit and LA County | 216,411 | 222,889 | 439,300 |
| 8 | LA County (Whittier et al) | 209,817 | 222,647 | 432,464 |
| 9 | LA County (Willowbrook) | 43,386 | 45,573 | 88,959 |
| 10 | Los Angeles Taxi & Lift Van, City Ride ⁽¹⁾ | 415,976 | - | 415,976 |
| 11 | Los Angeles Dial-a-Ride, City Ride ⁽¹⁾ | 1,109,084 | - | 1,109,084 |
| 12 | Monrovia D.A.R. and LA County | 103,558 | 113,731 | 217,289 |
| 13 | Palos Verdes PTA D.A.R. | 42,394 | 44,557 | 86,950 |
| 14 | Palos Verdes PTA - PV Transit | 397,850 | 420,134 | 817,984 |
| 15 | Pasadena Community Transit, San Marino and LA County | 478,805 | 502,286 | 981,090 |
| 16 | Pomona Valley TA - E&D (Get About) | 803,438 | 843,260 | 1,646,698 |
| 17 | Pomona Valley TA General Public (VC) | 74,883 | 80,123 | 155,006 |
| 18 | Santa Clarita D.A.R. | 959,631 | 974,059 | 1,933,689 |
| 19 | West Hollywood (DAR) | 259,246 | 273,325 | 532,571 |
| 20 | West Hollywood (Taxi) | - | 14,733 | 14,733 |
| 21 | Whittier (DAR) | 291,382 | 305,666 | 597,048 |
| 22 | Redondo Beach Community Transit and Hermosa Beach ⁽²⁾ | - | 4,346 | 4,346 |
| 23 | TOTAL EXISTING SUB-REGIONAL PARATRANSIT PROJECTS | \$ 6,332,655 | \$ 5,050,398 | \$ 11,383,052 |
| PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION | | | | |
| 24 | City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle | \$ - | \$ - | \$ - |
| 25 | Santa Clarita - Local Fixed Route | - | - | - |
| 26 | Antelope Valley - Local Fixed Route | - | - | - |
| 27 | Foothill - Bus Service Continuation Project | - | - | - |
| 28 | TOTAL SERVICES THAT RECEIVE GROWTH OVER INFLATION | \$ - | \$ - | \$ - |
| 29 | PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT | \$ - | \$ - | \$ - |
| 30 | PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES | \$ - | \$ - | \$ - |

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

| Priority V: VOLUNTARY NTD DATA REPORTING (Estimated - to be Adjusted to Actual apportionment) FY19 NTD Report Year | | Estimate | Tier 2 Deduction ⁽³⁾ | MTA Allocation | ARPA Allocations ⁽¹⁾ | FY 23 Total Funds Available |
|---|--|---------------------|--|-----------------------|--|--|
| 31 | City of Alhambra (MB and DR) | \$ 117,855 | | \$ 117,855 | \$ 123,984 | \$ 241,839 |
| 32 | City of Artesia (DR) | 5,416 | | 5,416 | 5,744 | 11,161 |
| 33 | City of Azusa (DR) | 40,761 | | 40,761 | 43,058 | 83,820 |
| 34 | City of Baldwin Park (MB and DR) | 102,409 | | 102,409 | 106,057 | 208,466 |
| 35 | City of Bell (MB/DR) | 24,232 | | 24,232 | 25,536 | 49,769 |
| 36 | City of Bell Gardens (MB and DR) | 64,250 | | 64,250 | 67,785 | 132,035 |
| 37 | City of Bellflower (MB and DR) | 41,472 | | 41,472 | 44,082 | 85,554 |
| 38 | City of Burbank (MB)* | 133,444 | (14,828) | 114,740 | 121,213 | 235,953 |
| 39 | City of Calabasas (MB and DR) | 53,535 | | 53,535 | 58,950 | 112,485 |
| 40 | City of Carson (MB and DT) | 190,852 | | 190,852 | 201,215 | 392,067 |
| 41 | City of Cerritos (MB) | 104,000 | | 104,000 | 109,430 | 213,430 |
| 42 | City of Compton (MB) | 56,550 | | 56,550 | 59,542 | 116,091 |
| 43 | City of Covina (DR) | 26,765 | | 26,765 | 28,025 | 54,791 |
| 44 | City of Cudahy (MB and DR) | 24,345 | | 24,345 | 25,383 | 49,727 |
| 45 | City of Downey (MB and DR) | 87,898 | | 87,898 | 91,941 | 179,839 |
| 46 | City of Duarte (MB) | 26,024 | | 26,024 | 28,832 | 54,856 |
| 47 | City of El Monte (MB and DR) | 130,497 | | 130,497 | 139,311 | 269,808 |
| 48 | City of Glendora (MB and DR) | 79,024 | | 79,024 | 84,874 | 163,898 |
| 49 | City of Glendale (MB)* | 335,965 | (37,331) | 288,875 | 303,901 | 592,776 |
| 50 | City of Huntington Park (MB) | 109,324 | | 109,324 | 98,850 | 208,174 |
| 51 | City of Los Angeles -- Community DASH* (MB) (1) | 1,318,365 | (146,490) | 1,133,577 | - | 1,133,577 |
| 52 | City of Los Angeles -- Department of Aging (DR) (1) | 171,081 | | 171,081 | - | 171,081 |
| 53 | LA County Dept. of Public Works -- Avocado Heights (MB) | 17,009 | | 17,009 | 17,928 | 34,936 |
| 54 | LA County Dept. of Public Works -- East Valinda (MB) | 19,155 | | 19,155 | 20,174 | 39,329 |
| 55 | LA County Dept. of Public Works -- East LA (MB and DR) | 138,679 | | 138,679 | 146,701 | 285,380 |
| 56 | LA County Dept. of Public Works -- Willowbrook (MB) | 36,015 | | 36,015 | 37,660 | 73,676 |
| 57 | LA County Dept. of Public Works -- King Medical (MB) | 15,381 | | 15,381 | 16,171 | 31,552 |
| 58 | LA County Dept. of Public Works -- Athens (MB) | 15,989 | | 15,989 | 16,882 | 32,872 |
| 59 | LA County Dept. of Public Works -- Lennnox (MB) | 12,428 | | 12,428 | 13,227 | 25,655 |
| 60 | LA County Dept. of Public Works -- South Whittier (MB) | 88,434 | | 88,434 | 93,642 | 182,076 |
| 61 | LA County Dept. of Public Works -- Florance/Firestone (MB) | 24,480 | | 24,480 | 22,134 | 46,614 |
| 62 | City of Lakewood (DR) | 31,729 | | 31,729 | 28,689 | 60,419 |
| 63 | City of Lawndale (MB) | 34,170 | | 34,170 | 35,932 | 70,102 |
| 64 | City of Lynwood (MB) | 59,293 | | 59,293 | 62,365 | 121,658 |
| 65 | City of Malibu (DT) | 3,654 | | 3,654 | 6,786 | 10,439 |
| 66 | City of Manhattan Beach (DR) | 21,753 | | 21,753 | 22,437 | 44,190 |
| 67 | City of Maywood (DR) | 24,995 | | 24,995 | 26,242 | 51,236 |
| 68 | City of Monterey Park (MB and DR) | 105,444 | | 105,444 | 111,576 | 217,020 |
| 69 | City of Pasadena (MB)* | 337,284 | (37,477) | 290,009 | 302,275 | 592,284 |
| 70 | City of Pico Rivera (DR) | 8,939 | | 8,939 | 9,497 | 18,436 |
| 71 | City of Rosemead (MB and DR) | 76,565 | | 76,565 | 80,604 | 157,170 |
| 72 | City of Santa fe Springs (DR) | 9,217 | | 9,217 | 9,191 | 18,408 |
| 73 | City of South Gate (DT and MB) | 153,141 | | 153,141 | 162,051 | 315,192 |
| 74 | City of South Pasadena (DR) | 15,457 | | 15,457 | 16,319 | 31,776 |
| 75 | City of West Covina (MB and DR) | 98,678 | | 98,678 | 104,328 | 203,006 |
| 76 | City of West Hollywood (MB) | 50,448 | | 50,448 | 52,393 | 102,841 |
| 77 | TOTAL VOLUNTARY NTD DATA REPORTING | \$ 4,642,399 | \$ (236,125) | \$ 4,344,542 | \$ 3,182,919 | \$ 7,527,461 |

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

| PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS | | MTA Allocation | ARPA Allocations ⁽¹⁾ | FY 23 Total Funds Available |
|--|--|-----------------------|--|------------------------------------|
| 78 | Avalon Ferry Subsidy | \$ 700,000 | \$ 476,538 | \$ 1,176,538 |
| 79 | Avalon Transit Services (Jitney and Dial-a-Ride) | 300,000 | 109,874 | 409,874 |
| 80 | Hollywood Bowl Shuttle Service | 1,057,000 | 387,124 | 1,444,124 |
| 81 | TOTAL SPECIAL DEMONSTRATION PROJECTS | \$ 2,057,000 | \$ 973,536 | \$ 3,030,536 |
| 82 | Total funds | \$ 12,734,197 | \$ 9,206,853 | \$ 21,941,049 |
| 83 | Reserves for contingencies (4) | 9,400,843 | - | 9,400,843 |
| 84 | TOTAL ESTIMATED REVENUE | \$ 22,135,040 | \$ 9,206,853 | \$ 31,341,892 |
| 85 | Surplus (Deficit) | \$ - | | |

NOTES:

- (1) Operators' ARPA Allocated funding will be exchanged with local funds. City of Los Angeles ARPA funding, \$2,952,268 will be received directly from FTA.
- (2) Redondo Beach Community Transit and Hermosa Beach Dial-A-Ride are now included in FAP allocation.
- (3) Tier 2 Operators' share have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.
- (4) These funds are held in reserve for future contingency purposes such as deficit years, growth over inflation, approved new or existing expanded paratransit services, and new NTD reporters.

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

| LOCAL JURISDICTION | Population DOF Report 2021 data ⁽¹⁾ | Population as % of County | Proposition A Local Return Estimate ⁽²⁾ | Proposition C Local Return Estimate ⁽²⁾ | Measure R Local Return Estimate ⁽²⁾ | Measure M Local Return Estimate | TDA Article 3 Ped & Bike (A) | TDA Article 8 (S & H) | | Total |
|---------------------|--|---------------------------------|--|--|--|---------------------------------------|---------------------------------|-----------------------|-------------------------|--------------|
| | | | | | | | | Population | Article 8 Allocation | |
| 1 AGOURA HILLS | 20,457 | 0.2037% | \$ 499,085 | \$ 413,978 | \$ 310,483 | \$ 351,881 | \$ 19,266 | | \$ - | \$ 1,594,694 |
| 2 ALHAMBRA | 86,258 | 0.8588% | 2,104,418 | 1,745,559 | 1,309,170 | 1,483,725 | 81,208 | | | 6,724,080 |
| 3 ARCADIA | 57,660 | 0.5740% | 1,406,719 | 1,166,836 | 875,127 | 991,811 | 54,287 | | | 4,494,780 |
| 4 ARTESIA | 16,484 | 0.1641% | 402,157 | 333,578 | 250,184 | 283,542 | 15,526 | | | 1,284,987 |
| 5 AVALON | 3,973 | 0.0396% | 96,928 | 80,400 | 60,300 | 68,340 | 5,000 | 3,973 | 220,402 | 531,369 |
| 6 AZUSA | 49,587 | 0.4937% | 1,209,763 | 1,003,467 | 752,600 | 852,947 | 46,688 | | | 3,865,465 |
| 7 BALDWIN PARK | 75,935 | 0.7560% | 1,852,570 | 1,536,658 | 1,152,494 | 1,306,159 | 71,490 | | | 5,919,371 |
| 8 BELL | 36,319 | 0.3616% | 886,067 | 734,969 | 551,227 | 624,724 | 34,198 | | | 2,831,185 |
| 9 BELLFLOWER | 77,458 | 0.7712% | 1,889,726 | 1,567,478 | 1,175,609 | 1,332,357 | 72,924 | | | 6,038,094 |
| 10 BELL GARDENS | 42,233 | 0.4205% | 1,030,349 | 854,648 | 640,986 | 726,451 | 39,765 | | | 3,292,199 |
| 11 BEVERLY HILLS | 33,399 | 0.3325% | 814,828 | 675,879 | 506,909 | 574,497 | 31,449 | | | 2,603,562 |
| 12 BRADBURY | 1,045 | 0.0104% | 25,495 | 21,147 | 15,860 | 17,975 | 5,000 | | | 85,477 |
| 13 BURBANK | 103,969 | 1.0351% | 2,536,510 | 2,103,968 | 1,577,976 | 1,788,373 | 97,880 | | | 8,104,706 |
| 14 CALABASAS | 24,341 | 0.2423% | 593,842 | 492,576 | 369,432 | 418,690 | 22,922 | | | 1,897,463 |
| 15 CARSON | 91,668 | 0.9126% | 2,236,405 | 1,855,039 | 1,391,279 | 1,576,783 | 86,300 | | | 7,145,806 |
| 16 CERRITOS | 50,048 | 0.4983% | 1,221,010 | 1,012,796 | 759,597 | 860,877 | 47,122 | | | 3,901,402 |
| 17 CLAREMONT | 35,707 | 0.3555% | 871,136 | 722,584 | 541,938 | 614,197 | 33,622 | | | 2,783,477 |
| 18 COMMERCE | 12,792 | 0.1274% | 312,084 | 258,865 | 194,149 | 220,035 | 12,051 | | | 997,184 |
| 19 COMPTON | 97,775 | 0.9734% | 2,385,396 | 1,978,623 | 1,483,967 | 1,681,830 | 92,049 | | | 7,621,865 |
| 20 COVINA | 48,833 | 0.4862% | 1,191,368 | 988,209 | 741,156 | 839,977 | 45,978 | | | 3,806,689 |
| 21 CUDAHY | 23,750 | 0.2364% | 579,424 | 480,617 | 360,463 | 408,524 | 22,366 | | | 1,851,393 |
| 22 CULVER CITY | 39,805 | 0.3963% | 971,114 | 805,514 | 604,135 | 684,687 | 37,479 | | | 3,102,929 |
| 23 DIAMOND BAR | 56,717 | 0.5647% | 1,383,713 | 1,147,753 | 860,815 | 975,590 | 53,399 | | | 4,421,270 |
| 24 DOWNEY | 111,425 | 1.1093% | 2,718,412 | 2,254,851 | 1,691,138 | 1,916,624 | 104,899 | | | 8,685,924 |
| 25 DUARTE | 21,457 | 0.2136% | 523,482 | 434,214 | 325,661 | 369,082 | 20,208 | | | 1,672,647 |
| 26 EL MONTE | 116,465 | 1.1595% | 2,841,372 | 2,356,843 | 1,767,632 | 2,003,317 | 109,643 | | | 9,078,807 |
| 27 EL SEGUNDO | 16,660 | 0.1659% | 406,450 | 337,140 | 252,855 | 286,569 | 15,692 | | | 1,298,706 |
| 28 GARDENA | 60,344 | 0.6008% | 1,472,200 | 1,221,151 | 915,863 | 1,037,978 | 56,814 | | | 4,704,006 |
| 29 GLENDALE | 203,834 | 2.0293% | 4,972,895 | 4,124,885 | 3,093,664 | 3,506,152 | 191,887 | | | 15,889,483 |
| 30 GLENORA | 51,540 | 0.5131% | 1,257,410 | 1,042,989 | 782,242 | 886,541 | 48,526 | | | 4,017,707 |
| 31 HAWAIIAN GARDENS | 14,467 | 0.1440% | 352,948 | 292,761 | 219,571 | 248,847 | 13,628 | | | 1,127,755 |
| 32 HAWTHORNE | 86,999 | 0.8661% | 2,122,496 | 1,760,555 | 1,320,416 | 1,496,471 | 81,905 | | | 6,781,843 |
| 33 HERMOSA BEACH | 19,451 | 0.1936% | 474,542 | 393,620 | 295,215 | 334,577 | 18,319 | | | 1,516,273 |
| 34 HIDDEN HILLS | 1,913 | 0.0190% | 46,671 | 38,712 | 29,034 | 32,906 | 5,000 | | | 152,323 |
| 35 HUNTINGTON PARK | 58,937 | 0.5868% | 1,437,873 | 1,192,678 | 894,509 | 1,013,776 | 55,489 | | | 4,594,326 |

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

| LOCAL JURISDICTION | Population DOF Report 2020 data ⁽¹⁾ | Population as % of County | Proposition A Local Return Estimate ⁽²⁾ | Proposition C Local Return Estimate ⁽²⁾ | Measure R Local Return Estimate ⁽²⁾ | Measure M Local Return Estimate | TDA Article 3 Ped & Bike (A) | TDA Article 8 (S & H) | | Total |
|--------------------------|--|---------------------------------|--|--|--|---------------------------------------|---------------------------------|-----------------------|-------------------------|-------------|
| | | | | | | | | Population | Article 8 Allocation | |
| 36 INDUSTRY (B) | 427 | 0.0043% | 10,417 | 8,641 | 6,481 | 7,345 | - | | | 32,884 |
| 37 INGLEWOOD | 110,159 | 1.0967% | 2,687,526 | 2,229,232 | 1,671,924 | 1,894,847 | 103,707 | | | 8,587,235 |
| 38 IRWINDALE | 1,441 | 0.0143% | 35,156 | 29,161 | 21,871 | 24,787 | 5,000 | | | 115,974 |
| 39 LA CANADA-FLINTRIDGE | 20,194 | 0.2010% | 492,669 | 408,656 | 306,492 | 347,357 | 19,019 | | | 1,574,192 |
| 40 LA HABRA HEIGHTS | 5,451 | 0.0543% | 132,987 | 110,309 | 82,732 | 93,763 | 5,140 | | | 424,931 |
| 41 LAKEWOOD | 80,218 | 0.7986% | 1,957,061 | 1,623,331 | 1,217,498 | 1,379,831 | 75,522 | | | 6,253,244 |
| 42 LA MIRADA | 48,631 | 0.4842% | 1,186,440 | 984,121 | 738,091 | 836,503 | 45,788 | | | 3,790,942 |
| 43 LANCASTER | 161,372 | 1.6066% | 3,936,958 | 3,265,603 | 2,449,202 | 2,775,763 | 151,916 | 161,372 | 8,952,102 | 21,531,545 |
| 44 LA PUENTE | 40,087 | 0.3991% | 977,994 | 811,220 | 608,415 | 689,537 | 37,745 | | | 3,124,912 |
| 45 LA VERNE | 33,084 | 0.3294% | 807,143 | 669,504 | 502,128 | 569,079 | 31,153 | | | 2,579,007 |
| 46 LAWDALE | 32,710 | 0.3257% | 798,019 | 661,936 | 496,452 | 562,645 | 30,801 | | | 2,549,852 |
| 47 LOMITA | 20,431 | 0.2034% | 498,451 | 413,452 | 310,089 | 351,434 | 19,242 | | | 1,592,667 |
| 48 LONG BEACH | 467,730 | 4.6566% | 11,411,109 | 9,465,215 | 7,098,911 | 8,045,432 | 440,304 | | | 36,460,972 |
| 49 LOS ANGELES CITY | 3,923,341 | 39.0598% | 95,716,914 | 79,394,661 | 59,545,996 | 67,485,462 | 4,193,800 | | | 306,336,833 |
| 50 LYNWOOD | 69,880 | 0.6957% | 1,704,847 | 1,414,126 | 1,060,595 | 1,202,007 | 65,790 | | | 5,447,366 |
| 51 MALIBU | 11,537 | 0.1149% | 281,466 | 233,468 | 175,101 | 198,448 | 10,869 | | | 899,353 |
| 52 MANHATTAN BEACH | 35,058 | 0.3490% | 855,303 | 709,451 | 532,088 | 603,033 | 33,011 | | | 2,732,886 |
| 53 MAYWOOD | 27,670 | 0.2755% | 675,059 | 559,944 | 419,958 | 475,952 | 26,056 | | | 2,156,969 |
| 54 MONROVIA | 38,479 | 0.3831% | 938,764 | 778,680 | 584,010 | 661,878 | 36,231 | | | 2,999,563 |
| 55 MONTEBELLO | 62,914 | 0.6264% | 1,534,899 | 1,273,159 | 954,869 | 1,082,185 | 59,233 | | | 4,904,345 |
| 56 MONTEREY PARK | 60,380 | 0.6011% | 1,473,078 | 1,221,879 | 916,410 | 1,038,598 | 56,848 | | | 4,706,812 |
| 57 NORWALK | 105,393 | 1.0493% | 2,571,251 | 2,132,785 | 1,599,588 | 1,812,867 | 99,220 | | | 8,215,711 |
| 58 PALMDALE | 156,074 | 1.5538% | 3,807,704 | 3,158,390 | 2,368,793 | 2,684,632 | 146,929 | 156,074 | 8,658,196 | 20,824,644 |
| 59 PALOS VERDES ESTATES | 13,286 | 0.1323% | 324,136 | 268,862 | 201,647 | 228,533 | 12,516 | | | 1,035,693 |
| 60 PARAMOUNT | 55,200 | 0.5496% | 1,346,703 | 1,117,054 | 837,791 | 949,496 | 51,971 | | | 4,303,015 |
| 61 PASADENA | 145,306 | 1.4466% | 3,544,999 | 2,940,484 | 2,205,363 | 2,499,411 | 136,792 | | | 11,327,050 |
| 62 PICO RIVERA | 63,157 | 0.6288% | 1,540,828 | 1,278,076 | 958,557 | 1,086,365 | 59,462 | | | 4,923,288 |
| 63 POMONA | 151,319 | 1.5065% | 3,691,697 | 3,062,166 | 2,296,624 | 2,602,841 | 142,453 | | | 11,795,781 |
| 64 RANCHO PALOS VERDES | 41,541 | 0.4136% | 1,013,467 | 840,644 | 630,483 | 714,548 | 39,114 | | | 3,238,255 |
| 65 REDONDO BEACH | 66,484 | 0.6619% | 1,621,996 | 1,345,403 | 1,009,052 | 1,143,593 | 62,594 | | | 5,182,637 |
| 66 ROLLING HILLS | 1,866 | 0.0186% | 45,524 | 37,761 | 28,321 | 32,097 | 5,000 | | | 148,704 |
| 67 ROLLING HILLS ESTATES | 8,098 | 0.0806% | 197,565 | 163,875 | 122,906 | 139,294 | 7,632 | | | 631,273 |
| 68 ROSEMEAD | 54,229 | 0.5399% | 1,323,013 | 1,097,405 | 823,054 | 932,794 | 51,057 | | | 4,227,323 |
| 69 SAN DIMAS | 34,003 | 0.3385% | 829,564 | 688,101 | 516,076 | 584,886 | 32,018 | | | 2,650,645 |
| 70 SAN FERNANDO | 24,754 | 0.2464% | 603,918 | 500,934 | 375,701 | 425,794 | 23,311 | | | 1,929,658 |

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

| LOCAL JURISDICTION | Population DOF Report 2020 data ⁽¹⁾ | Population as % of County | Proposition A Local Return Estimate ⁽²⁾ | Proposition C Local Return Estimate ⁽²⁾ | Measure R Local Return Estimate ⁽²⁾ | Measure M Local Return Estimate | TDA Article 3 Ped & Bike (A) | TDA Article 8 (S & H) | | Total |
|-----------------------|--|---------------------------------|--|--|--|---------------------------------------|---------------------------------|-----------------------|-------------------------|-----------------------|
| | | | | | | | | Population | Article 8 Allocation | |
| 71 SAN GABRIEL | 39,945 | 0.3977% | 974,530 | 808,347 | 606,260 | 687,095 | 37,611 | | | 3,113,842 |
| 72 SAN MARINO | 12,961 | 0.1290% | 316,207 | 262,285 | 196,714 | 222,942 | 12,210 | | | 1,010,358 |
| 73 SANTA CLARITA | 221,572 | 2.2059% | 5,405,645 | 4,483,840 | 3,362,880 | 3,811,264 | 208,585 | 221,572 | 12,291,694 | 29,563,908 |
| 74 SANTA FE SPRINGS | 18,129 | 0.1805% | 442,289 | 366,867 | 275,151 | 311,837 | 17,075 | | | 1,413,219 |
| 75 SANTA MONICA | 92,968 | 0.9256% | 2,268,120 | 1,881,346 | 1,411,010 | 1,599,144 | 87,524 | | | 7,247,145 |
| 76 SIERRA MADRE | 10,655 | 0.1061% | 259,948 | 215,620 | 161,715 | 183,277 | 10,039 | | | 830,599 |
| 77 SIGNAL HILL | 11,617 | 0.1157% | 283,417 | 235,087 | 176,316 | 199,824 | 10,945 | | | 905,589 |
| 78 SOUTH EL MONTE | 21,296 | 0.2120% | 519,554 | 430,956 | 323,217 | 366,313 | 20,056 | | | 1,660,097 |
| 79 SOUTH GATE | 96,553 | 0.9613% | 2,355,583 | 1,953,894 | 1,465,421 | 1,660,810 | 90,899 | | | 7,526,606 |
| 80 SOUTH PASADENA | 25,668 | 0.2555% | 626,217 | 519,430 | 389,573 | 441,516 | 24,172 | | | 2,000,907 |
| 81 TEMPLE CITY | 36,225 | 0.3606% | 883,774 | 733,067 | 549,800 | 623,107 | 34,109 | | | 2,823,857 |
| 82 TORRANCE | 144,832 | 1.4419% | 3,533,435 | 2,930,892 | 2,198,169 | 2,491,258 | 136,346 | | | 11,290,100 |
| 83 VERNON | 295 | 0.0029% | 7,197 | 5,970 | 4,477 | 5,074 | 5,000 | | | 27,718 |
| 84 WALNUT | 29,835 | 0.2970% | 727,878 | 603,756 | 452,817 | 513,192 | 28,094 | | | 2,325,737 |
| 85 WEST COVINA | 105,593 | 1.0513% | 2,576,130 | 2,136,832 | 1,602,624 | 1,816,307 | 99,409 | | | 8,231,302 |
| 86 WEST HOLLYWOOD | 36,125 | 0.3597% | 881,334 | 731,043 | 548,282 | 621,387 | 34,015 | | | 2,816,062 |
| 87 WESTLAKE VILLAGE | 8,180 | 0.0814% | 199,566 | 165,535 | 124,151 | 140,704 | 7,709 | | | 637,665 |
| 88 WHITTIER | 86,196 | 0.8581% | 2,102,905 | 1,744,305 | 1,308,229 | 1,482,659 | 81,149 | | | 6,719,247 |
| 89 UNINCORP LA COUNTY | 1,024,204 | 10.1967% | 24,987,287 | 20,726,297 | 15,544,723 | 17,617,352 | 2,132,146 | 136,022 | 7,545,812 | 88,553,616 |
| TOTAL | 10,044,458 | 100.0000% | \$ 245,052,500 | \$ 203,264,600 | \$ 152,448,450 | \$ 172,774,910 | \$ 11,144,314 | 679,013 | \$ 37,668,206 | \$ 822,352,980 |

Note:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2021 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

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

TDA Article 3 Allocation:

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

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

Bus Transit Subsidies FEDERAL FORMULA GRANTS

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

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

| | | | |
|----|---|-----------------------|-----------------------|
| 1 | Section 5307 Urbanized Area Formula Grants: | | |
| | Estimated Revenue | | \$ 328,000,000 |
| 2 | Estimated Revenue | \$ 328,000,000 | |
| 3 | Off the Top: 1% Enhancement Allocation | <u>(3,280,000)</u> | |
| 4 | | <u>\$ 324,720,000</u> | |
| 5 | 85% Formula Allocation | \$ 276,012,000 | |
| 6 | 15% Discretionary Allocation | <u>48,708,000</u> | |
| 7 | | <u>\$ 324,720,000</u> | |
| 8 | Section 5339 Bus and Bus Facilities Formula Grants: | | |
| | Estimated Revenue | | \$ 33,318,249 |
| | Section 5337 State of Good Repair (LA County Share of LA UZA 2): | | |
| | High Intensity Fixed Guideway: | | |
| 9 | Directional Route Miles (DRM) Generated | \$ 42,476,661 | |
| 10 | Vehicle Revenue Miles (VRM) Generated | <u>73,606,447</u> | |
| 11 | | <u>\$ 116,083,108</u> | |
| | High Intensity Motorbus: | | |
| 12 | Directional Route Miles (DRM) Generated | \$ 3,232,135 | |
| 13 | Vehicle Revenue Miles (VRM) Generated | <u>4,031,361</u> | |
| 14 | | <u>\$ 7,263,496</u> | |
| 15 | Section 5337 State of Good Repair Total Estimated Revenue | | \$ 123,346,604 |
| 16 | Total Federal Formula Funds Available | | \$ 484,664,853 |

Note:

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

(2) Fund allocations are based on FY19 TPM data.

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

| Operators | Urbanized Formula Program (Section 5307) | | | Bus & Bus Facilities (Section 5339) | | | State of Good Repair (Section 5337) | | | Total |
|-----------------------------|--|-----------------|-----------------------|-------------------------------------|---------------|----------------------|-------------------------------------|---------------|-----------------------|-----------------------|
| | Allocation | Fund Exchanges | Adjusted Allocation | Allocation | Fund Exchange | Adjusted Allocation | Allocation | Fund Exchange | Adjusted Allocation | |
| Included Operators: | | | | | | | | | | |
| 1 Metro Bus Ops | \$ 211,493,706 | \$ (16,778,676) | \$ 194,715,030 | \$ 22,532,573 | \$ 10,785,676 | \$ 33,318,249 | \$ 116,993,604 | \$ 6,353,000 | \$ 123,346,604 | \$ 351,379,883 |
| Municipal Operators: | | | | | | | | | | |
| 2 Arcadia | 456,196 | 55,069 | 511,265 | 55,069 | (55,069) | - | - | - | - | 511,265 |
| 3 Claremont | 164,402 | 19,846 | 184,248 | 19,846 | (19,846) | - | - | - | - | 184,248 |
| 4 Commerce | 978,650 | 115,058 | 1,093,708 | 115,058 | (115,058) | - | - | - | - | 1,093,708 |
| 5 Culver City | 7,324,953 | 486,828 | 7,811,781 | 486,828 | (486,828) | - | - | - | - | 7,811,781 |
| 6 Foothill Transit | 27,204,297 | 7,286,368 | 34,490,665 | 2,858,228 | (2,858,228) | - | 4,428,140 | (4,428,140) | - | 34,490,665 |
| 7 Gardena | 4,352,007 | 427,510 | 4,779,517 | 427,510 | (427,510) | - | - | - | - | 4,779,517 |
| 8 La Mirada | 184,389 | 22,258 | 206,647 | 22,258 | (22,258) | - | - | - | - | 206,647 |
| 9 Long Beach | 22,011,643 | 1,996,140 | 24,007,783 | 2,149,202 | (2,149,202) | - | 206,938 | (206,938) | - | 24,007,783 |
| 10 Montebello | 7,711,188 | 640,625 | 8,351,813 | 640,625 | (640,625) | - | - | - | - | 8,351,813 |
| 11 Norwalk | 2,756,712 | 235,117 | 2,991,829 | 235,117 | (235,117) | - | - | - | - | 2,991,829 |
| 12 Redondo Beach | 940,777 | 113,564 | 1,054,342 | 113,564 | (113,564) | - | - | - | - | 1,054,342 |
| 13 Santa Monica | 22,529,374 | 1,675,036 | 24,204,410 | 1,574,147 | (1,574,147) | - | 100,889 | (100,889) | - | 24,204,410 |
| 14 Torrance | 4,028,127 | 486,247 | 4,514,374 | 486,247 | (486,247) | - | - | - | - | 4,514,374 |
| 15 Sub-Total | 100,642,715 | 13,559,666 | 114,202,381 | 9,183,699 | (9,183,699) | - | 4,735,967 | (4,735,967) | - | 114,202,381 |
| Eligible Operators: | | | | | | | | | | |
| 16 Antelope Valley | 318,639 | 724,580 | 1,043,220 | 38,464 | (38,464) | - | 686,116 | (686,116) | - | 1,043,220 |
| 17 LADOT | 13,360,651 | 2,230,757 | 15,591,409 | 1,299,841 | (1,299,841) | - | 930,917 | (930,917) | - | 15,591,409 |
| 18 Santa Clarita | 2,184,288 | 263,672 | 2,447,960 | 263,672 | (263,672) | - | - | - | - | 2,447,960 |
| 19 Foothill BSCP | - | - | - | - | - | - | - | - | - | - |
| 20 Sub-Total | 15,863,579 | 3,219,010 | 19,082,588 | 1,601,977 | (1,601,977) | - | 1,617,033 | (1,617,033) | - | 19,082,588 |
| 21 Total Excluding Metro | 116,506,294 | 16,778,676 | 133,284,970 | 10,785,676 | (10,785,676) | - | 6,353,000 | (6,353,000) | - | 133,284,970 |
| 22 Grand Total | \$ 328,000,000 | \$ - | \$ 328,000,000 | \$ 33,318,249 | \$ - | \$ 33,318,249 | \$ 123,346,604 | \$ - | \$ 123,346,604 | \$ 484,664,853 |

Note: Totals may not add due to rounding.

(1) FY23 Allocations are based on FY19 statistics.

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

| | OPERATOR | LA UZA 2 NET FORMULA SHARE | 85% FORMULA ALLOCATION | 15% DISCRETIONARY ALLOCATION | | 1% ENHANCEMENT ALLOCATION | | TOTAL | TDA Fund Exchange | S5339/S5337 Fund Exchange (1) | Total Funds Available |
|----|--------------------|----------------------------|--|---|----------------------|--|---------------------|-----------------------|-------------------|-------------------------------|-----------------------|
| | | | | Project Title | \$ Amount | Project Title | \$ Amount | | | | |
| 1 | Antelope Valley | 0.1154% | \$ 318,639 | | | | | \$ 318,639 | | \$ 724,580 | \$ 1,043,220 |
| 2 | Arcadia | 0.1653% | 456,196 | | | | | 456,196 | | 55,069 | 511,265 |
| 3 | Claremont | 0.0596% | 164,402 | | | | | 164,402 | | 19,846 | 184,248 |
| 4 | Commerce | 0.3453% | 953,153 | | | Bus Stop Improvements | 25,497 | 978,650 | | 115,058 | 1,093,708 |
| 5 | Culver City | 1.4611% | 4,032,937 | Purchase of Ten Battery Electric Buses | 2,837,416 | Transit Center Shelter and Ticketing Improvement | 454,600 | 7,324,953 | | 486,828 | 7,811,781 |
| 6 | Foothill Transit | 8.5786% | 23,677,870 | Zero Emission Bus Infrastructure | 3,398,428 | Bus Stop Enhancement Program | 128,000 | 27,204,297 | | 7,286,368 | 34,490,665 |
| 7 | Gardena | 1.2831% | 3,541,541 | Purchase (7) 40-foot Zero Emission Buses | 698,466 | Bus Stop Seating Project | 112,000 | 4,352,007 | | 427,510 | 4,779,517 |
| 8 | LADOT | 3.9013% | 10,768,020 | Replace (3) CNG Buses | 2,592,631 | | | 13,360,651 | | 2,230,757 | 15,591,409 |
| 9 | La Mirada | 0.0668% | 184,389 | | | | | 184,389 | | 22,258 | 206,647 |
| 10 | Long Beach Transit | 6.4505% | 17,804,227 | LBT1 Facility Modernization Project | 3,237,416 | Bus Improvements for Phase 3 | 610,000 | 22,011,643 (2) | (360,000) | 2,356,140 | 24,007,783 |
| | | | SCR TTC/Southern California Regional Transit Training Consortium | 360,000 | | | | | | | |
| 11 | Montebello | 1.9227% | 5,307,010 | Replace (5) gasoline hybrid buses with hydrogen fuel cell | 2,404,178 | | | 7,711,188 | | 640,625 | 8,351,813 |
| 12 | Metro Bus Ops. | 67.6283% | 186,662,290 | Charging Infrastructure Project | 24,211,416 | E-Paper/Bus Stop Electronic Display Project | 620,000 | 211,493,706 (2) | 360,000 | (17,138,676) | 194,715,030 |
| 13 | Norwalk | 0.7057% | 1,947,732 | Transportation Facility Improvements (Phase III) | 808,980 | | | 2,756,712 | | 235,117 | 2,991,829 |
| 14 | Redondo Beach | 0.3408% | 940,777 | | | | | 940,777 | | 113,564 | 1,054,342 |
| 15 | Santa Clarita | 0.7914% | 2,184,288 | | | | | 2,184,288 | | 263,672 | 2,447,960 |
| | Santa Monica | 4.7246% | 13,040,402 | Purchase Ten Zero-Emission Battery Electric Buses | 8,642,104 | Bus Stop Improvements | 846,868 | 22,529,374 | | 1,675,036 | 24,204,410 |
| 16 | Torrance | 1.4594% | 4,028,127 | | | | | 4,028,127 | | 486,247 | 4,514,374 |
| 17 | TOTAL | 100.0000% | \$ 276,012,000 | | \$ 49,191,035 | | \$ 2,796,965 | \$ 328,000,000 | \$ - | \$ - | \$ 328,000,000 |

Notes: Total may not add due to rounding.

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR
(Estimated - to be Adjusted to Actual apportionment)

| | LOS ANGELES COUNTY SHARE (UZA 2) | Directional Route Miles (DRM) Allocation | | | Vehicle Revenue Miles (VRM) Allocation | | | Total \$ Allocation | Fund Exchange | Net Funds Available ⁽¹⁾ |
|---------------------------------------|--------------------------------------|--|----------|----------------------|--|-----------------|----------------------|-----------------------|---------------|------------------------------------|
| | | DRM | DRM% | DRM \$Allocation | VRM | VRM% | VRM \$Allocation | | | |
| High Intensity Fixed Guideway: | | | | | | | | | | |
| 1 | Metro (Including Metrolink) | 462.9 | 99.763% | \$ 42,375,962 | 27,318,023 | 98.591% | \$ 72,569,654 | \$ 114,945,616 | \$ 1,137,492 | \$ 116,083,108 |
| 2 | Long Beach Transit | 0.5 | 0.108% | 45,772 | 60,669 | 0.219% | 161,166 | 206,938 | (206,938) | - |
| 3 | Santa Monica | 0.6 | 0.129% | 54,927 | 17,302 | 0.062% | 45,962 | 100,889 | (100,889) | - |
| 4 | Foothill Transit | - | 0.000% | - | 312,318 | 1.127% | 829,665 | 829,665 | (829,665) | - |
| 5 | Sub-total | 464.0 | 100.000% | 42,476,661 | 27,708,312 | 100.000% | 73,606,447 | 116,083,108 | - | 116,083,108 |
| High Intensity Motorbus: | | | | | | | | | | |
| 6 | Antelope Valley | 23.6 | 15.003% | 484,923 | 110,163 | 4.991% | 201,193 | 686,116 | (686,116) | - |
| 7 | Foothill Transit | 39.4 | 25.048% | 809,575 | 1,527,057 | 69.180% | 2,788,900 | 3,598,475 | (3,598,475) | - |
| 8 | LADOT | 35.1 | 22.314% | 721,220 | 114,819 | 5.202% | 209,697 | 930,917 | (930,917) | - |
| 9 | Metro Bus Ops. | 59.2 | 37.635% | 1,216,417 | 455,325 | 20.628% | 831,571 | 2,047,988 | 5,215,508 | 7,263,496 |
| 10 | Sub-total | 157.3 | 100.00% | 3,232,135 | 2,207,364 | 100.000% | 4,031,361 | 7,263,496 | - | 7,263,496 |
| 11 | Total LA County Share - UZA 2 | 621.30 | | \$ 45,708,796 | 29,915,676 | 200.000% | \$ 77,637,808 | \$ 123,346,604 | \$ - | \$ 123,346,604 |

Note:

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION
(Estimated - to be Adjusted to Actual apportionment)

| | OPERATOR | LA UZA 2 NET FORMULA SHARE | Net Formula Share | Fund Exchange | Net Funds Available ⁽¹⁾ |
|----|-----------------|----------------------------------|----------------------|------------------|---------------------------------------|
| 1 | Antelope Valley | 0.1154% | \$ 38,464 | \$ (38,464) | \$ - |
| 2 | Arcadia | 0.1653% | 55,069 | (55,069) | - |
| 3 | Claremont | 0.0596% | 19,846 | (19,846) | - |
| 4 | Commerce | 0.3453% | 115,058 | (115,058) | - |
| 5 | Culver City | 1.4611% | 486,828 | (486,828) | - |
| 6 | Foothill | 8.5786% | 2,858,228 | (2,858,228) | - |
| 7 | Gardena | 1.2831% | 427,510 | (427,510) | - |
| 8 | LADOT | 3.9013% | 1,299,841 | (1,299,841) | - |
| 9 | La Mirada | 0.0668% | 22,258 | (22,258) | - |
| 10 | Long Beach | 6.4505% | 2,149,202 | (2,149,202) | - |
| 11 | Montebello | 1.9227% | 640,625 | (640,625) | - |
| 12 | Metro Bus Ops. | 67.6283% | 22,532,573 | 10,785,676 | 33,318,249 |
| 13 | Norwalk | 0.7057% | 235,117 | (235,117) | - |
| 14 | Redondo Beach | 0.3408% | 113,564 | (113,564) | - |
| 15 | Santa Clarita | 0.7914% | 263,672 | (263,672) | - |
| 16 | Santa Monica | 4.7246% | 1,574,147 | (1,574,147) | - |
| 17 | Torrance | 1.4594% | 486,247 | (486,247) | - |
| 18 | TOTAL | 100.0000% | \$ 33,318,249 | \$ - | \$ 33,318,249 |

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 2023 Transit Fund Allocations

**Federal Section 5307 Capital Allocation
FISCAL YEAR 2023**

CAPITAL ALLOCATION % SHARE CALCULATION

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

Notes:

Include only MTA Funded Programs:

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

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

**Federal Section 5307 Capital Allocation
FISCAL YEAR 2023**

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

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

Note:

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

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

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

Los Angeles County Metropolitan Transportation Authority
2023 Transit Fund Allocations

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2022-2023 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

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

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

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

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

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

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

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

**Los Angeles County Metropolitan Transportation Authority
2023 Transit Fund Allocations**

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

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

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

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

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

NOW THEREFORE,

- 1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2022-23 to each claimant for each of the purposes as specified in Attachments A.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan., the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

**Los Angeles County Metropolitan Transportation Authority
2023 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 do not exceed the amount the claimant is eligible to receive during the fiscal year; and that priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

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

CERTIFICATION

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

COLLETTE LANGSTONE
Board Secretary

DATED:
(SEAL)

Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022

ATTACHMENT C



Bus Transit Subsidies

FEDERAL FORMULA GRANTS

Fiscal Year 2022

PROPOSED

Final Actual Allocations

June 07, 2022

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

FY 2022 FEDERAL FORMULA GRANTS ACTUAL REVENUE

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

| | | | |
|----|--|-----------------------|-----------------------|
| 1 | <u>Section 5307 Urbanized Area Formula Grants:</u> | | |
| | Estimated Revenue | | \$ 317,929,002 |
| 2 | Estimated Revenue | \$ 317,929,002 | |
| 3 | Off the Top: | | |
| | 1% Enhancement Allocation | <u>(3,179,290)</u> | |
| 4 | | <u>\$ 314,749,712</u> | |
| 5 | 85% Formula Allocation | \$ 267,537,255 | |
| 6 | 15% Discretionary Allocation | <u>47,212,457</u> | |
| 7 | | \$ 314,749,712 | |
| 8 | <u>Section 5339 Bus and Bus Facilities Formula Grants:</u> | | |
| | Estimated Revenue | | \$ 24,549,578 |
| | <u>Section 5337 State of Good Repair (LA County Share of LA UZA 2):</u> | | |
| | High Intensity Fixed Guideway: | | |
| 9 | Directional Route Miles (DRM) Generated | \$ 49,388,763 | |
| 10 | Vehicle Revenue Miles (VRM) Generated | <u>85,584,206</u> | |
| 11 | | \$ 134,972,969 | |
| | High Intensity Motorbus: | | |
| 12 | Directional Route Miles (DRM) Generated | \$ 3,604,592 | |
| 13 | Vehicle Revenue Miles (VRM) Generated | <u>4,682,176</u> | |
| 14 | | \$ 8,286,768 | |
| 15 | Section 5337 State of Good Repair Total Estimated Revenue | | \$ 143,259,737 |
| 16 | Total Federal Formula Funds Available | | \$ 485,738,317 |

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

5307 Revised Allocation (Proposed)

| (\$ Millions) | | | | |
|----------------------------|------------------|------------------|-----------------|--------------|
| | Adopted | Actual | Variance | % Delta |
| 1% Off the top (1) | \$ 2.48 | \$ 3.16 | \$ 0.67 | 27.0% |
| 15% Discretionary Pool (1) | 36.88 | 47.24 | 10.36 | 28.1% |
| 85% Formula Pool | 208.97 | 267.54 | 58.57 | 28.0% |
| Total | \$ 248.33 | \$ 317.93 | \$ 69.60 | 28.0% |

Recommendation

- (1) - Maintain 1% and 15% pools as allocated including positive variance
 - Pro-rated to recipients up to 100% of FY22 Request
 - 1% pool fulfillment of requests leads to a shift of \$24,336 to 15% pool

- Create a \$10 million carve out for Local Operators (LO) from 85% Formula Pool
- Assumes funding is for exclusively capital expenditures
- Assumes available funding subject to an internal Call for Projects among eligible operators
- Staff would propose an additional even-year allocation of 5307 85% Formula funding of \$5M per (FY's 24/26)

Impacts

| | Adopted | Actual | Variance | % Delta |
|-----------------------------------|------------------|------------------|-------------------|--------------|
| 85% Formula Pool | \$ 208.97 | \$ 267.54 | \$ 58.57 | |
| Local Operators Carve Out | | (10.00) | (10.00) | |
| Balance | 208.97 | 257.54 | 48.57 | 23.2% |
| Metro | 141.32 | 174.17 | 32.84 | |
| Municipal Operators | 67.65 | 83.37 | 15.72 | |
| Balance | \$ 208.97 | \$ 257.54 | \$ 48.57 | 23.2% |
| Metro Impact | | | \$ (6.76) | |
| Municipal Operators Impact | | | \$ (3.24) | |
| | | | \$ (10.00) | |

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022
FISCAL YEAR 2022
FEDERAL SECTION 5307 CAPITAL ALLOCATION**

| | OPERATOR | LA UZA 2 NET FORMULA SHARE | 85% Formula Allocations PROPOSED | 15% DISCRETIONARY ALLOCATION | | 1% ENHANCEMENT ALLOCATION | | TOTAL | TDA Fund Exchange | S5339/S5337 Fund Exchange (1) | Total Funds Available |
|----|--------------------|----------------------------|----------------------------------|--|----------------------|--|---------------------|-----------------------|-------------------|-------------------------------|-----------------------|
| | | | | Project Title | Amount | Project Title | Amount | | | | |
| 1 | Antelope Valley | 0.1154% | \$ 297,311 | Battery Electric Commuter Coach Replacement | \$ 928,799 | | | \$ 1,226,111 | | \$ 794,871 | \$ 2,020,982 |
| 2 | Arcadia | 0.1653% | 425,661 | | | | | 425,661 | | 40,576 | 466,236 |
| 3 | Claremont | 0.0596% | 153,398 | | | | | 153,398 | | 14,623 | 168,021 |
| 4 | Commerce | 0.3453% | 889,354 | CNG Replacement Buses | 2,360,806 | Eastern Avenue Transit Hub | 596,800 | 3,846,960 | | 84,777 | 3,931,737 |
| 5 | Culver City | 1.4611% | 3,762,994 | Battery Electric Buses | 2,170,990 | Design and Build 10 TAILS | 180,000 | 6,113,984 | | 358,705 | 6,472,689 |
| 6 | Foothill Transit | 8.5786% | 22,093,001 | Zero-Emission Hydrogen Fuel Cell Buses | 3,338,746 | | | 25,431,748 | | 6,774,358 | 32,206,106 |
| 7 | Gardena | 1.2831% | 3,304,490 | CNG Replacement Buses | 3,476,744 | | | 6,781,234 | | 314,998 | 7,096,232 |
| 8 | LADOT | 3.9013% | 10,047,267 | Propane to Electric Buses | 1,756,092 | | | 11,803,359 | | 1,955,339 | 13,758,698 |
| 9 | La Mirada | 0.0668% | 172,047 | | | | | 172,047 | | 16,400 | 188,447 |
| 10 | Long Beach Transit | 6.4505% | 16,612,509 | Admin., Operating & Maintenance Facility Rehab | 2,252,736 | Bus Stop Improvements - Phase 2 | 550,000 | 19,745,244 (2) | (330,000) | 1,817,815 | 21,233,060 |
| 11 | Montebello | 1.9227% | 4,951,787 | Regional Training (2) | 330,000 | | | 4,951,787 | | 472,026 | 5,423,813 |
| 12 | Metro Bus Ops. | 67.6283% | 174,168,130 | Bus Midlife Refurbishment - 900 New Flyer Xcelsior | 23,634,571 | Bus Stop Lighting with Security Enhancements | 1,272,000 | 199,074,701 (2) | 330,000 | (14,712,743) | 184,691,958 |
| 13 | Norwalk | 0.7057% | 1,817,361 | Five Battery Electric Buses | 2,069,081 | Phase IV Bus Stop Improvement Program | 276,154 | 4,162,596 | | 173,239 | 4,335,835 |
| 14 | Redondo Beach | 0.3408% | 877,807 | | | | | 877,807 | | 83,676 | 961,483 |
| 15 | Santa Clarita | 0.7914% | 2,038,084 | Commuter Bus Replacement | 1,363,410 | | | 3,401,494 | | 194,279 | 3,595,773 |
| 16 | Santa Monica | 4.7246% | 12,167,548 | Bus Replacement | 3,554,817 | Bus Stop Enhancements | 280,000 | 16,002,365 | | 1,258,783 | 17,261,148 |
| 16 | Torrance | 1.4594% | 3,758,506 | | | | | 3,758,506 | | 358,277 | 4,116,783 |
| 17 | TOTAL | 100.0000% | \$ 257,537,255 | | \$ 47,236,792 | | \$ 3,154,954 | \$ 307,929,001 | \$ - | \$ - | \$ 307,929,001 |

Notes: Total may not add due to rounding.

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

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

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

FY22 ACTUAL Federal 5307 Capital Allocation

15% Discretionary Allocation and 1% Enhancement Allocation

| OPERATOR | 15% DISCRETIONARY ALLOCATION ⁽¹⁾ | | | | 1% ENHANCEMENT ALLOCATION ⁽²⁾ | | |
|-----------------------|--|----------------------|-----------------------|------------------------|--|----------------------|--|
| | Project Title | Estimated Allocation | Requested amount | FY22 Actual Allocation | Project Title | Estimated Allocation | FY22 Actual Allocation (=Requested amount) |
| 1 Antelope Valley | Battery Electric Commuter Coach Replacement | \$ 717,399 | \$ 1,576,701 | \$ 928,799 | | | |
| 2 Arcadia | | | | | | | |
| 3 Claremont | | | | | | | |
| 4 Commerce | CNG Replacement Buses | 2,121,733 | 2,360,806 | 2,360,806 | Eastern Avenue Transit Hub | 537,120 | 596,800 |
| 5 Culver City | Battery Electric Buses | 1,676,860 | 4,140,394 | 2,170,990 | Design and Build 10 TAILS | 162,000 | 180,000 |
| 6 Foothill Transit | Zero-Emission Hydrogen Fuel Cell Buses | 2,578,828 | 5,928,340 | 3,338,746 | | | |
| 7 Gardena | CNG Replacement Buses | 2,685,417 | 5,902,016 | 3,476,744 | | | |
| 8 LADOT | Propane to Electric Buses | 1,356,395 | 2,981,088 | 1,756,092 | | | |
| 9 La Mirada | | | | | | | |
| 10 Long Beach Transit | Admin., Operating & Maintenance Facility Rehab | 1,740,000 | 4,000,000 | 2,252,736 | Bus Stop Improvements - Phase 2 | 467,500 | 550,000 |
| | Regional Training | 330,000 | 330,000 | 330,000 | | | |
| 11 Montebello | | | | | | | |
| 12 Metro Bus Ops. | Bus Midlife Refurbishment - 900 New Flyer Xcelsior | 18,273,588 | 126,510,400 | 23,634,571 | Bus Stop Lighting with Security Enhancements | 857,769 | 1,272,000 |
| 13 Norwalk | Five Battery Electric Buses | 1,598,146 | 3,673,899 | 2,069,081 | Phase IV Bus Stop Improvement Program | 220,923 | 276,154 |
| 14 Redondo Beach | | | | | | | |
| 15 Santa Clarita | Commuter Bus Replacement | 1,053,090 | 2,632,726 | 1,363,410 | | | |
| 16 Santa Monica | Bus Replacement | 2,745,720 | 6,312,000 | 3,554,817 | Bus Stop Enhancements | 238,000 | 280,000 |
| 17 Torrance | | | | | | | |
| 18 TOTAL | | \$ 36,877,176 | \$ 166,348,370 | \$ 47,236,792 | | \$ 2,483,312 | \$ 3,154,954 |

Note:

(1) The City of Commerce share of actual allocation of 15% fund was \$360,928 more than their requested amount. This amount was proportionally reallocated to the other operators within 15% pool.

(2) After allocating 100% of requested amount of the 1% pool to the operators, \$24,336 excess amount was added to the 15% pool.

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

**Federal Section 5307 Capital Allocations
85% Formula Allocations**

| | OPERATOR | LA UZA 2 NET FORMULA SHARE | FY22 Estimate | 85% Formula Allocations ACTUAL | \$10M Contribution | 85% Formula Allocations PROPOSED |
|----|--------------------|---|-----------------------|---|-------------------------------|---|
| 1 | Antelope Valley | 0.1154% | \$ 241,244 | \$ 308,856 | \$ (11,544) | \$ 297,311 |
| 2 | Arcadia | 0.1653% | 345,389 | 442,189 | (16,528) | 425,661 |
| 3 | Claremont | 0.0596% | 124,470 | 159,355 | (5,956) | 153,398 |
| 4 | Commerce | 0.3453% | 721,639 | 923,887 | (34,533) | 889,354 |
| 5 | Culver City | 1.4611% | 3,053,365 | 3,909,109 | (146,115) | 3,762,994 |
| 6 | Foothill Transit | 8.5786% | 17,926,685 | 22,950,858 | (857,857) | 22,093,001 |
| 7 | Gardena | 1.2831% | 2,681,326 | 3,432,801 | (128,311) | 3,304,490 |
| 8 | LADOT | 3.9013% | 8,152,545 | 10,437,396 | (390,129) | 10,047,267 |
| 9 | La Mirada | 0.0668% | 139,602 | 178,727 | (6,680) | 172,047 |
| 10 | Long Beach Transit | 6.4505% | 13,479,708 | 17,257,561 | (645,053) | 16,612,509 |
| 11 | Montebello | 1.9227% | 4,017,975 | 5,144,062 | (192,275) | 4,951,787 |
| 12 | Metro Bus Ops. | 67.6283% | 141,323,358 | 180,930,962 | (6,762,832) | 174,168,130 |
| 13 | Norwalk | 0.7057% | 1,474,642 | 1,887,928 | (70,567) | 1,817,361 |
| 14 | Redondo Beach | 0.3408% | 712,269 | 911,892 | (34,085) | 877,807 |
| 15 | Santa Clarita | 0.7914% | 1,653,740 | 2,117,221 | (79,137) | 2,038,084 |
| 16 | Santa Monica | 4.7246% | 9,872,982 | 12,640,006 | (472,458) | 12,167,548 |
| 17 | Torrance | 1.4594% | 3,049,724 | 3,904,446 | (145,940) | 3,758,506 |
| 18 | TOTAL | 100.0000% | \$ 208,970,663 | \$ 267,537,255 | \$ (10,000,000) | \$ 257,537,255 |

Notes: Total may not add due to rounding.

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

Actual apportionment

| LOS ANGELES COUNTY SHARE (UZA 2) | Directional Route Miles (DRM) Allocation | | | Vehicle Revenue Miles (VRM) Allocation | | | Total \$ Allocation | Fund Exchange | Net Funds Available ⁽¹⁾ |
|---|---|----------|----------------------|---|-----------------|----------------------|------------------------|---------------|---------------------------------------|
| | DRM | DRM% | DRM \$Allocation | VRM | VRM% | VRM \$Allocation | | | |
| High Intensity Fixed Guideway: | | | | | | | | | |
| 1 Metro (Including Metrolink) | 485.4 | 99.774% | \$ 49,277,093 | 27,684,200 | 98.806% | \$ 84,562,064 | \$ 133,839,157 | \$ 1,133,812 | \$ 134,972,969 |
| 2 Long Beach Transit | 0.5 | 0.103% | 50,759 | 60,068 | 0.214% | 183,479 | 234,238 | (234,238) | - |
| 3 Santa Monica | 0.6 | 0.123% | 60,911 | 12,443 | 0.044% | 38,007 | 98,919 | (98,919) | - |
| 4 Foothill Transit | - | 0.000% | - | 262,121 | 0.936% | 800,655 | 800,655 | (800,655) | - |
| 5 Sub-total | 486.5 | 100.000% | 49,388,763 | 28,018,832 | 100.000% | 85,584,206 | 134,972,969 | - | 134,972,969 |
| High Intensity Motorbus: | | | | | | | | | |
| 6 Antelope Valley | 23.6 | 15.003% | 540,803 | 116,374 | 4.821% | 225,727 | 766,530 | (766,530) | - |
| 7 Foothill Transit | 39.4 | 25.048% | 902,867 | 1,528,527 | 63.322% | 2,964,835 | 3,867,701 | (3,867,701) | - |
| 8 LADOT | 35.1 | 22.314% | 804,330 | 99,635 | 4.128% | 193,259 | 997,589 | (997,589) | - |
| 9 Metro Bus Ops. | 59.2 | 37.635% | 1,356,592 | 669,370 | 27.730% | 1,298,356 | 2,654,947 | 5,631,821 | 8,286,768 |
| 10 Sub-total | 157.3 | 100.00% | 3,604,592 | 2,413,906 | 100.000% | 4,682,176 | 8,286,768 | - | 8,286,768 |
| 11 Total LA County Share - UZA 2 | 643.80 | | \$ 52,993,355 | 30,432,738 | 200.000% | \$ 90,266,382 | \$ 143,259,737 | \$ - | \$ 143,259,737 |

Note:

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

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

Actual apportionment

| | OPERATOR | LA UZA 2 NET FORMULA SHARE | Net Formula Share | Fund Exchange | Net Funds Available ⁽¹⁾ |
|----|-----------------|-------------------------------|----------------------|---------------|---------------------------------------|
| 1 | Antelope Valley | 0.1154% | \$ 28,341 | \$ (28,341) | \$ - |
| 2 | Arcadia | 0.1653% | 40,576 | (40,576) | - |
| 3 | Claremont | 0.0596% | 14,623 | (14,623) | - |
| 4 | Commerce | 0.3453% | 84,777 | (84,777) | - |
| 5 | Culver City | 1.4611% | 358,705 | (358,705) | - |
| 6 | Foothill | 8.5786% | 2,106,002 | (2,106,002) | - |
| 7 | Gardena | 1.2831% | 314,998 | (314,998) | - |
| 8 | LADOT | 3.9013% | 957,749 | (957,749) | - |
| 9 | La Mirada | 0.0668% | 16,400 | (16,400) | - |
| 10 | Long Beach | 6.4505% | 1,583,577 | (1,583,577) | - |
| 11 | Montebello | 1.9227% | 472,026 | (472,026) | - |
| 12 | Metro Bus Ops. | 67.6283% | 16,602,468 | 7,947,110 | 24,549,578 |
| 13 | Norwalk | 0.7057% | 173,239 | (173,239) | - |
| 14 | Redondo Beach | 0.3408% | 83,676 | (83,676) | - |
| 15 | Santa Clarita | 0.7914% | 194,279 | (194,279) | - |
| 16 | Santa Monica | 4.7246% | 1,159,864 | (1,159,864) | - |
| 17 | Torrance | 1.4594% | 358,277 | (358,277) | - |
| 18 | TOTAL | 100.0000% | \$ 24,549,578 | \$ - | \$ 24,549,578 |

Note:

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

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

**Summary of Bus Transit Subsidies
Fiscal Year 2022**

ACTUAL FEDERAL FORMULA GRANTS

| Operators | Urbanized Formula Program (Section 5307) | | | Bus & Bus Facilities (Section 5339) | | | State of Good Repair (Section 5337) | | | Total |
|--|--|-----------------|------------------------|-------------------------------------|---------------|------------------------|-------------------------------------|---------------|------------------------|-----------------------|
| | FY22\$Allocation | Fund Exchanges | Adjusted \$ Allocation | FY22 \$Allocation | Fund Exchange | Adjusted \$ Allocation | FY22 \$Allocation | Fund Exchange | Adjusted \$ Allocation | |
| | Included Operators: | | | | | | | | | |
| 1 Metro Bus Ops | \$ 199,074,701 | \$ (14,382,743) | \$ 184,691,958 | \$ 16,602,468 | \$ 7,947,110 | \$ 24,549,578 | \$ 136,494,104 | \$ 6,765,633 | \$ 143,259,737 | \$ 352,501,273 |
| Municipal Operators: | | | | | | | | | | |
| 2 Arcadia | 425,661 | 40,576 | 466,236 | 40,576 | (40,576) | - | - | - | - | 466,236 |
| 3 Claremont | 153,398 | 14,623 | 168,021 | 14,623 | (14,623) | - | - | - | - | 168,021 |
| 4 Commerce | 3,846,960 | 84,777 | 3,931,737 | 84,777 | (84,777) | - | - | - | - | 3,931,737 |
| 5 Culver City | 6,113,984 | 358,705 | 6,472,689 | 358,705 | (358,705) | - | - | - | - | 6,472,689 |
| 6 Foothill Transit | 25,431,748 | 6,774,358 | 32,206,106 | 2,106,002 | (2,106,002) | - | 4,668,356 | (4,668,356) | - | 32,206,106 |
| 7 Gardena | 6,781,234 | 314,998 | 7,096,232 | 314,998 | (314,998) | - | - | - | - | 7,096,232 |
| 8 La Mirada | 172,047 | 16,400 | 188,447 | 16,400 | (16,400) | - | - | - | - | 188,447 |
| 9 Long Beach | 19,745,244 | 1,487,815 | 21,233,060 | 1,583,577 | (1,583,577) | - | 234,238 | (234,238) | - | 21,233,060 |
| 10 Montebello | 4,951,787 | 472,026 | 5,423,813 | 472,026 | (472,026) | - | - | - | - | 5,423,813 |
| 11 Norwalk | 4,162,596 | 173,239 | 4,335,835 | 173,239 | (173,239) | - | - | - | - | 4,335,835 |
| 12 Redondo Beach | 877,807 | 83,676 | 961,483 | 83,676 | (83,676) | - | - | - | - | 961,483 |
| 13 Santa Monica | 16,002,365 | 1,258,783 | 17,261,148 | 1,159,864 | (1,159,864) | - | 98,919 | (98,919) | - | 17,261,148 |
| 14 Torrance | 3,758,506 | 358,277 | 4,116,783 | 358,277 | (358,277) | - | - | - | - | 4,116,783 |
| 15 Sub-Total | 92,423,337 | 11,438,254 | 103,861,591 | 6,766,740 | (6,766,740) | - | 5,001,513 | (5,001,513) | - | 103,861,591 |
| Eligible Operators: | | | | | | | | | | |
| 16 Antelope Valley | 1,226,111 | 794,871 | 2,020,982 | 28,341 | (28,341) | - | 766,530 | (766,530) | - | 2,020,982 |
| 17 LADOT | 11,803,359 | 1,955,339 | 13,758,698 | 957,749 | (957,749) | - | 997,589 | (997,589) | - | 13,758,698 |
| 18 Santa Clarita | 3,401,494 | 194,279 | 3,595,773 | 194,279 | (194,279) | - | - | - | - | 3,595,773 |
| 19 Foothill BSCP | - | - | - | - | - | - | - | - | - | - |
| 20 Sub-Total | 16,430,963 | 2,944,489 | 19,375,453 | 1,180,370 | (1,180,370) | - | 1,764,120 | (1,764,120) | - | 19,375,453 |
| 21 Total Excluding Metro | 108,854,301 | 14,382,743 | 123,237,043 | 7,947,110 | (7,947,110) | - | 6,765,633 | (6,765,633) | - | 123,237,043 |
| 22 Re-Allocated to Local Operators (1) | | | 10,000,000 | | | | | | | 10,000,000 |
| 23 Grand Total | \$ 307,929,001 | \$ - | \$ 317,929,001 | \$ 24,549,578 | \$ - | \$ 24,549,578 | \$ 143,259,737 | \$ - | \$ 143,259,737 | \$ 485,738,316 |

Note: Totals may not add due to rounding.

(1) The 5307 funds allocated to Local Operators will be exchanged with Metro's local funds.

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

CAPITAL ALLOCATION % SHARE CALCULATION

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

Notes:

Include only MTA Funded Programs:

- (1) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode MB), Number of Active Vehicles in Fleet". LADOT's total active vehicles is reported separately.
- (2) Source: NTD Report Form S-10 "Service Non-Rail (Mode MB), Vehicles Operated in Annual Maximum Service". LADOT's figure is from TPM excluding Community Dash.
- (3) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode DR), Seating Capacity". Redondo Beach's Seating Capacity is apportioned between FAP and non-FAP vehicles.

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

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

Note:

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

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

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



ALLIANCE OF LOCAL TRANSIT OPERATORS

City of Agoura Hills
City of Alhambra
City of Artesia
City of Avalon
City of Azusa
City of Baldwin Park
City of Bell Gardens
City of Beverly Hills
City of Burbank
City of Calabasas
City of Carson
City of Cerritos
City of Covina
City of Downey
City of Duarte
City of El Monte
City of El Segundo
City of Glendale
City of Glendora
City of Inglewood
City of La Canada Flintridge
City of Lakewood
City of Lawndale
City of Lynwood
City of Manhattan Beach
City of Monrovia
City of Monterey Park
City of Paramount
City of Pasadena
City of Pico Rivera
City of Redondo Beach
City of Rosemead
City of San Fernando
City of Santa Fe Springs
City of South Gate
City of South Pasadena
City of West Covina
City of West Hollywood
City of Whittier
Los Angeles County DPW
Palos Verdes Peninsula
Transit Authority
Pomona Valley
Transportation Authority

March 23, 2022

Stephanie Wiggins
Chief Executive Officer
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: New Federal and State Funding Opportunities for Local Operator

Dear Ms. Wiggins,

The Alliance of Local Transit Operators, comprised of over 40 locally funded agencies in L.A. County, was formed to advocate that Federal Transit Administration (FTA) COVID relief funds be allocated to locally funded operators. With the extraordinary amount of new federal formula and discretionary capital funds passed in the Federal Infrastructure Bill to fund transit fleet modernization and climate priorities such as replacement of CNG/gasoline buses with zero-emission buses, our members also need funding to accomplish the transition to zero-emission fleets. We are requesting Metro work with the Alliance and LTSS to allocate new capital funds to local transit operators.

Much like with Metro and our municipal operator peers, our agencies are experiencing the same operational and capital challenges. Bus driver shortages, low ridership, and the implementation of the Innovative Clean Transit (ICT) regulation requiring zero-emission fleets by 2040 are shared issues. However, the resources to address these issues are not. Lack of capital funding for locally funded operators is further exacerbated by the ending of the Call for Projects, and unfortunately, Measure M subregional funds are not yet available in the amounts necessary to deliver capital improvements to meet the national and state climate priorities.

Despite these challenges, our members stand ready to help implement more equitable and sustainable transit services in L.A. County. Federal and state funding programs have prioritized making transit more equitable and supporting the 2028 Olympics. Increasing Local Transit funding with new or increased funding prioritizes equity by keeping the whole region on a level footing, not a select area served by specific operators. Our members provide local paratransit service and crucial first/last mile fixed-route service to access regional bus and rail services. Additionally, helping our members electrify would greatly aid L.A. County and the South Coast Air Basin achieve its air quality and climate change goals.

We appreciate your and Metro staff's assistance with including our members in the distribution of COVID relief funds. This arrangement was essential in helping us stay operational. Our members and the LTSS Subcommittee are excited to work quickly with Metro staff to develop a funding framework such as a countywide Call for Projects with FHWA CMAQ and other Infrastructure Bill program funds for FY 2023. In addition, local operators need Metro grant writing assistance to apply for FTA discretionary grant programs such as Low or No Emission and Buses and Bus Facilities.

We appreciate your consideration of our request. If you have any questions or would like to discuss this further, please contact me at (909) 596-7664.

Sincerely,

George Sparks, PVTA Administrator
For the Alliance of Local Transit Operators

CC: Metro Board



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

Stephanie N. Wiggins
Chief Executive Officer
213.922.7599 Tel
213.922.7447 Fax
wiggins@metro.net

April 7, 2022

Mr. George Sparks
Pomona Valley Transit Authority Administrator
Alliance of Local Transit Operators
2120 Foothill Boulevard
Suite 116
La Verne, California 91750

Dear Mr. Sparks:

Thank you for your letter of March 23, 2022 expressing the views of the Alliance of Local Transit Operators (the Alliance) within Los Angeles County. Metro appreciates the role that local system providers play within the region's mobility network. I personally appreciate the readiness of your members to partner in the implementation of transit services that are more equitable and sustainable for Los Angeles County.

While there are indications that the Federal government seeks to increase infrastructure investments, significant information remains unknown including: proposed overall levels of resource availability, the scope of activities those resources will ultimately support, and the periods and timing of actions by the Administration, Congress, and the Federal Transit Administration (FTA).

Recognizing the vital role of Local Transit Systems play in the overall mobility framework here in Los Angeles County, I have asked my Chief Financial Officer, Nalini Ahuja to work with members of the Alliance to achieve a clear understanding of the needs of your members for future investments and to engage a dialog as to the various options Metro may, or may not, have, to seek to address those needs. I stand committed to ensuring that mobility improvements, be they through transit, infrastructure and capacity investments, or other equity driven solutions are at the forefront of Metro's actions.

I look forward to our continued partnership in addressing the needs of Los Angeles County residents and visitors.

Sincerely,

Stephanie N. Wiggins
Chief Executive Officer

cc: Metro Board of Directors

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax revenue estimates are projected to increase by 19% over FY 2021-22 (FY22) amended budget based upon review of several economic forecasts.
- Assumed Consumer price index (CPI) growth of 3.3% represents a composite index from several economic forecasting sources.
- To accommodate the impacts of the COVID-19 pandemic, in March 2022, Bus Operations Sub-Committee (BOS) members concurred with the use of FY21 Vehicle Service Miles statistics and FY19 Fare Revenue to allocate State and Local funds.
- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a program funded by the increase in Vehicle License Fees. To be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.
- Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to $\frac{3}{4}$ percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Beginning in FY20, Metro increased the TDA planning allocation to the full 1 percent of annual TDA revenues.
- Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40% Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI.
- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments. To accommodate the impacts of the COVID-19 pandemic, in March 2022, Bus Operations Sub-Committee (BOS) members agreed to use FY19 data as the allocation basis. 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). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

Bus Transit Subsidies (\$1,550.4M)

Formula Allocation Procedure (\$892.7M)

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

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

In FY 2008, the Board set aside \$18.0 million from GOI fund to provide operating assistance to Tier 2 Operators including LADOT Community Dash, Glendale, Pasadena and Burbank fixed route transit programs. Allocation is calculated using the same methodology as in the FAP and does not negatively impact the existing Included and Eligible Operators. This program was funded \$6.0 million each year for three years beginning FY 2011. With the Board's approval, we will continue to fund this program in FY 2023 in the amount of \$7.5 million. Funding includes \$1,353,230 in ARPA Funding as approved by the Board of Directors. ARPA funds will be exchanged with local funds.

Measure R Allocations (\$230.3M)

- **Measure R 20% Bus Operations (\$230.3M)**
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 (\$0.0)**

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

Measure M 20% Transit Operations (\$229.9M)

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 (\$51.6M)

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 (\$73.0M)

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

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. In the past, funding was increased by 3% from the previous year's funding level. All Municipal Operators participate in this program and funds are allocated according to FAP calculation methodology.
- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.
- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion. The TSE Program continues for eight Municipal Operators including Culver City,

Foothill Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.

- **Base Re-Structuring Program (Base-Re).** The Base Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello, and Torrance.
- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding. Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.

Senate Bill 1 (\$72.9 M)

The following programs are funded with SB1:

- **State Transit Assistance (\$50.2 M)**
- **State of Good Repair (\$ 22.6 M)**

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

Local Subsidies (\$853.7 M)

Proposition A Incentive Programs (\$31.3M)

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through Board-adopted Incentive Program guidelines. Programs include the Sub-Regional Paratransit Program, the Voluntary NTD Reporting Program and the Sub-Regional Grant Projects. Under the Voluntary NTD Reporting Program, local transit operators report operating data for entitlement to the Federal FTA Section 5307 funds. Operators participating in the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region. Fund includes \$9,206,853 in ARPA funding as approved by LACMTA Board of Directors. ARPA fund will be exchanged with local funds.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service to its residents who commute between Avalon and the mainland, will receive \$1,176,538 in subsidy which includes \$476,538 in ARPA funding.

At its May 16, 2017, meeting, the Local Transit System Subcommittee (LTSS) approved an additional \$50,000 to Avalon's Transit Services annual subsidy increasing the funding level to \$300,000. In FY23, \$109,874 and \$387,124 were added to Avalon's

Transit Service and the Hollywood Bowl Shuttles from ARPA funding to increase the subsidy level to \$409,874 and \$1,444,124, respectively.

Local Returns (\$773.5M)

Proposition A 25% (\$245.1M)

Proposition C 20% (\$203.3M)

Measure R 15% (\$152.4M)

Measure M 17% (\$172.8M)

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

TDA Article 3 funds (\$11.1M)

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

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

TDA Article 8 funds (\$37.7M)

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 (\$484.7M)

Section 5307 Urbanized Formula Program (\$328.0 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 FY23, \$328.0 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its April 19, 2021, meeting, the BOS allocated \$360,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCRTTC) from the 15% discretionary fund. SCRTTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, and Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

Section 5339 Bus and Bus Facilities (\$33.3M)

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 FY23, \$33.3 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 (\$123.3)

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

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of

Los Angeles County Metropolitan Transportation Authority
2023 Transit Fund Allocations

public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY23, \$116.1 million is allocated to Metro and Municipal operations.

- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY23, \$7.3 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.



Board Report

File #: 2022-0341, File Type: Budget

Agenda Number: 17.

FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 15, 2022

SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2023 BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$156,094,281 for FY23. This amount includes:
1. Local funds for operating and capital expenses in the amount of \$153,651,022;
 2. Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,443,259; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

ISSUE

Access provides mandated Americans with Disabilities Act (ADA) paratransit service on behalf of Metro and Los Angeles County fixed route operators. Working in collaboration, Metro and Access staff have determined that a total of \$251,874,890 is required for its FY23 operating and capital needs. An additional \$2,443,259 is required to support Metrolink's participation in Access' Free Fare Program for a total of \$254,318,149. Of this total, \$95,836,065 will be funded from federal grants, including Federal Surface Transportation Block Grant (STBG) Program funds, passenger fares, and other income generated by Access. The remaining amount of \$158,482,084 will be funded with Measure M ADA Paratransit Service (MM 2%) funds, Proposition C 40% Discretionary (PC 40%) funds, American Rescue Plan Act (ARPA) equivalent funds, and FY21 carryover funds. See Attachment A for funding details.

BACKGROUND

Metro, as the Regional Transportation Planning Authority, provides funding to Access to administer

the delivery of regional ADA paratransit service on behalf of Metro and the 45 other public fixed route operators in Los Angeles County consistent with the adopted Countywide Paratransit Plan. The provision of compliant ADA mandated service is considered a civil right under federal law and must be appropriately funded.

In FY23, Access is projected to provide more than 2.7 million passenger trips to approximately 115,000 qualified ADA paratransit riders. Access' service area covers over 1,950 square miles of Los Angeles County by utilizing taxicabs and accessible vehicles operated by six contractors to ensure efficient and effective service. The service area is divided into six regions (Eastern, Southern, West Central, Northern, Santa Clarita and Antelope Valley).

During the first year of the pandemic, Access provided non-shared ride and same day services. As of May 2021, Access reinstated its next-day, shared-ride service model and will continue this for the next fiscal year. In-person eligibility assessments at Access' Eligibility Center in Commerce restarted on April 4, 2022, for new applicants. Customer renewal eligibility applications will continue to be conducted via mail and, if necessary, phone interviews for the first part of FY23.

COVID-19 Impacts

As the region emerges from the COVID-19 pandemic, there continue to be impacts on Access, including:

- **Shortages of qualified drivers and key personnel:** Like other transit systems in Los Angeles County and nationwide, Access' contractors are having difficulty hiring and retaining qualified drivers and other key personnel which has affected some Key Performance Indicators. Access has proactively implemented several initiatives to assist its contractors in hiring, including messages on its website, reservations line, and a social media advertising campaign. Additionally, the proposed FY23 budget addresses contractor driver wages in order to remain competitive in recruiting and retaining employees.
- **Shortages of taxi subcontractor capacity:** Prior to the pandemic, approximately 50% of Access trips were serviced by taxicabs, which enhanced both system performance and overall cost efficiency. The pandemic has led to a reduction in available taxicabs in the region and, as a result, 32% of Access trips are currently serviced by taxicabs. To rebuild this capacity, Access' contractors have been seeking partnerships with taxi companies who previously have not done work for Access, in addition to various Transportation Network Companies (TNCs). The proposed FY23 budget also includes funding to compensate taxi drivers for significantly increased costs to encourage them to continue serving Access clients. The proposed increase in taxi compensation mirrors the rate increase approved on April 21, 2022, by the City

of Los Angeles Taxicab Commission.

- **Shortages of replacement vehicles:** An industry shortage of vehicle computer chips and other components has significantly delayed the delivery of replacement vehicles to Access. The FY23 budget contains funding for up to 363 replacement vehicles. In addition, Access has proposed an electric accessible paratransit vehicle pilot project in FY23 - the first project of its kind in the United States.

In March, Access was one of 35 recipients in 18 states that were selected to receive grant funding from the American Rescue Plan (ARPA) Additional Assistance program. Access will receive \$5 million to fund a program for preventive maintenance, major component repairs and rehabilitation of ADA accessible vehicles that have exceeded their useful life. With this award, Access will have the ability to extend the lifespan of its existing fleet while waiting for replacement vehicles to be delivered. However, many vehicles will be approaching and surpassing their useful life in FY23 so the need to purchase replacement vehicles still exists.

DISCUSSION

Ridership

Each fiscal year, paratransit ridership projections are calculated to determine Access' budgetary needs. HDR Engineering, Inc. (HDR), an independent third-party consulting firm, provides this statistical information. The paratransit demand analysis uses economic factors, historical data, and other variables to form the basis for the ridership projections. Total projected passengers are then converted to passenger trips. The number of trips and the contractual cost per trip are the major cost drivers in the Access budget.

Access requested that HDR prepare a revised ridership projection for FY23 based on ridership data through December 2021. HDR's projection assumes a 19.4% increase in ridership (3,440,189 passengers vs. 2,882,358 passengers in FY22) for FY23. As Access continues to face COVID-19 pandemic uncertainties, the ridership projections remain speculative for the coming fiscal year. Per the requested amount from Access, the proposed FY23 budget includes sufficient funding to address this projected demand.

Cost Per Trip

The average cost per trip in FY22 was \$65.30, and in FY23 the estimated average cost per trip is \$69.06, a 5.4% increase. The cost increase is due to the issuance of two new contracts that include scheduled Consumer Price Index (CPI) contractual increases and the increasing costs of the overall labor market.

Approximately 94% of Access' costs come from Direct Transportation (delivery of paratransit operations) and Contracted Support (eligibility and customer services). The cost of paratransit trips has steadily increased primarily due to legislated changes in the minimum wage in Los Angeles County. Thus, annually, the increase to the Access budget includes not only minimum wage cost and CPI increases but also any increases in paratransit trip demand. Except for the pandemic years, demand for paratransit services had increased by at least 5% annually over the last decade and HDR's forecast still projects that ridership will continue to increase by at least that much over the coming decade.

FY23 Proposed Budget

Overall, in FY23, Access' total operating, and capital budget is increasing by 14.7% as outlined in the table below. The Direct Transportation cost is projected to increase by 7.5% as costs increase and demand rises towards pre-pandemic operating service levels. Similarly, Contracted Support costs are estimated to increase by 4.5% due to the re-establishment of in-person applicant eligibility reviews, as virtual eligibility interviews are gradually phased out. Management & Administration costs will increase by 9.1% as Access restores full staffing levels in response to the forecasted increase in ridership demand.

Access' total capital program request is \$33.7 million. Of this amount, \$11.9 million will be carried over from FY22. This year's increase in the capital budget of \$21.8 million is due to the need to replace vehicles that have exceeded their useful life and the rising cost of new vehicles, as noted above.

Capital Program - Reserve

The pandemic has led to a significant delay in vehicle deliveries to transit agencies nationwide. Due to the unpredictable delivery timeline for FY23, Metro will hold in reserve an amount not to exceed \$14,300,000 in local funds providing Access the budgetary authority to place vehicle orders to lock in an accelerated delivery timeline and lower unit prices. If Access and Metro are able to identify and obligate additional federal funding for these vehicles, then local funds can be reprogrammed to other eligible uses.

Access Services - Budget

| Expenses (\$ in millions) | FY22 Adopted | FY23 Proposed | \$ Change | % Change |
|----------------------------------|---------------------|----------------------|------------------|-----------------|
| Direct Transportation | \$ 176.3 | \$ 189.5 | \$ 13.2 | 7.5% |
| Contracted Support | 13.7 | 14.3 | 0.6 | 4.5% |
| Management/Administration | 12.9 | 14.1 | 1.1 | 9.1% |
| Total Operating Costs | \$ 203.0 | \$ 218.0 | \$ 15.0 | 7.4% |
| Capital Program Carryover | | 11.9 | 11.9 | |
| Capital Program New | | 21.8 | 21.8 | |
| Total Capital Program | \$ 16.6 | \$ 33.7 | \$ 17.1 | 103.4% |
| Carryover | 3.1 | 2.3 | (0.7) | -24.5% |
| Total Expenses | \$ 219.6 | \$ 251.9 | \$ 32.2 | 14.7% |

FY21 Carryover Operating Funds

Each year, Metro includes Access in the consolidated audit process to ensure that it is effectively managing and administering federal and local funds in compliance with applicable guidelines. The FY21 audit determined that Access had approximately \$2,387,803 of unspent or unencumbered funds. Per Access' FY22 Memorandum of Understanding (MOU), Access has the option to either return the funds to Metro or request that such funds be carried over to the next fiscal year to be applied toward operating expenses. Access has requested the full carryover of these funds from FY21 into the FY23 proposed budget.

Pending Grant Awards

Access applied for Federal Transit Administration Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities Program funding as authorized under ARPA and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). Currently, Metro as the designated recipient of Los Angeles County 5310 funds is finalizing the award notifications and Access has been approved for a funding award of \$546,849. This grant will support the expanded transfer trip program in the Santa Clarita and Lancaster-Palmdale areas. Given that this grant award is still pending, it is not included in Access' proposed FY23 budget at this time.

FY22 Performance

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

| Key Performance Indicators | Standard | FY21 | FY22 YTD* |
|--|----------|--------|--------------|
| On-Time Performance | ≥ 91% | 92.6% | 90.7% |
| Excessively Late Trips | ≤ 0.10% | 0.07% | 0.09% |
| Excessively Long Trips | ≤ 5.0% | 0.5% | 3.3% |
| Missed Trips | ≤ 0.75% | 0.36% | 0.44% |
| Denials | 0 | 4 | 6 |
| Access to Work - On-Time Performance | ≥ 94% | 97.8% | 96.3% |
| Average Hold Time (Reservations) | ≤ 120 | 52 | 59 |
| Calls On Hold > 5 Min (Reservations) | ≤ 5% | 2.2% | 2.5% |
| Calls On Hold > 5 Min (ETA) | ≤ 10% | 1.5% | 2.2% |
| Complaints Per 1,000 Trips | ≤ 4.0 | 2.5 | 3.0 |
| Preventable Incidents per 100,000 miles | ≤ 0.25 | 0.15 | 0.21 |
| Preventable Collisions per 100,000 miles | ≤ 0.50 | 0.50 | 0.73 |
| Miles Between Road Calls | ≥ 25,000 | 64,040 | 64,378 |

*YTD through March 2022

While overall service remains strong and most KPIs are being met, on-time performance year-to-date continues to remain slightly below standard, due to the challenges with the shortages of qualified drivers and key personnel. The increase in preventable incidents and collisions reflects an increase in passengers and traffic. Contractors who do not meet certain KPIs must provide a service improvement plan and are also assessed liquidated damages.

Access Update

In FY22, Access implemented the following major initiatives:

- Expanded the Parents with Disabilities (PWD) program systemwide
- Enhanced the *Where's My Ride* (WMR) app using Mobility for All federal grant funds
- Implemented online reservations in the Northern (San Fernando Valley) and Antelope Valley regions
- Conducted a 2022 Biennial Customer Satisfaction Study. Results available at <http://accessla.org/sites/default/files/Agendas/2022%20Customer%20Satisfaction%20Survey.pdf>
<[https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Faccessla.org%2Fsites%](https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Faccessla.org%2Fsites%2F)
- Awarded two new service contracts in the Southern & Antelope Valley regions
- Implemented a contractor hiring assistance plan

In FY23, Access plans to implement the following:

- Implementation of Access' fleet preventative maintenance and rehabilitation program using ARPA funds
- Initiation of a pilot program for accessible electric paratransit vehicles
- Modification of KPIs and service standards
- Implementation of a Bluetooth Beacon Project at Rancho Los Amigos National Rehabilitation Center
- Update Access' Title VI Program
- Enhancements to contractor driver wages and taxi subcontractor rates

Metro Oversight Function

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

FINANCIAL IMPACT

The Proposed Budget for FY23 is included in Cost Center 0443, Project 410011, and Account 54001 in the FY23 Metro Annual Budget as adopted at the May 2022 Board meeting.

Impact to Budget

Access' funding will come from Measure M 2% funds in the amount of \$15.5 million, \$49.1 million in ARPA-equivalent funds, and Proposition C 40% funds in the amount of \$91.4 million, for a total amount of \$156.0 million. The Metro Board approved ARPA equivalent one-time federal relief funds and Proposition C 40% funds are eligible for bus and rail operations. Given the region is fully funding its projected ADA paratransit obligation, there will be no financial impact on Metro's bus and rail operations. Any funding Access secures through the FTA Section 5310 competitive grant process planned for FY23 will be used to replace local funding programmed for capital expenses and local funding will be reprogrammed.

EQUITY PLATFORM

As mandated by the federal government, Access paratransit exclusively serves people with disabilities and seniors, thus providing a significant equity impact and benefit. Access' service area is divided into six regions, and all have similar KPIs that are measured and monitored by Access staff. The FY23 budget will ensure equitable levels of service are delivered to people with disabilities in all areas of Los Angeles County. Metro will ensure that Access' FY23 budget emphasizes the importance of serving its riders, stakeholders, and employees on providing equitable, sustainable, economically efficient, safe, and reliable services throughout the region. Two prime examples of these efforts are the expansion of the WMR app allowing customers to see the location and the expected arrival time of vehicles. Similarly, the PWD program has been expanded to serve the entire service region. This program allows parents to take their children to and from school and other activities.

Public Outreach

In January 2022, to ensure its services align with the need of its riders, Access engaged its riders through a customer satisfaction study to gain feedback on service improvements and trip experience. This countywide survey was conducted in English and Spanish, online and via telephone. Survey results are available online. Access also holds community meetings twice a year to discuss topics like technology, customer service, paratransit operations, its eligibility process and much more. These community meetings allow input to be received from a diverse population including minority and low-income communities with mobility needs. In addition, community input is taken into consideration in the development of the annual budget.

Access ensures individuals with disabilities have an equal opportunity to participate in events and programs by providing alternative formats, sign language and other language interpreters for communications in compliance with its Title VI programs and guidelines. Community input is vital to the improvement of services to Access riders. For example, feedback from the community was critical in implementing changes to the font, color and background of the Access website in order to make it as easy as possible to navigate the website. Additional input led to the modification currently under progress that will allow the customers to directly communicate with the driver to improve service delivery. Access staff will continue to work with various advocate and community groups in FY23 to ensure the needs of their constituents are met.

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 FY23 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 $\frac{3}{4}$ of a mile of local rail and bus lines. Staff does not recommend this approach. This would impact Metro's and the region's ability to compete for federal grants, would increase the overall costs of the program if individual operators were required to provide these services, and significantly limit the mobility options of the senior and disabled communities throughout the county.

NEXT STEPS

Upon approval, staff will execute a MOU for FY23 to ensure proper disbursement of funds.

ATTACHMENTS

Attachment A - FY23 Access Services ADA Program


Prepared by:

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Anelli-Michelle Navarro, Sr. Executive Officer of Finance, 213-922-3056

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


Stephanie N. Wiggins
Chief Executive Officer

| FY23 ACCESS SERVICES ADA PROGRAM | | |
|---|-----------------------------|----------------|
| <u>Expenses (\$ in millions)</u> | | |
| FY23 Access Proposed Budget | \$ | 251.8 |
| Metrolink Free Fare Program (Paid by Metro) | | 2.4 |
| Total Access Services ADA Program | \$ | 254.3 |
| Federal/Fares | | |
| Federal STBG Program & ARPA Funds | | 73.8 |
| Passenger Fares, 5317 Grants & Misc. Income | | 10.0 |
| Capital Carryover | | 11.9 |
| Subtotal | \$ | 95.8 |
| New Funding Request - Operating and Capital | | |
| <u>Measure M 2%</u> | | |
| FY23 | Total MM 2% Subtotal | \$ 15.5 |
| <u>Proposition C 40%</u> | | |
| Carryover from FY21 into FY23 (previously authorized) | | 2.3 |
| FY23 Request | | 74.6 |
| ARPA Equivalent Funds | | 49.1 |
| Reserve | | 14.3 |
| Metrolink Free Fare Program (Paid by Metro) | | 2.4 |
| Total PC 40% Subtotal | \$ | 142.9 |
| TOTAL FY23 LOCAL FUNDING REQUEST | \$ | 158.4 |



Access Services Fiscal Year 2023 Proposed Budget

Finance, Budget & Audit Committee
June 15, 2022



Metro

Access Services - FY23 Proposed Budget

| Expenses (\$ in millions) | FY22 Adopted | FY23 Proposed | \$ Change | % Change | Notes |
|-----------------------------|-----------------|------------------|-----------|----------|---------------------------------|
| 1 Direct Transportation | \$ 176.3 | \$ 189.5 | \$ 13.2 | 7.5% | 19.4% increase in ridership |
| 2 Contracted Support | 13.7 | 14.3 | 0.6 | 4.5% | Return to in-person assessments |
| 3 Management/Administration | 12.9 | 14.1 | 1.1 | 9.1% | Contractual CPIs and COLA |
| 4 Total Operating Costs | 203.0 | 218.0 | 15.0 | 7.4% | |
| 5 Capital Program Carryover | | 11.9 | 11.9 | | Delays in vehicle delivery |
| 6 Capital Program New | | 21.8 | 21.8 | | Required vehicle replacement |
| 7 Total Capital Program | 16.6 | 33.7 | 17.1 | 103.4% | |
| 8 Carryover | 3.1 | 2.3 | (0.7) | -24.5% | |
| 9 Total Expenses | \$ 219.6 | \$ 251.9 | \$ 32.2 | 14.7% | |

FY23 Local Funding Request



Metro

| FY23 ACCESS SERVICES ADA PROGRAM | | |
|---|-----------------------------|-----------------|
| <u>Expenses (\$ in millions)</u> | | |
| FY23 Access Proposed Budget | | \$ 251.8 |
| Metrolink Free Fare Program (Paid by Metro) | | 2.4 |
| Total Access Services ADA Program | | \$ 254.3 |
| Federal/Fares | | |
| Federal STBG Program & ARPA Funds | | 73.8 |
| Passenger Fares, 5317 Grants & Misc. Income | | 10.0 |
| Capital Carryover | | 11.9 |
| Subtotal | | \$ 95.8 |
| New Funding Request - Operating and Capital | | |
| <u>Measure M 2%</u> | | |
| FY23 | Total MM 2% Subtotal | \$ 15.5 |
| <u>Proposition C 40%</u> | | |
| Carryover from FY21 into FY23 (previously authorized) | | 2.3 |
| FY23 Request | | 74.6 |
| ARPA Equivalent Funds | | 49.1 |
| Reserve | | 14.3 |
| Metrolink Free Fare Program (Paid by Metro) | | 2.4 |
| Total PC 40% Subtotal | | \$ 142.9 |
| TOTAL FY23 LOCAL FUNDING REQUEST | | \$ 158.4 |

Access Services – Key Performance Indicators (KPIs)

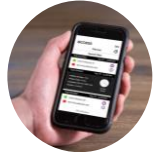
| Key Performance Indicators | Standard | FY21 | FY22 YTD* |
|--|----------|--------|-----------|
| On-Time Performance | ≥ 91% | 92.60% | 90.70% |
| Excessively Late Trips | ≤ 0.10% | 0.07% | 0.09% |
| Excessively Long Trips | ≤ 5.0% | 0.50% | 3.30% |
| Missed Trips | ≤ 0.75% | 0.36% | 0.44% |
| Denials | 0 | 4 | 6 |
| Access to Work - On-Time Performance | ≥ 94% | 97.80% | 96.30% |
| Average Hold Time (Reservations) | ≤ 120 | 52 | 59 |
| Calls On Hold > 5 Min (Reservations) | ≤ 5% | 2.20% | 2.50% |
| Calls On Hold > 5 Min (ETA) | ≤ 10% | 1.50% | 2.20% |
| Complaints Per 1,000 Trips | ≤ 4.0 | 2.5 | 3 |
| Preventable Incidents per 100,000 miles | ≤ 0.25 | 0.15 | 0.21 |
| Preventable Collisions per 100,000 miles | ≤ 0.50 | 0.5 | 0.73 |
| Miles Between Road Calls | ≥ 25,000 | 64,040 | 64,378 |



FY22 Accomplishments



Systemwide expansion of *Parents with Disabilities* Program



Where's My Ride (WMR) app Systemwide



Online reservations - Northern (San Fernando Valley) & Antelope Valley



Comprehensive Customer Satisfaction Survey

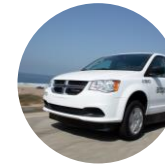


Two new service contracts - Southern & Antelope Valley regions



Contractor Driver Hiring Assistance Plan

FY23 Initiatives



Access' fleet preventative maintenance & rehabilitation program using ARPA funds



Electric Accessible Vehicle Pilot Program



Bluetooth Beacon Project - Rancho Los Amigos National Rehabilitation Center



Evaluate contractor driver wages & taxi subcontractor rates



Key Performance Indicators & service standards

Access Services – Recommendations

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$156,094,281 for FY23. This amount includes:
- Local funds for operating and capital expenses in the amount of \$153,651,022;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,443,259; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.



Board Report

File #: 2022-0255, File Type: Budget

Agenda Number: 18.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 15, 2022

SUBJECT: FY 2022-23 METROLINK ANNUAL WORK PROGRAM BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) FY 2022-23 Operating, Rehabilitation, and Capital Budget in the amount of \$171,180,124;
- B. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program and Capital projects as follows:
- FY 2014-15 extended from June 30, 2023 to June 30, 2024 - \$3,423
 - FY 2016-17 extended from June 30, 2023 to June 30, 2024 - \$286,000
 - FY 2018-19 extended from June 30, 2023 to June 30, 2025 - \$1,651,187
 - 94SCRALINK extended from June 30, 2023 to June 30, 2024 - \$245,242
 - 94-DORANSCRRA extended from June 30, 2022 to June 30, 2023 - \$137,029
 - 94SCRRAMRLUS extended from June 30, 2022 to June 30, 2023 - \$69,725
 - MRBRIGHTRX extended from June 30, 2022 to June 30, 2023 - \$226,990;
- C. APPROVING the FY23 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 the SCRRA for the approved funding.

ISSUE

The SCRRA (operating as "Metrolink") Joint Exercise of Powers Agreement (JPA) requires the member agencies to approve their share of the Metrolink budget on an annual basis. The total Metrolink FY 2022-23 Budget request for all JPA Member Agencies is \$441,616,694 consisting of \$232,549,743 for Commuter Rail Operations, \$94,445,000 for Rehabilitation Projects and \$114,621,951 for New Capital Projects. Staff is recommending approval of Metro's share of the Metrolink FY 2022-23 Budget in the amount of \$171,180,124. Metrolink is providing this proposed

budget to obtain member agency approval before adopting their FY 2022-23 budget in June. Metrolink transmitted their final FY 2022-23 budget on May 27, 2022, pursuant to the JPA guidelines (ATTACHMENT A).

DISCUSSION

The SCRRA operates and provides the Metrolink commuter rail service within Los Angeles County and between Los Angeles County and the surrounding counties of Orange, Riverside, San Bernardino and Ventura, and up to the northern San Diego County line. Metro’s JPA member agency share of Metrolink’s FY 2022-23 Budget totals \$171,180,124 consisting of \$120,454,841 for Commuter Rail Operations, \$42,455,125 for Rehabilitation Projects and \$8,270,158 for New Capital Projects.

Metrolink Operations - \$120,454,841

Metrolink’s total FY 2022-23 Budget request for Commuter Rail Operations from all JPA Member Agencies is \$232,549,743. Metro’s share of Metrolink Commuter Rail Operations is \$120,454,841 (of the total \$232,549,743) which is a \$20,527,239 increase (20.5%) over FY22 funding levels (please refer to Table 1 below). The increase in Commuter Rail Operations is attributable to costs related to increased fuel, annual fixed operating contract escalators of 3% to 5%, increased equipment maintenance, system security, and maintenance of way as well as a 90% reduction in ridership due to the COVID pandemic resulting in substantial revenue loss. In addition, pursuant to Metrolink Board direction, Metrolink is restoring service to 100% service levels in October 2022 and adding new weekend service on the Ventura County Line consisting of two roundtrips on Saturday and Sunday. Metrolink has no fare increase for FY23. Staff continues to work collaboratively with SCRRA to ensure equitable and adequate service levels are implemented as we recover from the COVID pandemic as well as maintain an effective level of operating and maintenance costs.

| TABLE 1 – METROLINK OPERATIONS BUDGET SUMMARY (\$000) | | | | |
|--|---------------|---------------|-------------------|------------------|
| | FY22 | FY23 | DIFFERENCE | CHANGE %* |
| Expenses | \$253,033,710 | \$296,573,224 | \$43,539,514 | 17.2% |
| Revenues | \$59,359,297 | \$64,023,481 | \$4,664,184 | 7.9% |
| Member Agencies | \$193,674,413 | \$232,549,743 | \$38,875,330 | 20.1% |
| Metro Subsidy | \$99,927,602 | \$120,454,841 | \$20,527,239 | 20.5% |
| Metro Share of Subsidy | 51.6% | 51.8% | | |

* Numbers may be subject to minor rounding.

Rehabilitation and Capital Projects - \$50,725,283

Metrolink submits Rehabilitation and Capital project funding requests to the JPA member agencies on an annual basis to maintain the Metrolink commuter rail system in a state of good repair, to ensure safety, and improve service. Metrolink’s FY 2022-23 total Rehabilitation and Capital budget request from all the JPA member agencies is \$209,066,951, consisting of \$94,445,000 for Rehabilitation/State of Good Repair and \$114,621,951 for New Capital Projects (see Rehabilitation and Capital Project List in ATTACHMENT A). Metro’s share is a total of \$50,725,283 (of the total \$209,066,951) for the FY 2022-23 Rehabilitation and Capital projects consisting of the following:

- \$35,955,125 for systemwide projects shared by all the JPA member agencies comprised of primarily rebuilding and rehabilitating Bombardier rail cars and rolling stock as a whole, track rehabilitation, positive train control enhancements, back-office communications, replacing MOW vehicles and equipment and rehabilitating building facilities
- \$6,500,000 for line specific projects on the Antelope Valley Line to rehabilitate bridges, culverts and tunnels, track, ties, ballast and crossing replacements, and signal, crossing and communication systems
- \$5,502,875 for systemwide New Capital Projects shared by all member agencies
- \$2,767,283 for systemwide New Locomotive Replacement shared by all member agencies*

* Metrolink has been very proactive by obtaining a \$51,696,093 Carl Moyer Grant and has requested \$45,000,000 in RAISE Grant funding (\$96,696,093 total Grant funding) to minimize member agency funding requirements to purchase new locomotives (totaling \$102,521,051) that will modernize the Metrolink fleet and lower emissions. Metro’s \$50,725,283 share assumes receipt of these grant funds. Metro staff will keep the Board apprised of next steps if the RAISE Grant funding is not awarded.

Metro staff has been working collaboratively with Metrolink and the other member agencies to review Metrolink’s FY23 rehabilitation and capital program, which aligns with all the JPA member agencies’ funding commitments. Staff is also working with Metrolink to prioritize urgent tracks, bridges, culverts and structures state of good repair projects to maintain safety and service.

Between FY17 through FY22, Metro has provided a total of approximately \$227 million in funding for 213 rehabilitation and capital projects.

| Fiscal Year | Number of Projects | Funding Amount |
|--------------------|---------------------------|-----------------------|
| FY17 | 55 | \$41,678,525 |
| FY18 | 1 | \$6,819,000 |
| FY19 | 74 | \$41,731,193 |
| FY20 | 26 | \$33,352,440 |
| FY21 | 13 | \$19,124,456 |
| FY22 | 27 | \$33,349,794 |
| Subtotal | 196 | \$176,055,408 |
| Proposed for FY23 | 17 | \$50,725,283 |
| GRAND TOTAL | 213 | \$226,780,691 |

EXTEND LAPSING DATES OF REHABILITATION / CAPITAL FUNDS

Metrolink rehabilitation and capital projects maintain system safety, ensure state of good repair and modernize the Metrolink system span over a five-year project delivery program for most projects. This recommended Board action extends SCRRA's various rehabilitation and capital project MOU funding in the amount of \$2,619,596 as outlined from expiring on June 30, 2022. Due to the unprecedented COVID pandemic, unforeseen material supplier delays, and project work delays, a time extension is being requested. Metrolink indicated that their work is in progress, some projects are close to completion and will be completed and invoiced by the requested extension date.

TRANSFERS TO OTHER OPERATORS' PAYMENT RATE TO METRO

Metrolink reimburses Metro for Metrolink riders who transfer to and from Metro services for free, including the rail system at Union Station, through the EZ Transit Program. For FY23, staff is recommending that the reimbursement rate remain at \$1.10, the same as for FY22, and that the existing EZ Transit Pass cap of \$5,592,000 be honored.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Metro's total FY 2022-23 Metrolink Annual Work Program programming authority recommendation is \$171,180,124. This is a programming action where capital expenditures can occur over multiple years and the Cost Center Manager will be responsible for annual budget funding allocations.

Metro's share of Commuter Rail Operations will be funded with \$120,454,841 in new Proposition C 10% / Measure M 1% funds and Rehabilitation and Capital may be funded with \$50,725,283 in new Measure R 3% funds to be expended over a five-year period through FY 2027. In July 2021, the Metro Board approved \$82.8 million in supplemental ARPA funds which can be allocated to eligible Metrolink operating expenses.

EQUITY PLATFORM

Advancing the implementation of key railroad projects to improve Metrolink service speeds, reliability and connectivity will provide enhanced transit opportunities for transit riders on the entire Metrolink system to access employment, education, healthcare, and recreation. Additionally, improved Metrolink service will allow commuters to make the modal shift from driving through impacted communities to taking transit, thus improving safety, mobility, and air quality for residents in Equity Focus Communities adjacent to freeway facilities. Metro's programming share will also help fund transit service outside of Metro's service area.

Metrolink projects are designed and implemented with the requirement for community engagement to ensure that additional service levels on existing right-of-way, as well as potential construction impacts, are understood by local disadvantaged communities to help prevent disparities and provide benefits. Regional rail investments create dislocated benefits for more distant communities and

impacts for communities along the corridor where projects and increased train volumes are felt.

Metro will work collaboratively with Metrolink to seek opportunities to engage local communities to understand these equity issues prior to implementing projects as part of its process to work with local stakeholders to support better transit opportunities. Metro will review Metrolink's evaluation criteria to ensure it will be developed to include equity and benefits to disadvantaged communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff's recommendation supports Strategic Plan Goal #1.2 to improve L.A. County's overall transit network and assets. Metro will work with the SCRRA to provide more frequent and reliable Metrolink service, improve customer satisfaction, and better transit connections throughout the network.

ALTERNATIVES CONSIDERED

As a member of the SCRRA JPA, Metro is required to approve its annual share of the SCRRA budget. The Metro Board could elect to authorize a different budget amount. However, staff does not recommend an alternate budget amount since Metro is funding Metrolink's full funding request.

NEXT STEPS

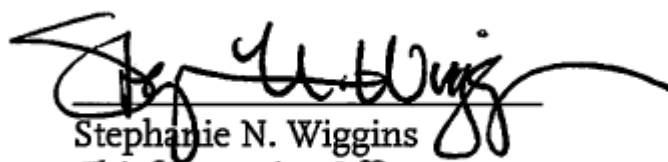
The Metrolink Board is scheduled to adopt their FY 2022-23 budget on June 24, 2022. Metro staff will monitor the implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Metro Board action. Metro is firmly supportive and committed to being a strategic partner with Metrolink.

ATTACHMENTS

Attachment A - Metrolink FY 2022-23 Budget Transmittal

Prepared by: Yvette Reeves, Sr. Manager, Countywide Planning & Development, (213)418-3176
Craig Hoshijima, EO, Countywide Planning & Development, (213) 928-3384
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920


Stephanie N. Wiggins
Chief Executive Officer

May 27, 2022

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

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

SUBJECT: SCRRA Request for Adoption of the Authority's FY 2022-23 (FY23)
Budget

On May 27, 2022, the SCRRA Board approved the transmission of the Proposed FY23 Budget for your consideration and adoption. The Board further approved the transmission of the Forecast Operating Statement for years FY24, YF25, FY26 and FY27 for your review and programming.

The FY23 Budget Operating Revenue is projected to be \$64.0M while the Operating Expenses are projected to be \$296.6M. The total Operating Support requested from Member Agencies is \$232.6M. Operating expenses will continue to be supported by CARES/ARPA/CRRSAA as funding is available. The FY23 Capital Program includes \$94.4M for Rehabilitation, \$12.1M for New Capital, and \$102.5M (\$5.9M of which is expected from Member Agencies) for Rolling Stock replacement.

As we navigate through the financial challenges presented by the pandemic and continue our ridership recovery efforts in the post-COVID "new normal", and the changes to work patterns, staff will be monitoring Ridership recovery, Farebox Revenues and Expenses very closely. The first quarter financial report will provide a thorough analysis of the current situation and our estimates of near-term performance, with recommendations for actions to deal with real-time conditions.

The Proposed FY23 Budget documentation, which was presented at the AFCOM Committee on May 13, 2022, and at the Board of Directors Meeting on May 27, 2022, is attached for your review. It includes:

- Board Item # 7A Approved at the Board of Director's Meeting on May 27, 2022
- Board item # 7A attachments, which includes:
 - Attachment A - Ridership Recovery Forecast

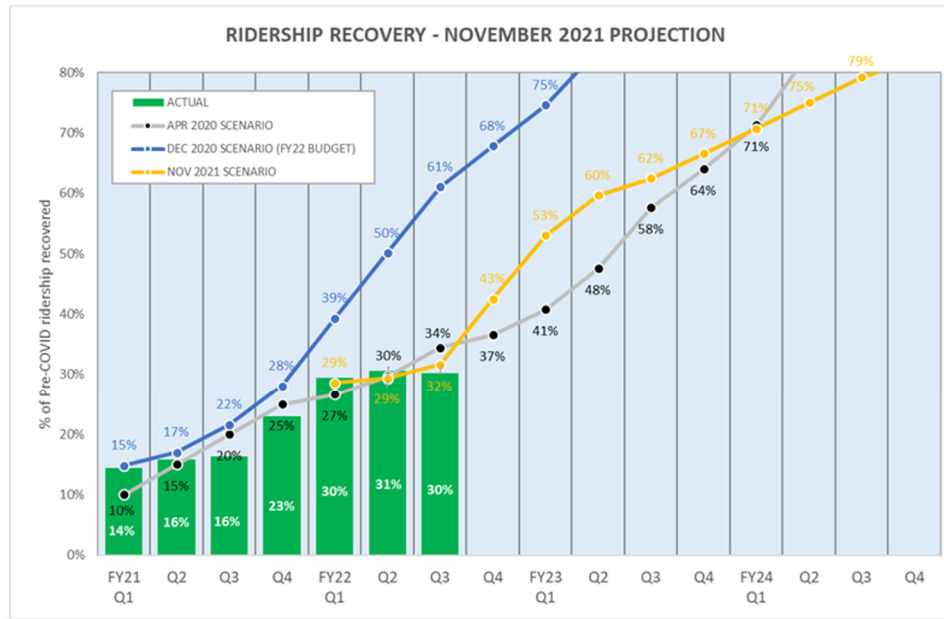
- Attachment B - FY23 Proposed Operating Budget with Comparison to FY22
- Attachment C - Historical Actual and Budgeted Operating Statements
- Attachment D - FY23 Proposed Operating Budget by Member Agency
- Attachment E - FY23 Proposed Operating Budget by Line
- Attachment F - History of Actual and Budgeted Operating Subsidy by Member Agency
- Attachment G - FY23 Proposed Rehabilitation Projects by Member Agency, Line, and Project Detail List
- Attachment H - FY23 Proposed New Capital by Member Agency, Line, and Project Detail List
- Attachment I - FY23 Proposed Capital Program Cashflow
- Attachment J - FY24 Forecasted Operating Budget
- Attachment K - FY25 Forecasted Operating Budget
- Attachment L - FY26 Forecasted Operating Budget
- Attachment M - FY27 Forecasted Operating Budget Detail List
- Attachment N - FY23 Proposed Operating Budget for ARROW Service for 4 Months (July-October)

Next Steps

| | |
|-----------------|---|
| May – June 2022 | Staff present at Member Agencies’ Committee and Board meetings as requested |
| June, 2022 | FY23 Proposed Budget to SCRRA Board for Adoption |

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

Ridership Recovery Forecast



FY23 Proposed Operating Budget

| (\$000s) | FY 21-22 Amended Budget | FY 22-23 Proposed Budget | Variance | |
|---|-------------------------------|--------------------------------|---|---------------|
| | | | FY23 Proposed vs FY22 Amended \$ Variance | % Variance |
| Operating Revenue | | | | |
| Farebox Revenue | 42,604 | 44,585 | 1,980 | 4.65% |
| Fare Reduction Subsidy | 1,126 | 1,511 | 385 | 34.21% |
| Other Train Subsidies | 2,352 | 2,500 | 148 | 6.30% |
| Special Trains | 150 | - | (150) | -100.00% |
| Subtotal-Pro Forma FareBox | 46,232 | 48,595 | 2,364 | 5.11% |
| Dispatching | 2,054 | 2,777 | 723 | 35.20% |
| Other Revenues | 575 | 773 | 198 | 34.35% |
| MOW Revenues | 11,556 | 11,879 | 323 | 2.80% |
| Total Operating Revenue | 60,416 | 64,023 | 3,607 | 5.97% |
| Operating Expenses | | | | |
| <u>Operations & Services</u> | | | | |
| Train Operations | 46,202 | 51,311 | 5,108 | 11.06% |
| Equipment Maintenance | 37,594 | 41,054 | 3,460 | 9.20% |
| Fuel | 20,686 | 32,524 | 11,838 | 57.22% |
| Non-Scheduled Rolling Stock Repairs | 100 | 100 | - | 0.00% |
| Operating Facilities Maintenance | 1,654 | 2,218 | 564 | 34.08% |
| Other Operating Train Services | 916 | 934 | 18 | 1.94% |
| Rolling Stock Lease | - | - | - | n/a |
| Security | 13,533 | 15,738 | 2,205 | 16.30% |
| Public Safety Program | 102 | 103 | 1 | 1.13% |
| Passenger Relations | 1,870 | 1,911 | 41 | 2.19% |
| TVM Maintenance/Revenue Collection | 4,614 | 5,365 | 752 | 16.29% |
| Marketing | 2,868 | 3,097 | 230 | 8.02% |
| Media & External Communications | 362 | 372 | 10 | 2.89% |
| Utilities/Leases | 2,965 | 3,914 | 949 | 32.00% |
| Transfers to Other Operators | 3,276 | 3,276 | - | 0.00% |
| Amtrak Transfers | 824 | 824 | - | 0.00% |
| Station Maintenance | 2,065 | 2,185 | 120 | 5.80% |
| Rail Agreements | 4,218 | 5,305 | 1,087 | 25.78% |
| Holiday Trains | 265 | - | (265) | -100.00% |
| Special Trains | 92 | 500 | 408 | 443.48% |
| Subtotal Operations & Services | 144,206 | 170,732 | 26,526 | 18.39% |
| <u>Maintenance-of-Way</u> | | | | |
| MoW - Line Segments | 49,034 | 51,480 | 2,446 | 4.99% |
| MoW - Extraordinary Maintenance | 697 | 1,048 | 350 | 50.23% |
| Subtotal Maintenance-of-Way | 49,731 | 52,527 | 2,796 | 5.62% |
| <u>Administration & Services</u> | | | | |
| Ops Salaries & Benefits | 16,817 | 18,066 | 1,250 | 7.43% |
| Ops Non-Labor Expenses | 8,654 | 11,983 | 3,329 | 38.47% |
| Indirect Administrative Expenses | 19,889 | 21,546 | 1,656 | 8.33% |
| Ops Professional Services | 2,398 | 2,685 | 287 | 11.97% |
| Subtotal Admin & Services | 47,758 | 54,280 | 6,522 | 13.66% |
| Contingency | 90 | 90 | - | 0.00% |
| Total Operating Expenses | 241,785 | 277,629 | 35,844 | 14.82% |
| Insurance and Legal | | | | |
| Liability/Property/Auto | 14,677 | 16,088 | 1,411 | 9.61% |
| Net Claims / SI | 990 | 1,000 | 10 | 1.01% |
| Claims Administration | 1,172 | 1,856 | 684 | 58.30% |
| Total Net Insurance and Legal | 16,840 | 18,944 | 2,104 | 12.50% |
| Total Expense | 258,625 | 296,573 | 37,948 | 14.67% |
| Loss / Member Support Required | (198,209) | (232,550) | (34,341) | 17.33% |

Numbers may not foot due to rounding

Historical Actual and Budgeted Operating Statements

| (\$000s) | FY 18-19 Actual | FY 19-20 Actual | FY 20-21 Actual | FY 21-22 Amended Budget | FY 22-23 Proposed Budget | Variance | |
|---|--------------------|--------------------|--------------------|-------------------------------|--------------------------------|----------------------------------|---------------|
| | | | | | | FY23 Proposed vs FY22 Amended | |
| | | | | | | \$ Variance | % Variance |
| Operating Revenue | | | | | | | |
| Farebox Revenue | 79,007 | 61,843 | 13,811 | 42,604 | 44,585 | 1,980 | 4.65% |
| Fare Reduction Subsidy | 3,147 | 1,090 | 164 | 1,126 | 1,511 | 385 | 34.21% |
| Other Train Subsidies | - | - | 2,306 | 2,352 | 2,500 | 148 | 6.30% |
| Special Trains | - | 171 | - | 150 | - | (150) | -100.00% |
| Subtotal-Pro Forma FareBox | 82,154 | 63,104 | 16,256 | 46,232 | 48,595 | 2,364 | 5.11% |
| Dispatching | 2,136 | 2,300 | 2,079 | 2,054 | 2,777 | 723 | 35.20% |
| Other Revenues | 790 | 254 | 345 | 575 | 773 | 198 | 34.35% |
| MOW Revenues | 13,017 | 13,301 | 11,545 | 11,556 | 11,879 | 323 | 2.80% |
| Total Operating Revenue | 98,097 | 78,958 | 30,225 | 60,416 | 64,023 | 3,607 | 5.97% |
| Operating Expenses | | | | | | | |
| Operations & Services | | | | | | | |
| Train Operations | 43,093 | 45,701 | 42,885 | 46,202 | 51,311 | 5,108 | 11.06% |
| Equipment Maintenance | 36,642 | 36,861 | 37,041 | 37,594 | 41,054 | 3,460 | 9.20% |
| Fuel | 23,582 | 21,150 | 18,640 | 20,686 | 32,524 | 11,838 | 57.22% |
| Non-Scheduled Rolling Stock Repairs | 87 | 92 | 112 | 100 | 100 | - | 0.00% |
| Operating Facilities Maintenance | 1,683 | 1,569 | 2,130 | 1,654 | 2,218 | 564 | 34.08% |
| Other Operating Train Services | 1,069 | 863 | 945 | 916 | 934 | 18 | 1.94% |
| Rolling Stock Lease | 230 | 231 | 230 | - | - | - | n/a |
| Security | 8,715 | 9,367 | 13,597 | 13,533 | 15,738 | 2,205 | 16.30% |
| Public Safety Program | 209 | 55 | 64 | 102 | 103 | 1 | 1.13% |
| Passenger Relations | 1,769 | 1,786 | 1,787 | 1,870 | 1,911 | 41 | 2.19% |
| TVM Maintenance/Revenue Collection | 7,871 | 7,594 | 3,503 | 4,614 | 5,365 | 752 | 16.29% |
| Marketing | 4,304 | 1,359 | 2,092 | 2,868 | 3,097 | 230 | 8.02% |
| Media & External Communications | 348 | 410 | 219 | 362 | 372 | 10 | 2.89% |
| Utilities/Leases | 2,775 | 2,762 | 2,899 | 2,965 | 3,914 | 949 | 32.00% |
| Transfers to Other Operators | 5,608 | 5,394 | 662 | 3,276 | 3,276 | - | 0.00% |
| Amtrak Transfers | 1,497 | 1,166 | 41 | 824 | 824 | - | 0.00% |
| Station Maintenance | 1,847 | 1,980 | 1,960 | 2,065 | 2,185 | 120 | 5.80% |
| Rail Agreements | 5,696 | 5,159 | 4,812 | 4,218 | 5,305 | 1,087 | 25.78% |
| Holiday Trains | - | 57 | - | 265 | - | (265) | -100.00% |
| Special Trains | - | 524 | - | 92 | 500 | 408 | 443.48% |
| Subtotal Operations & Services | 147,026 | 144,081 | 133,621 | 144,206 | 170,732 | 26,526 | 18.39% |
| Maintenance-of-Way | | | | | | | |
| MoW - Line Segments | 43,112 | 43,375 | 43,756 | 49,034 | 51,480 | 2,446 | 4.99% |
| MoW - Extraordinary Maintenance | 801 | 864 | 599 | 697 | 1,048 | 350 | 50.23% |
| Subtotal Maintenance-of-Way | 43,913 | 44,239 | 44,355 | 49,731 | 52,527 | 2,796 | 5.62% |
| Administration & Services | | | | | | | |
| Ops Salaries & Benefits | 13,484 | 15,497 | 15,578 | 16,817 | 18,066 | 1,250 | 7.43% |
| Ops Non-Labor Expenses | 6,725 | 7,645 | 7,334 | 8,654 | 11,983 | 3,329 | 38.47% |
| Indirect Administrative Expenses | 16,151 | 18,254 | 17,695 | 19,889 | 21,546 | 1,656 | 8.33% |
| Ops Professional Services | 2,423 | 3,019 | 2,311 | 2,398 | 2,685 | 287 | 11.97% |
| Subtotal Admin & Services | 38,784 | 44,415 | 42,917 | 47,758 | 54,280 | 6,522 | 13.66% |
| Contingency | - | 11 | - | 90 | 90 | - | 0.00% |
| Total Operating Expenses | 229,723 | 232,745 | 220,893 | 241,785 | 277,629 | 35,844 | 14.82% |
| Insurance and Legal | | | | | | | |
| Liability/Property/Auto | 9,429 | 9,870 | 12,447 | 14,677 | 16,088 | 1,411 | 9.61% |
| Net Claims / SI | 1,212 | 2,303 | 1 | 990 | 1,000 | 10 | 1.01% |
| Claims Administration | 682 | 367 | 682 | 1,172 | 1,856 | 684 | 58.30% |
| Total Net Insurance and Legal | 11,324 | 12,540 | 13,129 | 16,840 | 18,944 | 2,104 | 12.50% |
| Total Expense | 241,046 | 245,285 | 234,023 | 258,625 | 296,573 | 37,948 | 14.67% |
| Non-Recurring Settlement Expense 1 | - | - | 3,234 | - | - | - | n/a |
| Non-Recurring Settlement Expense 2 | - | - | 2,370 | - | - | - | n/a |
| Loss / Member Support Required | (142,949) | (166,327) | (209,402) | (198,209) | (232,550) | (34,341) | 17.33% |
| Member Support Payments | 150,550 | 156,578 | 163,176 | | | | |
| CARES Funding Utilized | - | 9,748 | 46,226 | TBD | TBD | TBD | TBD |
| Surplus / (Deficit) | 7,600 | - | - | | | | |

Numbers may not foot due to rounding

FY23 Proposed Operating Budget by Member Agency

| (\$000s) | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
|---|------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Operating Revenue | | | | | | |
| Farebox Revenue | 19,838 | 11,721 | 4,926 | 6,313 | 1,788 | 44,585 |
| Fare Reduction Subsidy | 904 | - | - | 607 | - | 1,511 |
| Other Train Subsidies | 2,500 | - | - | - | - | 2,500 |
| Special Trains | - | - | - | - | - | - |
| Subtotal-Pro Forma FareBox | 23,241 | 11,721 | 4,926 | 6,920 | 1,788 | 48,595 |
| Dispatching | 1,318 | 1,040 | 15 | 99 | 304 | 2,777 |
| Other Revenues | 395 | 171 | 72 | 111 | 24 | 773 |
| MOW Revenues | 6,206 | 3,041 | 729 | 1,473 | 430 | 11,879 |
| Total Operating Revenue | 31,160 | 15,973 | 5,741 | 8,603 | 2,546 | 64,023 |
| Operating Expenses | | | | | | |
| <u>Operations & Services</u> | | | | | | |
| Train Operations | 28,085 | 10,575 | 4,721 | 5,852 | 2,077 | 51,311 |
| Equipment Maintenance | 19,280 | 9,771 | 5,153 | 4,996 | 1,854 | 41,054 |
| Fuel | 17,492 | 7,112 | 2,975 | 3,741 | 1,203 | 32,524 |
| Non-Scheduled Rolling Stock Repairs | 49 | 25 | 10 | 12 | 3 | 100 |
| Operating Facilities Maintenance | 1,082 | 559 | 232 | 270 | 75 | 2,218 |
| Other Operating Train Services | 464 | 128 | 111 | 156 | 74 | 934 |
| Rolling Stock Lease | - | - | - | - | - | - |
| Security | 7,688 | 3,207 | 2,338 | 1,742 | 764 | 15,738 |
| Public Safety Program | 49 | 18 | 15 | 11 | 10 | 103 |
| Passenger Relations | 965 | 464 | 168 | 271 | 44 | 1,911 |
| TVM Maintenance/Revenue Collection | 2,232 | 1,245 | 944 | 601 | 343 | 5,365 |
| Marketing | 1,603 | 694 | 278 | 447 | 75 | 3,097 |
| Media & External Communications | 177 | 64 | 55 | 39 | 37 | 372 |
| Utilities/Leases | 1,857 | 674 | 582 | 411 | 389 | 3,914 |
| Transfers to Other Operators | 1,824 | 752 | 235 | 398 | 69 | 3,276 |
| Amtrak Transfers | 276 | 504 | - | - | 44 | 824 |
| Station Maintenance | 1,358 | 326 | 127 | 282 | 92 | 2,185 |
| Rail Agreements | 2,345 | 996 | 1,349 | 345 | 269 | 5,305 |
| Holiday Trains | - | - | - | - | - | - |
| Special Trains | 238 | 99 | 56 | 72 | 36 | 500 |
| Subtotal Operations & Services | 87,062 | 37,214 | 19,350 | 19,647 | 7,460 | 170,732 |
| <u>Maintenance-of-Way</u> | | | | | | |
| MoW - Line Segments | 28,546 | 10,187 | 3,308 | 6,501 | 2,937 | 51,480 |
| MoW - Extraordinary Maintenance | 614 | 150 | 100 | 112 | 73 | 1,048 |
| Subtotal Maintenance-of-Way | 29,159 | 10,337 | 3,408 | 6,613 | 3,009 | 52,527 |
| <u>Administration & Services</u> | | | | | | |
| Ops Salaries & Benefits | 8,570 | 3,126 | 2,680 | 1,899 | 1,791 | 18,066 |
| Ops Non-Labor Expenses | 6,041 | 2,499 | 1,397 | 1,328 | 719 | 11,983 |
| Indirect Administrative Expenses | 10,221 | 3,712 | 3,206 | 2,262 | 2,144 | 21,546 |
| Ops Professional Services | 1,274 | 463 | 400 | 282 | 267 | 2,685 |
| Subtotal Admin & Services | 26,106 | 9,800 | 7,682 | 5,771 | 4,921 | 54,280 |
| Contingency | 43 | 16 | 13 | 9 | 9 | 90 |
| Total Operating Expenses | 142,370 | 57,366 | 30,454 | 32,040 | 15,399 | 277,629 |
| Insurance and Legal | | | | | | |
| Liability/Property/Auto | 7,850 | 4,054 | 1,684 | 1,958 | 541 | 16,088 |
| Net Claims / SI | 488 | 252 | 105 | 122 | 34 | 1,000 |
| Claims Administration | 906 | 468 | 194 | 226 | 62 | 1,856 |
| Total Net Insurance and Legal | 9,244 | 4,774 | 1,983 | 2,306 | 637 | 18,944 |
| Total Expense | 151,614 | 62,140 | 32,437 | 34,346 | 16,036 | 296,573 |
| Loss / Member Support Required | (120,455) | (46,167) | (26,696) | (25,742) | (13,490) | (232,550) |

Numbers may not foot due to rounding

FY23 Proposed Operating Budget by Line

| (\$000s) | San Bernardino | Ventura County | Antelope Valley | Riverside | Orange County | IEOC | 91/PVL | TOTAL |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Operating Revenue | | | | | | | | |
| Farebox Revenue | 12,352 | 4,201 | 5,453 | 2,524 | 8,831 | 6,448 | 4,775 | 44,585 |
| Fare Reduction Subsidy | 1,511 | - | - | - | - | - | - | 1,511 |
| Other Train Subsidies | 798 | 99 | 969 | 318 | 194 | - | 123 | 2,500 |
| Special Trains | - | - | - | - | - | - | - | - |
| Subtotal-Pro Forma FareBox | 14,660 | 4,299 | 6,422 | 2,842 | 9,026 | 6,448 | 4,898 | 48,595 |
| Dispatching | 336 | 587 | 341 | 2 | 1,485 | 6 | 21 | 2,777 |
| Other Revenues | 228 | 57 | 150 | 47 | 130 | 101 | 60 | 773 |
| MOW Revenues | 3,348 | 1,285 | 3,032 | 183 | 1,942 | 1,322 | 767 | 11,879 |
| Total Operating Revenue | 18,571 | 6,228 | 9,945 | 3,074 | 12,582 | 7,877 | 5,746 | 64,023 |
| Operating Expenses | | | | | | | | |
| Operations & Services | | | | | | | | |
| Train Operations | 12,285 | 5,503 | 11,580 | 3,400 | 8,020 | 5,524 | 4,999 | 51,311 |
| Equipment Maintenance | 9,554 | 4,230 | 7,022 | 2,616 | 7,302 | 5,586 | 4,744 | 41,054 |
| Fuel | 7,434 | 3,146 | 6,824 | 2,230 | 6,026 | 3,931 | 2,933 | 32,524 |
| Non-Scheduled Rolling Stock Repairs | 25 | 8 | 17 | 6 | 19 | 14 | 10 | 100 |
| Operating Facilities Maintenance | 552 | 186 | 386 | 128 | 431 | 314 | 220 | 2,218 |
| Other Operating Train Services | 298 | 124 | 135 | 112 | 71 | 91 | 104 | 934 |
| Rolling Stock Lease | - | - | - | - | - | - | - | - |
| Security | 3,283 | 1,497 | 3,327 | 1,207 | 2,254 | 1,977 | 2,194 | 15,738 |
| Public Safety Program | 15 | 17 | 19 | 15 | 10 | 13 | 14 | 103 |
| Passenger Relations | 575 | 108 | 391 | 88 | 334 | 270 | 145 | 1,911 |
| TVM Maintenance/Revenue Collection | 951 | 780 | 865 | 422 | 758 | 865 | 723 | 5,365 |
| Marketing | 954 | 189 | 621 | 155 | 519 | 403 | 258 | 3,097 |
| Media & External Communications | 54 | 62 | 67 | 56 | 35 | 46 | 52 | 372 |
| Utilities/Leases | 571 | 650 | 707 | 586 | 372 | 479 | 548 | 3,914 |
| Transfers to Other Operators | 867 | 196 | 757 | 173 | 817 | 166 | 301 | 3,276 |
| Amtrak Transfers | - | 123 | - | - | 700 | - | - | 824 |
| Station Maintenance | 606 | 373 | 452 | 165 | 397 | 14 | 177 | 2,185 |
| Rail Agreements | - | 728 | - | 2,044 | 758 | 878 | 898 | 5,305 |
| Holiday Trains | - | - | - | - | - | - | - | - |
| Special Trains | 110 | 76 | 80 | 69 | 84 | 67 | 15 | 500 |
| Subtotal Operations & Services | 38,135 | 17,996 | 33,249 | 13,471 | 28,907 | 20,637 | 18,336 | 170,732 |
| Maintenance-of-Way | | | | | | | | |
| MoW - Line Segments | 14,962 | 8,183 | 11,853 | 1,109 | 7,180 | 4,558 | 3,635 | 51,480 |
| MoW - Extraordinary Maintenance | 230 | 158 | 167 | 145 | 177 | 141 | 31 | 1,048 |
| Subtotal Maintenance-of-Way | 15,192 | 8,341 | 12,019 | 1,254 | 7,357 | 4,698 | 3,666 | 52,527 |
| Administration & Services | | | | | | | | |
| Ops Salaries & Benefits | 2,646 | 2,991 | 3,271 | 2,696 | 1,732 | 2,209 | 2,522 | 18,066 |
| Ops Non-Labor Expenses | 2,384 | 1,500 | 2,312 | 1,184 | 1,841 | 1,432 | 1,329 | 11,983 |
| Indirect Administrative Expenses | 3,144 | 3,581 | 3,891 | 3,228 | 2,049 | 2,635 | 3,019 | 21,546 |
| Ops Professional Services | 392 | 446 | 485 | 402 | 255 | 328 | 376 | 2,685 |
| Subtotal Admin & Services | 8,565 | 8,518 | 9,959 | 7,510 | 5,877 | 6,605 | 7,245 | 54,280 |
| Contingency | 13 | 15 | 16 | 13 | 9 | 11 | 13 | 90 |
| Total Operating Expenses | 61,905 | 34,870 | 55,244 | 22,249 | 42,150 | 31,951 | 29,260 | 277,629 |
| Insurance and Legal | | | | | | | | |
| Liability/Property/Auto | 4,007 | 1,353 | 2,797 | 930 | 3,123 | 2,278 | 1,599 | 16,088 |
| Net Claims / SI | 249 | 84 | 174 | 58 | 194 | 142 | 99 | 1,000 |
| Claims Administration | 462 | 156 | 323 | 107 | 360 | 263 | 185 | 1,856 |
| Total Net Insurance and Legal | 4,718 | 1,593 | 3,293 | 1,095 | 3,678 | 2,683 | 1,883 | 18,944 |
| Total Expense | 66,623 | 36,463 | 58,537 | 23,345 | 45,828 | 34,634 | 31,143 | 296,573 |
| Loss / Member Support Required | (48,052) | (30,236) | (48,592) | (20,271) | (33,246) | (26,757) | (25,397) | (232,550) |

Numbers may not foot due to rounding

**History of actual and budgeted Operating Subsidy
with variances of FY23 vs FY22**

Support by Member Agency

| | Total Support | METRO Share | OCTA Share | RCTC Share | SBCTA Share | VCTC Share |
|-----------------------------|----------------------|--------------------|-------------------|-------------------|--------------------|-------------------|
| FY22 Amended Budget | \$198,208,745 | \$101,451,894 | \$39,084,641 | \$21,923,093 | \$23,181,207 | \$12,567,910 |
| FY23 Proposed Budget | \$232,549,743 | \$120,454,841 | \$46,167,104 | \$26,695,637 | \$25,742,176 | \$13,489,985 |

| Year-Over-Year Change | Total Support | METRO Share | OCTA Share | RCTC Share | SBCTA Share | VCTC Share |
|------------------------------|----------------------|--------------------|-------------------|-------------------|--------------------|-------------------|
| FY23 vs FY22 | | | | | | |
| \$ increase | \$34,340,998 | \$19,002,947 | \$7,082,463 | \$4,772,545 | \$2,560,969 | \$922,074 |
| % increase | 17.3% | 18.7% | 18.1% | 21.8% | 11.0% | 7.3% |

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



REHABILITATION PROJECT PROPOSALS FOR FY2023 BUDGET

REVISED: 02/11/22

| ROW# | CREATOR | PROJECT # | TYPE | ROUTE LINE | SUB DIVISION | MILE POSTS | CONDITI ON | IMPACT | ASSET TYPE | PROJECT | SCOPE | TOTAL REQUEST | METRO | OCTA | RCTC | SBCTA | VCTC |
|------|---------|-----------|-------|------------|--------------|------------|------------|--------|-------------------|--|---|---------------|------------|-----------|-----------|-----------|-----------|
| 1 | HOLMANS | 2417 | Rehab | ALL | All | NA | Worn | High | Rolling Stock | BOMBARDIER RAILCAR REBUILD | Bombardier Railcar Rebuild and rehabilitation addresses the revenue fleet of railcars and cab cars. Specific work includes: Bombardier Railcar Rebuild - Option order for 38 Generation 1 cars | 30,000,000 | 14,250,000 | 5,940,000 | 3,330,000 | 4,320,000 | 2,160,000 |
| 2 | HOLMANS | 2556 | Rehab | ALL | All | NA | Worn | High | Facilities | FACILITIES REHABILITATION | Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Specific work to include: - Phase 2: MOW health and welfare facilities installation, rehab and utility connections. Designs and replace rented crew trailer including furniture, equipment and repositioning to meet CPUC mandated clearances as well as connect to utilities. - Automate and install predictive failure notifications to some of the facilities equipment to detect and repair failures before they become impact to rail operation. Include some title 24 upgrades. - Add and update ground power at yards and Laguna Niguel siding. - Rehab ground air in the yards. - Fall protection/roof platform rehab CMF. - Phase 1: Replacement of 30 year old south electrical switchgear at CMF. - Install permanent power at Lang Yard. - Systemwide facilities and yard paving, striping, fencing, access carts, signage, paint rehab. | 5,200,000 | 2,470,000 | 1,029,600 | 577,200 | 748,800 | 374,400 |
| 3 | HOLMANS | 2557 | Rehab | ALL | All | NA | Worn | High | Non-Revenue Fleet | MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL | MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. Project budget to cover cost of zero emission light and potentially medium duty vehicles (subject to manufacture production schedules). Heavy - 2 Medium - 4 Light Duty - 25 Equipment - 4 | 3,510,000 | 1,667,250 | 694,980 | 389,610 | 505,440 | 252,720 |
| 4 | HOLMANS | 2558 | Rehab | ALL | All | NA | Worn | High | Train Control | SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION | 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 Backup Systems 2) Workstations/Laptops 3) CAD/BOS/MDM/IC3 4) Routers/Switches 5) On-Board Train Control Systems 6) Software/Hardware for Locomotives & Cab Cars | 5,000,000 | 2,375,000 | 990,000 | 555,000 | 720,000 | 360,000 |
| 5 | HOLMANS | 2559 | Rehab | ALL | All | NA | Worn | High | Track | SYSTEMWIDE TRACK REHABILITATION | Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure planning and data collection for condition assessments | 5,000,000 | 2,375,000 | 990,000 | 555,000 | 720,000 | 360,000 |
| 6 | HOLMANS | 2597 | Rehab | ALL | All | NA | Worn | High | Rolling Stock | ROLLING STOCK DAMAGE REPAIR | Rolling Stock Damage Repair – Oxnard accident cars – see attached STV report. The cost estimate includes the following considerations and assumptions: 1) The estimated costs to repair are based solely on visible damages during the inspection and engineering estimations made accounted for anticipated hidden damages. 2) The estimated costs to repair is to restore the cars to an “as-new condition” for revenue service. 3) The estimated costs to repair do not consider internal structural, air piping, cabling damages due to inaccessibility during the visual inspection, however, engineering assumptions were made to estimate likely hidden damages. 4) The estimate costs to repair do not consider underfloor air piping and cabling damages due to inaccessibility during the visual inspection, however, engineering assumptions were made to estimate likely hidden damages. 5) The estimated costs to repair does not include “non-recurring engineering cost” and production setup cost. 6) Engineering costs are a rough order of magnitude and do not account for influences such as market forces. 7) Market Adjustments: STV report says \$5M but it is almost 5 years old. Considering 7% of market price increase for 7 years, it is \$5.35M. 8) Additional Adjustments: STV report does not include structural inspection and repair. Due to the heavy accident, it will require engineering analysis on the structural integrity to ensure its road-worthy – estimation is \$2M, including engineering consultant and actual repair. 10% for internal costs. | 8,000,000 | 3,800,000 | 1,584,000 | 888,000 | 1,152,000 | 576,000 |

| ROW# | CREATOR | PROJECT # | TYPE | ROUTE LINE | SUB DIVISION | MILE POSTS | CONDITI ON | IMPACT | ASSET TYPE | PROJECT | SCOPE | TOTAL REQUEST | METRO | OCTA | RCTC | SBCTA | VCTC |
|---|---------|-----------|-------|------------|-----------------------|------------|------------|--------|------------------------|--|--|-------------------|-------------------|-------------------|------------------|------------------|------------------|
| 7 | HOLMANS | 2598 | Rehab | ALL | All | NA | Worn | High | Rolling Stock | ROLLING STOCK REHABILITATION | Rolling Stock rehabilitation addresses the revenue fleet of locomotives, railcars and cab cars. Specific work includes: 1) Rotem HVAC Overhaul/Rebuild - \$2M a. Continuous cashflow for 4 rebuilt HVAC units every 30 days b. Risk - termination of equipment for faulty HVAC units - this is already an issue c. This is an ongoing program with funding to be requested in future budget years 2) Fleetwide Condition-based Maintenance Program (CBM) - \$3M a. Program targeting a proactive approach to identify, plan and perform repair/replacement of parts prior to failure and a tailored schedule to each component. 1. Document the CBM program for user manuals, process, flow-chart, training and support algorithm. 2. Develop the reliability and availability algorithm along with RBA process. 3. Deliver on-hand tools and add-on sensors to the maintenance end-users and rolling stocks. 4. Re-structure the maintenance process and facility support for CBM. 5. Analysis and develop the daily maintenance onsite process to accommodate the best efficiency in CBM program. 6. Code the algorithm and process for an application to Metrolink configurational management tool. 7. Code the system for an automatic notification, RBA alert and predictive failure warning. 8. Send notification of resolution to reporting source of any issues or failures. 9. Run development for the supply quality assurance. 3) Communication System Overhaul - \$640K a. Upgrade the communication control system for wireless control, onboard Ethernet network. b. Upgrade the destination panel. c. Overhaul the minor components such as speakers, microphone, etc. d. This is an ongoing program with funding to be requested next year to complete 4) HVAC Air Quality Solution - COVID-19 - \$2.3M a. Mitigation for COVID-19. b. F125 & MP36 locomotive and Rotem passenger car. c. This is already underway for Bombardier cars. d. This is an ongoing program with funding to be requested in future budget years. 5) MP36 Loco lifecycle management - \$3.6M a. MP36s are approaching their midlife in 2023. b. Highest priority systems to be addressed in order to keep these locomotives serviceable. c. This is an ongoing program with funding to be requested in future budget years. | 11,600,000 | 5,510,000 | 2,296,800 | 1,287,600 | 1,670,400 | 835,200 |
| 8 | WONGS | 2631 | Rehab | ALL | All | NA | Worn | Low | Information Technology | GENERAL INFORMATION TECHNOLOGY EQUIPMENT AND SYSTEM REHABILITATION | The Metrolink IT environment is in need of rehabilitation. The scope involves the replacement of end-user equipment and systems (e.g. laptops, desktops, tablets, monitors, cellphones, software systems), office equipment (e.g. multifunction printers, plotters, audio/video conferencing systems), and infrastructure equipment. | 485,000 | 230,375 | 96,030 | 53,835 | 69,840 | 34,920 |
| ALL SHARE PROJECT PROPOSAL REQUEST | | | | | | | | | | | | 68,795,000 | 32,677,625 | 13,621,410 | 7,636,245 | 9,906,480 | 4,953,240 |
| 9 | HOLMANS | 2386 | Rehab | ALL | River Sub - West Bank | 0 - 485.20 | Worn | High | Structures | RIVER SUBDIVISION STRUCTURES REHABILITATION - WEST BANK | River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work for this request is for rehabilitation of the Arroyo Seco Bridge. | 6,900,000 | 3,277,500 | 1,366,200 | 765,900 | 993,600 | 496,800 |
| RIVER SUBDIVISION-WEST BANK PROJECT PROPOSAL REQUEST | | | | | | | | | | | | 6,900,000 | 3,277,500 | 1,366,200 | 765,900 | 993,600 | 496,800 |

| ROW# | CREATOR | PROJECT # | TYPE | ROUTE LINE | SUB DIVISION | MILE POSTS | CONDITI ON | IMPACT | ASSET TYPE | PROJECT | SCOPE | TOTAL REQUEST | METRO | OCTA | RCTC | SBCTA | VCTC |
|---------------------------------------|---------|-----------|-------|----------------------|--------------|----------------|------------|--------|---------------|---|---|------------------|------------------|-----------|------|-------|------|
| 10 | HOLMANS | 2617 | Rehab | Antelope Valley Line | Valley | 3.67 - 76.63 | Worn | High | Track | VALLEY SUBDIVISION TRACK REHABILITATION | Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work includes Tunnel 25 Rehabilitation: Option 1: Partial funding necessary for the complete track rehabilitation of Track in the Tunnel. (Additional \$8M would need to be secured elsewhere). Option 2: Take advantage of economies of scale and perform major maintenance in the Tunnel by combining scope, equipment and labor forces with the work coming on Tunnel 26 which is funded through separate outside FRA Grant. Work would remove & replace approximately 20% of ties and ballast. | 4,000,000 | 4,000,000 | - | - | - | - |
| 11 | HOLMANS | 2627 | Rehab | Antelope Valley Line | Valley | 3.67 - 76.63 | Worn | High | Train Control | VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION | Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS WORK WILL BE REASSESSED FOR CHANGE CONDITIONS IN THE YEAR OF APPROVED FUNDING WITH PRIORITIES LISTED: 1) CP Courrier MP 6.4 - Replace CP House, internal control equipment, and power switch machine \$550,000 2) EC Repeater & Switch Leaving Signal MP 7.51 - Replace house, internal control equipment and battery back-up - \$250,000 3) Int Signal 71-73 MP 7.9 Replace Signal House, internal control equipment - \$350,000 4) Int Signal 141-142 MP 14.2 Replace Signal House, internal control equipment - \$350,000 5) DED MP 15.10 - Replace detector and control equipment - \$250,000 6) Int Signal 191-192 MP 19.22 Replace Signal House, internal control equipment - \$350,000 7) Int Signal 201-202 MP 20.8 Replace Signal House, internal control equipment - \$350,000 8) EC4 Repeater MP 21.8 Replace Signal House, internal control equipment - \$350,000 9) EC4 Repeater MP 22.6 Replace Signal House, internal control equipment - \$350,000 | 2,500,000 | 2,500,000 | - | - | - | - |
| METRO PROJECT PROPOSAL REQUEST | | | | | | | | | | | | 6,500,000 | 6,500,000 | - | - | - | - |
| 12 | HOLMANS | 2620 | Rehab | Orange County Line | Orange | NA | Worn | High | Track | ORANGE SUBDIVISION TRACK REHABILITATION | Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work includes Metrolink Share of NCTD Turnout at Basilone Spur Rail replacement, and upgrade from 115 lb rail to 136 lb rail from Beach Rd to CP Serra (Scope removed from 2021 due to SCORE coordination issues). Riprap and track protection along the coast. | 6,700,000 | - | 6,700,000 | - | - | - |
| 13 | HOLMANS | 2626 | Rehab | Orange County Line | Orange | 165.08 - 207.4 | Worn | High | Structures | ORANGE SUBDIVISION STRUCTURES REHABILITATION | Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work includes construction funding for Culverts designed and environmentally cleared in FY20, but do not have sufficient construction funding. Culverts MP 205.8 and 207.2 Orange Sub, and Olive Sub MP 5.4. | 2,220,000 | - | 2,220,000 | - | - | - |

| ROW# | CREATOR | PROJECT # | TYPE | ROUTE LINE | SUB DIVISION | MILE POSTS | CONDITI ON | IMPACT | ASSET TYPE | PROJECT | SCOPE | TOTAL REQUEST | METRO | OCTA | RCTC | SBCTA | VCTC |
|---|---------|-----------|-------|--------------------|--------------|------------|------------|--------|---------------|---|---|-------------------|-------------------|-------------------|------------------|-------------------|------------------|
| 14 | HOLMANS | 2630 | Rehab | Orange County Line | Orange | NA | Worn | High | Train Control | ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION | <p>Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> - Signal systems - Crossing systems - Communication systems <p>COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB</p> <p>SIGNALS WORK WILL BE REASSESSED FOR CHANGE CONDITIONS IN THE YEAR OF APPROVED FUNDING WITH PRIORITIES LISTED:</p> <ol style="list-style-type: none"> 1) CP La Palma MP 167.3 - Replace CP House, internal control equipment, and power switch machine \$600,000 2) CP College MP 169.8 - Replace CP House, internal control equipment, and power switch machine \$550,000 3) CP Maple MP 172.4 - Replace CP House, internal control equipment, and power switch machine \$600,000 4) CP Lincoln MP 174.7 - Replace CP House, internal control equipment, and power switch machine \$600,000 5) CP Aliso MP 178.9 - Replace CP House, internal control equipment, and power switch machine \$550,000 6) CP Tinkham MP 184.5 - Replace CP House, internal control equipment, and power switch machine \$600,000 | 3,330,000 | - | 3,330,000 | - | - | - |
| OCTA PROJECT PROPOSAL REQUEST | | | | | | | | | | | | 12,250,000 | - | 12,250,000 | - | - | - |
| FY2023 PROPOSED REHABILITATION REQUEST | | | | | | | | | | | | 94,445,000 | 42,455,125 | 27,237,610 | 8,402,145 | 10,900,080 | 5,450,040 |



NEW CAPITAL PROJECTS PROPOSALS FOR FY2023 BUDGET

REVISED: 03/22/22

| ROW# | CREATOR | PROJECT # | TYPE | ROUTE LINE | SUB DIVISION | MILE POSTS | CONDITION | IMPACT | ASSET TYPE | PROJECT | SCOPE | TOTAL REQUEST | METRO | OCTA | RCTC | SBCTA | VCTC | OTHER | PURSUIING RAISE GRANT | OTHER-SECURED CARL MOYER GRANT | | |
|------|------------|-----------|---------|------------|--------------|------------|-----------|--------|------------------------|---|---|---------------|-----------|---------|---------|---------|---------|-------|-----------------------|--------------------------------|--|--|
| 1 | CHAKLADARA | 2456 | Capital | ALL | All | NA | NA | NA | Information Technology | AGENCYWIDE CYBERSECURITY IMPLEMENTATION | Cyber threats have proliferated and have become more sophisticated over the years. Most organizations have a dedicated cybersecurity team led by a CISO (Chief Information Security Officer). A Cybersecurity Manager was approved in the FY22 budget, however the position once hired, will not have a dedicated team of cybersecurity experts. Instead, the Cybersecurity Manager will have to rely on several part-time resources from the Infrastructure, Networking and HelpDesk teams in the IDTS team. This project aims to build a cybersecurity framework, monitor evolving security threats, build a mitigation strategies for incidence management, and proactively harden the security posture of the agency from cyberthreats. The project envisions deploying contract services and software and hardware products. | 439,000 | 208,525 | 86,922 | 48,729 | 63,216 | 31,608 | | | | | |
| 2 | STEWARTM | 2476 | Capital | ALL | All | NA | NA | NA | Facilities | CENTRAL MAINTENANCE FACILITY (CMF) MODERNIZATION PHASE I DESIGN & ENVIRONMENTAL | Improvements to the CMF have a system-wide impact through improving the functionality, productivity, and overall demand for fleet inspection, service, repair, storage and rehabilitation. Additionally, Metrolink has committed to the CMF Action Plan, which promises continuous improvements to ensure Metrolink is a good neighbor. This budget request will allow Metrolink to design the CMF projects identified in the CMF Modernization Study effort. Modernizing the 30-year-old CMF will increase the operational efficiency of the facility because the improvements identified through the CMF Modernization Study effort will bring the facility up to date with safety, technological improvements, addition work platforms, cranes, tables use of Wi-Fi and improve layouts for warehousing parts. Many of the projects that would increase operational efficiency of maintenance activities also contribute to addressing the community concerns by reducing the number of idling locomotives in the yard and the duration of their idling reducing the noise and emissions from locomotives. Due to the limitations of the property situated between San Fernando Road and the LA River which is built out with the current buildings and tracks and the need to maintain service while any project is constructed there are some limitations to the improvements that can be made and any construction to the existing site and buildings needs carefully planned staging plans. | 3,721,000 | 1,767,475 | 736,758 | 413,031 | 535,824 | 267,912 | | | | | |
| 3 | STEWARTM | 2477 | Capital | ALL | All | NA | NA | NA | Facilities | CENTRAL MAINTENANCE FACILITY (CMF) MODERNIZATION EARLY ACTION TO ADDRESS COMMUNITY CONCERNS | Improvements to the CMF have a system-wide impact through improving the functionality, productivity, and overall demand for fleet inspection, service, repair, storage and rehabilitation. Metrolink has committed to the CMF Action Plan, which promises continuous improvements to ensure Metrolink is a good neighbor. This budget request will allow Metrolink to advance an additional sound barrier at CMF. Following a successful demonstration of steel sound barriers at the service and inspection track (pilot barriers face the Elysian Valley community), additional sound barriers will be installed on the other side of the servicing area to dampen the noise generated by idling locomotives. This investment has been repeatedly requested by the Cypress Park community. | 515,000 | | | | | | | 515,000 | | | |

FY23 PROPOSED CAPITAL PROGRAM CASHFLOW

as of 03.18.22

| Cash Basis | | | | | | | |
|----------------------------|--------------------|----------------|---------------|----------------|---------------|---------------|----------------|
| | METRO | OCTA | RCTC | SBCTA | VCTC | OTHER | TOTAL |
| FY23 Rehabilitation | \$42.5M | \$27.2M | \$8.4M | \$10.9M | \$5.5M | \$0.0M | \$94.4M |
| | CASH OUTLAY | | | | | | |
| 2022-23 | \$2.1M | \$1.4M | \$0.4M | \$0.5M | \$0.3M | \$0.0M | \$4.7M |
| 2023-24 | \$14.9M | \$9.5M | \$2.9M | \$3.8M | \$1.9M | \$0.0M | \$33.1M |
| 2024-25 | \$12.7M | \$8.2M | \$2.5M | \$3.3M | \$1.6M | \$0.0M | \$28.3M |
| 2025-26 | \$12.7M | \$8.2M | \$2.5M | \$3.3M | \$1.6M | \$0.0M | \$28.3M |
| Totals | \$42.5M | \$27.2M | \$8.4M | \$10.9M | \$5.5M | \$0.0M | \$94.4M |

| Cash Basis | | | | | | | |
|-------------------------|--------------------|---------------|---------------|---------------|---------------|---------------|----------------|
| | METRO | OCTA | RCTC | SBCTA | VCTC | OTHER | TOTAL |
| FY23 New Capital | \$5.5M | \$2.3M | \$1.3M | \$1.7M | \$0.8M | \$0.5M | \$12.1M |
| | CASH OUTLAY | | | | | | |
| 2022-23 | \$0.3M | \$0.1M | \$0.1M | \$0.1M | \$0.0M | \$0.0M | \$0.6M |
| 2023-24 | \$1.9M | \$0.8M | \$0.5M | \$0.6M | \$0.3M | \$0.2M | \$4.2M |
| 2024-25 | \$1.7M | \$0.7M | \$0.4M | \$0.5M | \$0.3M | \$0.2M | \$3.6M |
| 2025-26 | \$1.7M | \$0.7M | \$0.4M | \$0.5M | \$0.3M | \$0.2M | \$3.6M |
| Totals | \$5.5M | \$2.3M | \$1.3M | \$1.7M | \$0.8M | \$0.5M | \$12.1M |

Cash Basis

| | METRO | OCTA | RCTC | SBCTA | VCTC | OTHER | RAISE | CARL MOYER | TOTAL |
|---------------------------------------|--------------------|---------------|---------------|---------------|---------------|---------------|----------------|-----------------------|-----------------|
| FY23 MP36 LOCO REPLACEMENT | \$2.8M | \$1.2M | \$0.6M | \$0.8M | \$0.4M | \$0.0M | \$45.0M | \$51.7M | \$102.5M |
| | CASH OUTLAY | | | | | | | | |
| 2022-23 | \$0.1M | \$0.1M | \$0.0M | \$0.0M | \$0.0M | \$0.0M | \$2.3M | \$2.6M | \$5.1M |
| 2023-24 | \$1.0M | \$0.4M | \$0.2M | \$0.3M | \$0.1M | \$0.0M | \$15.8M | \$18.1M | \$35.9M |
| 2024-25 | \$0.8M | \$0.3M | \$0.2M | \$0.3M | \$0.1M | \$0.0M | \$13.5M | \$15.5M | \$30.8M |
| 2025-26 | \$0.8M | \$0.3M | \$0.2M | \$0.3M | \$0.1M | \$0.0M | \$13.5M | \$15.5M | \$30.8M |
| Totals | \$2.8M | \$1.2M | \$0.6M | \$0.8M | \$0.4M | \$0.0M | \$45.0M | \$51.7M | \$102.5M |

**FY2023-24 Forecast - Operating Budget
by Member Agency**

| | FY24 BUDGET FORECAST | | | | | |
|---|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| (000's) | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
| Operating Revenue | | | | | | |
| Farebox Revenue | 26,779 | 14,896 | 6,258 | 8,022 | 1,242 | 57,196 |
| Fare Reduction Subsidy | 1,555 | - | - | 1,044 | - | 2,599 |
| Other Train Subsidies | 2,575 | - | - | - | - | 2,575 |
| Special Trains | - | - | - | - | - | - |
| Subtotal-Pro Forma FareBox | 30,909 | 14,896 | 6,258 | 9,066 | 1,242 | 62,370 |
| Dispatching | 1,354 | 1,080 | 15 | 103 | 315 | 2,867 |
| Other Revenues | 395 | 171 | 72 | 111 | 24 | 773 |
| MOW Revenues | 6,176 | 3,157 | 756 | 1,492 | 446 | 12,027 |
| Total Operating Revenue | 38,834 | 19,303 | 7,102 | 10,772 | 2,026 | 78,037 |
| Operating Expenses | | | | | | |
| Operations & Services | | | | | | |
| Train Operations | 29,475 | 11,103 | 4,971 | 6,142 | 2,185 | 53,876 |
| Equipment Maintenance | 20,258 | 10,260 | 5,389 | 5,251 | 1,948 | 43,107 |
| Fuel | 18,363 | 7,453 | 3,138 | 3,927 | 1,269 | 34,150 |
| Non-Scheduled Rolling Stock Repairs | 51 | 26 | 11 | 13 | 4 | 105 |
| Operating Facilities Maintenance | 1,136 | 587 | 244 | 283 | 78 | 2,329 |
| Other Operating Train Services | 487 | 135 | 116 | 164 | 78 | 981 |
| Rolling Stock Lease | - | - | - | - | - | - |
| Security | 8,075 | 3,384 | 2,431 | 1,835 | 801 | 16,525 |
| Public Safety Program | 51 | 19 | 16 | 11 | 11 | 109 |
| Passenger Relations | 1,014 | 485 | 176 | 285 | 46 | 2,006 |
| TVM Maintenance/Revenue Collection | 2,344 | 1,307 | 991 | 631 | 361 | 5,634 |
| Marketing | 1,683 | 729 | 292 | 469 | 79 | 3,252 |
| Media & External Communications | 185 | 67 | 58 | 41 | 39 | 391 |
| Utilities/Leases | 1,950 | 708 | 612 | 432 | 409 | 4,110 |
| Transfers to Other Operators | 1,914 | 789 | 246 | 418 | 72 | 3,440 |
| Amtrak Transfers | 290 | 529 | - | - | 46 | 865 |
| Station Maintenance | 1,426 | 342 | 133 | 297 | 96 | 2,294 |
| Rail Agreements | 2,463 | 1,046 | 1,416 | 362 | 283 | 5,570 |
| Holiday Trains | - | - | - | - | - | - |
| Special Trains | 249 | 104 | 58 | 76 | 38 | 525 |
| Subtotal Operations & Services | 91,415 | 39,075 | 20,300 | 20,636 | 7,842 | 179,269 |
| Maintenance-of-Way | | | | | | |
| MoW - Line Segments | 29,981 | 10,687 | 3,480 | 6,821 | 3,084 | 54,054 |
| MoW - Extraordinary Maintenance | 644 | 157 | 105 | 117 | 76 | 1,100 |
| Subtotal Maintenance-of-Way | 30,625 | 10,844 | 3,585 | 6,938 | 3,160 | 55,154 |
| Administration & Services | | | | | | |
| Ops Salaries & Fringe Benefits | 8,999 | 3,282 | 2,814 | 1,994 | 1,881 | 18,970 |
| Ops Non-Labor Expenses | 6,343 | 2,624 | 1,466 | 1,394 | 755 | 12,582 |
| Indirect Administrative Expenses | 10,732 | 3,898 | 3,366 | 2,375 | 2,251 | 22,623 |
| Ops Professional Services | 1,338 | 486 | 420 | 296 | 281 | 2,820 |
| Subtotal Admin & Services | 27,412 | 10,289 | 8,067 | 6,059 | 5,167 | 56,994 |
| Contingency | 45 | 16 | 14 | 10 | 9 | 95 |
| Total Operating Expenses | 149,497 | 60,225 | 31,966 | 33,644 | 16,179 | 291,511 |
| Insurance and Legal | | | | | | |
| Liability/Property/Auto | 8,243 | 4,257 | 1,768 | 2,056 | 568 | 16,892 |
| Net Claims / SI | 512 | 265 | 110 | 128 | 35 | 1,050 |
| Claims Administration | 951 | 491 | 204 | 237 | 66 | 1,949 |
| Total Net Insurance and Legal | 9,706 | 5,013 | 2,082 | 2,421 | 669 | 19,891 |
| Total Expense | 159,203 | 65,238 | 34,048 | 36,065 | 16,848 | 311,402 |
| Loss / Member Support Required | (120,370) | (45,934) | (26,946) | (25,293) | (14,821) | (233,365) |

**FY2024-25 Forecast - Operating Budget
by Member Agency**

| | FY25 BUDGET FORECAST | | | | | |
|---|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| (000's) | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
| Operating Revenue | | | | | | |
| Farebox Revenue | 28,599 | 15,872 | 6,664 | 8,542 | 1,323 | 61,000 |
| Fare Reduction Subsidy | 1,655 | - | - | 1,112 | - | 2,766 |
| Other Train Subsidies | 2,652 | - | - | - | - | 2,652 |
| Special Trains | - | - | - | - | - | - |
| Subtotal-Pro Forma FareBox | 32,907 | 15,872 | 6,664 | 9,653 | 1,323 | 66,418 |
| Dispatching | 1,392 | 1,121 | 16 | 107 | 325 | 2,960 |
| Other Revenues | 395 | 171 | 72 | 111 | 24 | 773 |
| MOW Revenues | 6,412 | 3,277 | 785 | 1,549 | 463 | 12,485 |
| Total Operating Revenue | 41,105 | 20,441 | 7,537 | 11,419 | 2,135 | 82,637 |
| Operating Expenses | | | | | | |
| Operations & Services | | | | | | |
| Train Operations | 30,935 | 11,658 | 5,234 | 6,445 | 2,299 | 56,570 |
| Equipment Maintenance | 21,285 | 10,774 | 5,638 | 5,518 | 2,047 | 45,262 |
| Fuel | 19,278 | 7,811 | 3,308 | 4,123 | 1,338 | 35,858 |
| Non-Scheduled Rolling Stock Repairs | 54 | 28 | 12 | 13 | 4 | 110 |
| Operating Facilities Maintenance | 1,193 | 616 | 256 | 298 | 82 | 2,445 |
| Other Operating Train Services | 512 | 141 | 122 | 172 | 82 | 1,030 |
| Rolling Stock Lease | - | - | - | - | - | - |
| Security | 8,475 | 3,571 | 2,529 | 1,931 | 846 | 17,352 |
| Public Safety Program | 54 | 20 | 17 | 12 | 11 | 114 |
| Passenger Relations | 1,066 | 508 | 185 | 299 | 49 | 2,107 |
| TVM Maintenance/Revenue Collection | 2,461 | 1,372 | 1,041 | 663 | 379 | 5,915 |
| Marketing | 1,767 | 766 | 307 | 492 | 83 | 3,415 |
| Media & External Communications | 195 | 71 | 61 | 43 | 41 | 411 |
| Utilities/Leases | 2,047 | 743 | 642 | 453 | 429 | 4,315 |
| Transfers to Other Operators | 2,010 | 829 | 259 | 439 | 75 | 3,612 |
| Amtrak Transfers | 304 | 556 | - | - | 48 | 908 |
| Station Maintenance | 1,497 | 360 | 140 | 311 | 101 | 2,409 |
| Rail Agreements | 2,586 | 1,098 | 1,487 | 381 | 297 | 5,849 |
| Holiday Trains | - | - | - | - | - | - |
| Special Trains | 262 | 109 | 61 | 79 | 40 | 551 |
| Subtotal Operations & Services | 95,979 | 41,030 | 21,299 | 21,674 | 8,250 | 188,232 |
| Maintenance-of-Way | | | | | | |
| MoW - Line Segments | 31,488 | 11,212 | 3,661 | 7,157 | 3,239 | 56,756 |
| MoW - Extraordinary Maintenance | 677 | 165 | 110 | 123 | 80 | 1,155 |
| Subtotal Maintenance-of-Way | 32,165 | 11,377 | 3,771 | 7,280 | 3,319 | 57,911 |
| Administration & Services | | | | | | |
| Ops Salaries & Fringe Benefits | 9,449 | 3,445 | 2,956 | 2,093 | 1,975 | 19,918 |
| Ops Non-Labor Expenses | 6,660 | 2,755 | 1,540 | 1,464 | 792 | 13,211 |
| Indirect Administrative Expenses | 11,269 | 4,093 | 3,535 | 2,494 | 2,364 | 23,754 |
| Ops Professional Services | 1,404 | 510 | 441 | 311 | 295 | 2,961 |
| Subtotal Admin & Services | 28,782 | 10,803 | 8,471 | 6,362 | 5,426 | 59,844 |
| Contingency | 47 | 17 | 15 | 10 | 10 | 99 |
| Total Operating Expenses | 156,973 | 63,227 | 33,555 | 35,326 | 17,004 | 306,086 |
| Insurance and Legal | | | | | | |
| Liability/Property/Auto | 8,655 | 4,470 | 1,857 | 2,159 | 597 | 17,737 |
| Net Claims / SI | 538 | 278 | 115 | 134 | 37 | 1,103 |
| Claims Administration | 999 | 516 | 214 | 249 | 69 | 2,046 |
| Total Net Insurance and Legal | 10,192 | 5,264 | 2,186 | 2,542 | 703 | 20,886 |
| Total Expense | 167,165 | 68,491 | 35,741 | 37,868 | 17,707 | 326,972 |
| Loss / Member Support Required | (126,060) | (48,050) | (28,204) | (26,449) | (15,572) | (244,335) |

**FY2025-26 Forecast - Operating Budget
by Member Agency**

| | FY26 BUDGET FORECAST | | | | | |
|---|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| (000's) | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
| Operating Revenue | | | | | | |
| Farebox Revenue | 29,940 | 16,599 | 6,968 | 8,931 | 1,383 | 63,821 |
| Fare Reduction Subsidy | 1,730 | - | - | 1,162 | - | 2,892 |
| Other Train Subsidies | 2,732 | - | - | - | - | 2,732 |
| Special Trains | - | - | - | - | - | - |
| Subtotal-Pro Forma FareBox | 34,402 | 16,599 | 6,968 | 10,093 | 1,383 | 69,444 |
| Dispatching | 1,739 | 1,439 | 16 | 111 | 469 | 3,775 |
| Other Revenues | 395 | 171 | 72 | 111 | 24 | 773 |
| MOW Revenues | 6,800 | 3,657 | 815 | 1,607 | 542 | 13,422 |
| Total Operating Revenue | 43,336 | 21,866 | 7,871 | 11,922 | 2,418 | 87,413 |
| Operating Expenses | | | | | | |
| Operations & Services | | | | | | |
| Train Operations | 32,467 | 12,240 | 5,509 | 6,764 | 2,418 | 59,398 |
| Equipment Maintenance | 22,364 | 11,313 | 5,899 | 5,799 | 2,150 | 47,525 |
| Fuel | 20,238 | 8,187 | 3,488 | 4,328 | 1,410 | 37,651 |
| Non-Scheduled Rolling Stock Repairs | 56 | 29 | 12 | 14 | 4 | 116 |
| Operating Facilities Maintenance | 1,253 | 647 | 269 | 312 | 86 | 2,567 |
| Other Operating Train Services | 537 | 149 | 128 | 181 | 86 | 1,081 |
| Rolling Stock Lease | - | - | - | - | - | - |
| Security | 8,895 | 3,767 | 2,632 | 2,033 | 893 | 18,219 |
| Public Safety Program | 57 | 21 | 18 | 13 | 12 | 120 |
| Passenger Relations | 1,120 | 531 | 195 | 315 | 51 | 2,212 |
| TVM Maintenance/Revenue Collection | 2,584 | 1,441 | 1,093 | 696 | 398 | 6,211 |
| Marketing | 1,856 | 804 | 322 | 517 | 87 | 3,586 |
| Media & External Communications | 204 | 74 | 64 | 45 | 43 | 431 |
| Utilities/Leases | 2,149 | 781 | 674 | 476 | 451 | 4,531 |
| Transfers to Other Operators | 2,110 | 871 | 271 | 461 | 79 | 3,793 |
| Amtrak Transfers | 319 | 583 | - | - | 51 | 953 |
| Station Maintenance | 1,572 | 378 | 147 | 327 | 106 | 2,529 |
| Rail Agreements | 2,715 | 1,153 | 1,562 | 400 | 312 | 6,141 |
| Holiday Trains | - | - | - | - | - | - |
| Special Trains | 275 | 115 | 64 | 83 | 42 | 579 |
| Subtotal Operations & Services | 100,771 | 43,083 | 22,347 | 22,763 | 8,678 | 197,643 |
| Maintenance-of-Way | | | | | | |
| MoW - Line Segments | 33,019 | 11,845 | 3,819 | 7,503 | 3,407 | 59,594 |
| MoW - Extraordinary Maintenance | 710 | 173 | 116 | 129 | 84 | 1,213 |
| Subtotal Maintenance-of-Way | 33,729 | 12,018 | 3,935 | 7,633 | 3,491 | 60,807 |
| Administration & Services | | | | | | |
| Ops Salaries & Fringe Benefits | 9,921 | 3,617 | 3,104 | 2,198 | 2,074 | 20,914 |
| Ops Non-Labor Expenses | 6,993 | 2,892 | 1,617 | 1,537 | 832 | 13,871 |
| Indirect Administrative Expenses | 11,832 | 4,297 | 3,711 | 2,619 | 2,482 | 24,942 |
| Ops Professional Services | 1,475 | 536 | 463 | 326 | 309 | 3,109 |
| Subtotal Admin & Services | 30,222 | 11,343 | 8,894 | 6,680 | 5,697 | 62,836 |
| Contingency | 49 | 18 | 16 | 11 | 10 | 104 |
| Total Operating Expenses | 164,772 | 66,462 | 35,192 | 37,087 | 17,877 | 321,390 |
| Insurance and Legal | | | | | | |
| Liability/Property/Auto | 9,088 | 4,693 | 1,949 | 2,267 | 626 | 18,624 |
| Net Claims / SI | 565 | 292 | 121 | 141 | 39 | 1,158 |
| Claims Administration | 1,048 | 541 | 225 | 261 | 72 | 2,149 |
| Total Net Insurance and Legal | 10,701 | 5,527 | 2,295 | 2,669 | 738 | 21,930 |
| Total Expense | 175,473 | 71,989 | 37,488 | 39,756 | 18,615 | 343,320 |
| Loss / Member Support Required | (132,136) | (50,123) | (29,616) | (27,834) | (16,197) | (255,907) |

**FY2026-27 Forecast - Operating Budget
by Member Agency**

| | FY27 BUDGET FORECAST | | | | | |
|---|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| (000's) | METRO | OCTA | RCTC | SBCTA | VCTC | TOTAL |
| Operating Revenue | | | | | | |
| Farebox Revenue | 30,449 | 16,902 | 7,094 | 9,092 | 1,408 | 64,946 |
| Fare Reduction Subsidy | 1,761 | - | - | 1,183 | - | 2,944 |
| Other Train Subsidies | 2,814 | - | - | - | - | 2,814 |
| Special Trains | - | - | - | - | - | - |
| Subtotal-Pro Forma FareBox | 35,024 | 16,902 | 7,094 | 10,275 | 1,408 | 70,703 |
| Dispatching | 1,791 | 1,493 | 17 | 115 | 485 | 3,902 |
| Other Revenues | 395 | 171 | 72 | 111 | 24 | 773 |
| MOW Revenues | 7,060 | 3,796 | 846 | 1,668 | 563 | 13,933 |
| Total Operating Revenue | 44,270 | 22,363 | 8,029 | 12,170 | 2,480 | 89,311 |
| Operating Expenses | | | | | | |
| <u>Operations & Services</u> | | | | | | |
| Train Operations | 34,077 | 12,852 | 5,798 | 7,099 | 2,543 | 62,368 |
| Equipment Maintenance | 23,497 | 11,879 | 6,174 | 6,094 | 2,259 | 49,902 |
| Fuel | 21,246 | 8,582 | 3,676 | 4,544 | 1,486 | 39,533 |
| Non-Scheduled Rolling Stock Repairs | 59 | 31 | 13 | 15 | 4 | 122 |
| Operating Facilities Maintenance | 1,315 | 679 | 282 | 328 | 91 | 2,696 |
| Other Operating Train Services | 564 | 156 | 135 | 190 | 90 | 1,135 |
| Rolling Stock Lease | - | - | - | - | - | - |
| Security | 9,335 | 3,973 | 2,740 | 2,139 | 942 | 19,130 |
| Public Safety Program | 60 | 22 | 19 | 13 | 12 | 126 |
| Passenger Relations | 1,177 | 556 | 205 | 330 | 54 | 2,323 |
| TVM Maintenance/Revenue Collection | 2,713 | 1,513 | 1,148 | 730 | 417 | 6,521 |
| Marketing | 1,948 | 844 | 338 | 543 | 91 | 3,765 |
| Media & External Communications | 215 | 78 | 67 | 48 | 45 | 453 |
| Utilities/Leases | 2,257 | 820 | 708 | 500 | 473 | 4,757 |
| Transfers to Other Operators | 2,215 | 915 | 285 | 484 | 83 | 3,983 |
| Amtrak Transfers | 335 | 612 | - | - | 53 | 1,001 |
| Station Maintenance | 1,650 | 396 | 154 | 343 | 112 | 2,656 |
| Rail Agreements | 2,850 | 1,211 | 1,640 | 420 | 327 | 6,447 |
| Holiday Trains | - | - | - | - | - | - |
| Special Trains | 289 | 120 | 67 | 88 | 44 | 608 |
| Subtotal Operations & Services | 105,803 | 45,239 | 23,448 | 23,907 | 9,128 | 207,525 |
| <u>Maintenance-of-Way</u> | | | | | | |
| MoW - Line Segments | 34,680 | 12,426 | 4,018 | 7,873 | 3,578 | 62,574 |
| MoW - Extraordinary Maintenance | 746 | 182 | 121 | 136 | 88 | 1,273 |
| Subtotal Maintenance-of-Way | 35,425 | 12,608 | 4,139 | 8,008 | 3,666 | 63,847 |
| <u>Administration & Services</u> | | | | | | |
| Ops Salaries & Fringe Benefits | 10,417 | 3,797 | 3,259 | 2,308 | 2,178 | 21,960 |
| Ops Non-Labor Expenses | 7,343 | 3,037 | 1,698 | 1,614 | 874 | 14,565 |
| Indirect Administrative Expenses | 12,424 | 4,512 | 3,897 | 2,750 | 2,606 | 26,189 |
| Ops Professional Services | 1,548 | 562 | 486 | 343 | 325 | 3,264 |
| Subtotal Admin & Services | 31,733 | 11,909 | 9,340 | 7,014 | 5,982 | 65,978 |
| Contingency | 52 | 19 | 16 | 11 | 11 | 109 |
| Total Operating Expenses | 173,013 | 69,774 | 36,943 | 38,942 | 18,787 | 337,459 |
| Insurance and Legal | | | | | | |
| Liability/Property/Auto | 9,542 | 4,928 | 2,047 | 2,380 | 658 | 19,555 |
| Net Claims / SI | 593 | 306 | 127 | 148 | 41 | 1,216 |
| Claims Administration | 1,101 | 569 | 236 | 275 | 76 | 2,256 |
| Total Net Insurance and Legal | 11,236 | 5,803 | 2,410 | 2,802 | 775 | 23,026 |
| Total Expense | 184,249 | 75,577 | 39,354 | 41,744 | 19,562 | 360,486 |
| Loss / Member Support Required | (139,979) | (53,215) | (31,324) | (29,574) | (17,082) | (271,174) |

FY23 Proposed Operating Budget**Arrow Service**

4 Months (July-October 2022)

Revenue Service starts Late October 2022

| (\$000s) | FY 22-23 Proposed Budget Arrow Service (4 months) |
|---|--|
| Operating Revenue | |
| Farebox Revenue | |
| Fare Reduction Subsidy | 0 |
| Other Train Subsidies | 0 |
| Special Trains | 0 |
| Subtotal-Pro Forma FareBox | 0 |
| Dispatching | 0 |
| Other Revenues | 0 |
| MOW Revenues | 0 |
| Total Operating Revenue | 0 |
| Operating Expenses | |
| <u>Operations & Services</u> | |
| Train Operations | 1,315,663 |
| Equipment Maintenance | 926,525 |
| Fuel | 166,667 |
| Non-Scheduled Rolling Stock Repairs | 0 |
| Operating Facilities Maintenance | 82,401 |
| Other Operating Train Services | 13,333 |
| Rolling Stock Lease | 0 |
| Security | 280,376 |
| Public Safety Program | 0 |
| Passenger Relations | 15,266 |
| TVM Maintenance/Revenue Collection | 56,033 |
| Marketing | 75,000 |
| Media & External Communications | 5,000 |
| Utilities/Leases | 92,133 |
| Transfers to Other Operators | 0 |
| Amtrak Transfers | 0 |
| Station Maintenance | 0 |
| Rail Agreements | 0 |
| Holiday Trains | 0 |
| Special Trains | 0 |
| Subtotal Operations & Services | 3,028,396 |
| <u>Maintenance-of-Way</u> | |
| MoW - Line Segments | 589,001 |
| MoW - Extraordinary Maintenance | 0 |
| Subtotal Maintenance-of-Way | 589,001 |
| <u>Administration & Services</u> | |
| Ops Salaries & Benefits | 306,694 |
| Ops Non-Labor Expenses | 1,667 |
| Indirect Administrative Expenses | 266,667 |
| Ops Professional Services | 0 |
| Subtotal Admin & Services | 575,028 |
| Contingency | 0 |
| Total Operating Expenses | 4,192,425 |
| Insurance and Legal | |
| Liability/Property/Auto | 76,310 |
| Net Claims / SI | 3,333 |
| Claims Administration | 1,833 |
| Total Net Insurance and Legal | 81,477 |
| Total Expense | 4,273,901 |
| Loss / Member Support Required | (4,273,901) |

Numbers may not foot due to rounding