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

Metro

Board Report

File #: 2025-0404, **File Type:** Budget **Agenda Number:** 12.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 18, 2025

SUBJECT: FISCAL YEAR 2025-26 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING $2.9 billion in Fiscal Year 2025-26 (FY26) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro Operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines. Federal and state fund allocations are subject to actual fund apportionments;

B. APPROVING fund exchanges in the estimated amount of $3,140,305 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;

C. APPROVING fund exchanges in the estimated amount of $1,035,635 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the Low Carbon Transit Operations Program (LCTOP). Funding will be adjusted based on LCTOP actual allocations;

D. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of $360,000 with Metro's TDA Article 4 allocation subject to final federal apportionments. If federal funds are not available for this fund exchange, $360,000 in FY27 TDA Article 4 funds will be allocated to Metro off the top as reimbursement;

E. APPROVING fund exchanges in the amount totaling $15.6 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339 subject to final federal apportionments;

F. AUTHORIZING the Chief Executive Officer to adjust FY26 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and amend the FY26 Budget as necessary to reflect the adjustments;

G. APPROVING fund exchange in the amount of $5 million of Metro's Prop C 40% allocations with the Local Transit Operators' share of federal Section 5307 funds to implement the Local Transit Systems Subcommittee's (LTSS) Zero Emission Vehicle (ZEV) Call for Projects subject to final federal apportionments;

H. APPROVING revised Zero Emission Transit Capital Program (ZETCP)-Equivalent fund allocations to the Included and Eligible Transit Operators commensurate with current ZETCP fund availability to Metro (Attachment B), and delegate authority to the Chief Executive Officer to negotiate any future amendments if further adjustments are made in funding availability;

I. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment C); and

J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements, amendments to existing agreements, and FY26 Budget amendments to implement the above funding programs.

ISSUE

Each year, transit operating and capital funds consisting of federal, state, and local revenues are allocated to Metro Operations, transit operators, and Los Angeles County local jurisdictions for programs, projects, and services according to federal guidelines, state laws, and established funding policies and procedures. The Board of Directors must approve allocations for FY26 prior to fund disbursement. As in prior years, the proposed transit allocations include fund exchanges of Metro funding for municipal and local transit operator shares of federal and state grant programs to enable them to draw down funding quickly with fewer requirements, contingent on federal and state fund availability.

BACKGROUND

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

The recommended FY26 Transit Fund Allocations are developed according to federal, state, and local requirements, as well as policies and guidelines previously approved by the Metro Board. Details of significant information, methodologies, and assumptions are described in Attachment D.

Staff has reviewed the recommended allocations, related methodologies, and assumptions with Metro Operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS), and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS, and LTSS have all formally adopted the recommended FY26

Transit Fund Allocations.

DISCUSSION

Fund Exchanges

Metro has been requested to facilitate fund exchanges with the municipal and local transit operators to help them access funding more rapidly and with fewer administrative requirements as follows:

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

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

- Long Beach Transit is requesting a fund exchange of their share of Section 5307 15% Discretionary funds with Metro's TDA Article 4 funds for the Southern California Regional Transit Training Consortium (SCRTTC). In April 2023, BOS awarded $360,000 a year for three years for the regional training program through an award to Long Beach Transit. If federal funds are not available for this fund exchange, $360,000 in FY27 TDA Article 4 funds will be allocated to Metro off the top as reimbursement.

- Fifteen (15) Los Angeles County Low Carbon Transit Operations Program (LCTOP) recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer $4,175,940 in PUC 99314 FY 2024-25 LCTOP funds to Metro which was approved by the Metro Board on April 24, 2025, to fund Metro's FY 2024-25 LCTOP A Line Operations Project.

- To expedite grant approval and fund disbursement by the Federal Transit Administration, Metro will exchange the $5 million allocated to the Local Transit Operators under Section 5307 grants with its Prop C 40% funds to implement the LTSS ZEV program, subject to federal fund availability.

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

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

Section 5307 funds to help expedite project delivery by reducing administrative requirements for the local operators. The Metro Board approved a fund exchange in June 2022 for the first $10 million allocation and in June 2023 for the second $5 million allocation. Staff is requesting approval of a fund exchange this year for the final $5 million allocation in FY26 Section 5307 funds, subject to federal fund availability.

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

Revision to ZETCP-Equivalent Allocations

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

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY26 Transit Fund Allocations are included in the FY26 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes Metro to disburse these funds to the Los Angeles County jurisdictions and transit operators.

EQUITY PLATFORM

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. The FY26 Transit Fund Allocations referenced in Attachment A are intended to enhance mobility for pedestrians, cyclists, transit users, and individuals with disabilities. Through the process of public input and engagement, local decision-making, and project implementation, cities and unincorporated

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

VEHICLE MILES TRAVELED OUTCOME

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

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

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

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY26 Transit Fund Allocations and instruct staff to use an

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

NEXT STEPS

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

ATTACHMENTS

Attachment A - FY26 Transit Fund Allocations
Attachment B - Revised ZETCP-Equivalent Fund Allocations
Attachment C - TDA and STA Resolution
Attachment D - Summary of Significant Information, Methodologies and Assumptions

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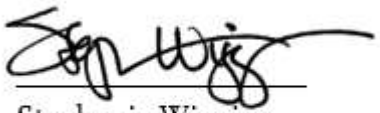

Stephanie Wiggins
Chief Executive Officer

Metro

Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2026

Transit Fund Allocations

PROPOSED

July 1, 2025 – June 30, 2026

FY 2026
Transit Fund Allocations

PROPOSED

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I. BUS TRANSIT SUBSIDIES

STATE & LOCAL FUNDS

Los Angeles County Metropolitan Transportation Authority
FY 2026 Transit Fund Allocations

ATTACHMENT A

PRELIMINARY REVENUE ESTIMATES

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

PRELIMINARY REVENUE ESTIMATES (Continued)

	STATE AND LOCAL		FY26 Estimated Revenue	Carryover FY24 Budget vs Actual	Interest FY24 Actual	FY26 Total Funds Available	NOTE	FY25 Total Funds
Measure R:							a	
33	Administration	1.5000%	16,050,000	(1,606,866)	1,659,035	16,102,169		19,098,928
34	Transit Capital - "New Rail"	35.0000%	368,882,500	(36,931,130)	17,893,682	349,845,052		424,837,150
35	Transit Capital - Metrolink	3.0000%	31,618,500	(3,165,525)	447,205	28,900,180		36,828,107
36	Transit Capital - Metro Rail	2.0000%	21,079,000	(2,110,350)	1,596,746	20,565,396		24,678,339
37	Highway Capital	20.0000%	210,790,000	(21,103,503)	5,078,253	194,764,750		246,542,546
38	Operations "New Rail"	5.0000%	52,697,500	(5,275,876)	4,327,789	51,749,413		62,503,829
39	Operations Bus	20.0000%	210,790,000	(21,103,503)	17,845,481	207,531,978		249,828,104
40	Local Return	15.0000%	158,092,500	n/a	n/a	158,092,500	b	170,799,000
41	**Total**		**1,070,000,000**	**(91,296,753)**	**48,848,191**	**1,027,551,438**		**1,235,116,003**
Measure M:							a	
	Local Return Supplemental & Administration:							
42	Administration	0.5000%	5,510,500	(560,993)	340,211	5,289,718		6,442,633
43	Supplemental transfer to Local Return	1.0000%	10,539,500	n/a	n/a	10,539,500	b,h	11,386,600
44	Sub-total		16,050,000	(560,993)	340,211	15,829,218		17,829,233
45	Local Return Base	16.0000%	168,632,000	n/a	n/a	168,632,000	b,h	182,185,600
46	Metro Rail Operations	5.0000%	52,697,500	(5,364,838)	993,411	48,326,073		61,340,215
47	Transit Operations (Metro & Municipal Providers)	20.0000%	210,790,000	(21,459,353)	15,957,038	205,287,685		248,860,518
48	ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	21,079,000	(2,145,935)	531,336	19,464,401		24,383,919
49	Transit Construction	35.0000%	368,882,500	(37,553,867)	2,099,947	333,428,580		428,781,536
50	Metro State of Good Repair	2.0000%	21,079,000	(2,145,935)	1,666,902	20,599,967		24,871,322
51	Highway Construction	17.0000%	179,171,500	(18,240,450)	30,483,921	191,414,971		219,506,318
52	Metro Active Transportation Program	2.0000%	21,079,000	(2,145,935)	3,387,471	22,320,536		25,452,162
53	Regional Rail	1.0000%	10,539,500	(1,072,968)	364,467	9,830,999		12,368,029
54	**Total**		**1,070,000,000**	**(90,690,275)**	**55,824,704**	**1,035,134,429**		**1,245,578,852**
55	**Total Funds Available**		**$ 5,075,188,745**	**$ (303,142,645)**	**$ 137,524,690**	**$ 4,909,570,789**		**$ 5,888,933,834**
56	**Total Planning & Admin Allocations: (Lines 4, 9, 17, 33 and 42)**		$ 104,851,855	$ (9,120,674)	$ 1,999,246	$ 97,730,427		$ 120,334,966

Notes:

a) Sales tax is projected to be $1,070.0 million per ordinance.

b) Local Return Subfunds are not reflected with carryover balances. The distribution of these funds occurs within the same period they are received.

c) The Consumer Price Index (CPI) increase of 3.0% represents the average anticipated growth rate, as derived from a range of forecasting sources and historical trends. This rate is specifically applied to the Proposition A discretionary funds allocated to Included operators.

d) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. No carryover per Board Policy, amounts transferred to Prop C 40% to fund various Board-approved regional discretionary programs.

e) The STA revenue estimates (including SB1/STA) from the State Controller's Office have been adjusted downward by 5% for the purposes of FAP allocation, in anticipation of a revenue shortfall in FY26. The actual funds will be revised two years from now, once we have received the concrete figures from the state.

f) To qualify for SB1-SGR funds, eligible agencies are required to fulfill a number of reporting obligations.

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

h) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Los Angeles County Metropolitan Transportation Authority
FY 2026 Transit Fund Allocations

ATTACHMENT A

SUMMARY OF STATE AND LOCAL FUNDS

	Operators	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1		Total
		TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair	
	Included Operators:												
1	Metro Bus Operations	$ 309,064,593	$ 82,380,794	$ 220,495,767	$ 611,941,153	$ 34,952,937	$ 19,328,893	$ 144,114,288	$ 6,447,665	$ 142,555,807	$ 62,004,236	$ 23,305,689	$ 1,044,650,669
	Municipal Operators:												
2	Arcadia	401,029	98,177	262,774	761,980	5,734	117,105	171,747	17,338	169,890	73,893	27,774	1,345,461
3	Claremont	137,801	34,184	91,496	263,482	1,724	31,731	59,801	2,141	59,155	25,729	9,671	453,433
4	Commerce	601,322	138,667	371,147	1,111,136	65,204	1,461,932	242,579	36,547	239,956	104,368	39,229	3,300,951
5	Culver City	6,089,441	1,533,463	4,104,379	11,727,283	335,179	1,910,179	2,682,590	137,292	2,653,580	1,154,167	433,820	21,034,089
6	Foothill Transit	27,604,741	7,275,610	19,473,487	54,353,838	1,048,986	9,613,662	12,727,717	895,860	12,590,077	5,476,017	2,058,285	98,764,442
7	Gardena	5,983,883	1,512,690	4,048,780	11,545,354	251,897	2,436,790	2,646,251	104,746	2,617,634	1,138,532	427,943	21,169,146
8	La Mirada	105,319	23,665	63,341	192,326	3,500	21,967	41,399	6,332	40,952	17,812	6,695	330,983
9	Long Beach	27,694,157	6,920,997	18,524,348	53,139,502	2,147,886	10,124,990	12,107,367	682,588	11,976,436	5,209,116	1,957,964	97,345,850
10	Montebello	8,580,481	2,261,504	6,053,014	16,895,000	324,816	3,715,905	3,956,202	148,947	3,913,419	1,702,130	639,784	31,296,204
11	Norwalk	3,362,212	843,162	2,256,760	6,462,134	132,407	849,675	1,475,001	69,139	1,459,050	634,609	238,532	11,320,548
12	Redondo Beach	762,132	187,274	501,247	1,450,653	30,252	178,590	327,611	33,273	324,068	140,953	52,980	2,538,380
13	Santa Monica	22,442,277	5,692,496	15,236,213	43,370,987	998,784	6,233,513	9,958,269	410,967	9,850,578	4,284,480	1,610,418	76,717,996
14	Torrance	7,267,655	1,819,692	4,870,484	13,957,831	238,005	3,804,068	3,183,310	124,613	3,148,885	1,369,598	514,794	26,341,103
15	Sub-Total	111,032,452	28,341,582	75,857,473	215,231,506	5,584,375	40,500,105	49,579,844	2,669,782	49,043,677	21,331,405	8,017,890	391,958,585
	Eligible Operators:												
16	Antelope Valley	-	-	7,124,280	7,124,280	181,087	2,005,105	3,218,148	208,744	3,183,347	1,384,587	520,428	17,825,726
17	LADOT	-	-	30,819,045	30,819,045	1,709,976	7,196,087	7,216,714	491,382	7,138,671	3,104,944	1,167,063	58,843,882
18	Santa Clarita	-	-	4,584,559	4,584,559	258,260	1,209,614	1,961,691	182,427	1,940,477	844,005	317,238	11,298,270
19	Foothill BSCP	-	-	6,155,058	6,155,058	-	648,751	1,441,294	-	1,425,707	620,107	233,081	10,523,999
20	Sub-Total	-	-	48,682,942	48,682,942	2,149,322	11,059,558	13,837,846	882,552	13,688,201	5,953,643	2,237,811	98,491,876
	Tier 2 Operators:												
21	LADOT Community Dash	-	-	7,079,834	7,079,834	-	-	-	-	-	-	-	7,079,834
22	Glendale	-	-	1,167,155	1,167,155	-	-	-	-	-	-	-	1,167,155
23	Pasadena	-	-	479,860	479,860	-	-	-	-	-	-	-	479,860
24	Burbank	-	-	185,491	185,491	-	-	-	-		-	-	185,491
25	Sub-Total	-	-	8,912,341	8,912,341	-	-	-	-	-	-	-	8,912,341
26	Lynwood Trolley	-	-	-	-	-	257,064	-	-	-	-	-	257,064
27	Total Excluding Metro	111,032,452	28,341,582	133,452,755	272,826,789	7,733,697	51,816,727	63,417,690	3,552,335	62,731,878	27,285,049	10,255,701	499,619,865
28	County of Los Angeles											76,490	76,490
29	**Grand Total**	$ 420,097,045	$ 110,722,375	$ 353,948,522	$ 884,767,942	$ 42,686,634	$ 71,145,620	$ 207,531,978	$ 10,000,000	$ 205,287,685	$ 89,289,284	$ 33,637,880	$ 1,544,347,024

Los Angeles County Metropolitan Transportation Authority
FY 2026 Transit Fund Allocations

ATTACHMENT A

BUS TRANSIT FUNDING PERCENTAGE SHARES

	Operators	Vehicle Service Miles (VSM) FY24 Data (1)	Passenger Revenue	Base Fare	Fare Units	Fare Units Prior to Fare Increase/ decrease	Fare Units Used in FAP (2)	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment (3)	TDA/STA Share
	Included Operators										
1	Metro Bus Operations (4)	71,217,974	$ 100,805,519	$ 1.75	57,603,154	197,161,600	**197,161,600**	134,189,787	74.4030%	0.0000%	74.4030%
2	Arcadia DR	72,004	4,475	0.50	8,950	72,829	**72,829**	72,417	0.0402%	0.0000%	0.0402%
3	Arcadia MB	167,370	3,818	0.50	7,636	-	7,636	87,503	0.0485%	0.0000%	0.0485%
4	Claremont	29,526	4,392	2.50	1,757	81,840	**81,840**	55,683	0.0309%	0.0000%	0.0309%
5	Commerce	451,747	-	-	-	-	-	225,874	0.1252%	0.0000%	0.1252%
6	Culver City	1,322,496	1,610,419	1.00	1,610,419	3,673,208	**3,673,208**	2,497,852	1.3850%	0.0000%	1.3850%
7	Foothill Transit	9,481,433	7,409,609	1.75	4,234,062	14,221,000	**14,221,000**	11,851,217	6.5710%	0.0000%	6.5710%
8	Gardena	1,224,431	1,363,343	1.00	1,363,343	3,703,600	**3,703,600**	2,464,016	1.3662%	0.0000%	1.3662%
9	La Mirada	53,433	23,664	1.00	23,664		23,664	38,549	0.0214%	0.0000%	0.0214%
10	Long Beach	6,574,719	9,408,152	1.25	7,526,522	15,972,456	**15,972,456**	11,273,588	6.2508%	0.0000%	6.2508%
11	Montebello	1,511,957	1,978,682	1.10	1,798,802	5,855,556	**5,855,556**	3,683,757	2.0425%	0.0000%	2.0425%
12	Norwalk	652,780	606,942	1.25	485,554	2,094,068	**2,094,068**	1,373,424	0.7615%	0.0000%	0.7615%
13	Redondo Beach DR	58,311	9,903	1.00	9,903		9,903	34,107	0.0189%	0.0000%	0.0189%
14	Redondo Beach MB	344,473	197,413	1.00	197,413		197,413	270,943	0.1502%	0.0000%	0.1502%
15	Santa Monica	3,883,642	6,351,059	1.25	5,080,847	14,661,333	**14,661,333**	9,272,488	5.1412%	0.0000%	5.1412%
16	Torrance	1,418,179	888,428	1.00	888,428	4,510,000	**4,510,000**	2,964,090	1.6435%	0.0000%	1.6435%
17	Sub-Total	98,464,475	130,665,818		80,840,453		262,246,106	180,355,291	100.0000%	0.0000%	100.0000%
	Eligible Operators										
18	Antelope Valley	2,859,603	2,198,306	1.50	1,465,537	3,543,241	**3,543,241**	3,201,422	1.6615%	0.0000%	1.6615%
19	Santa Clarita (5), (6)	2,263,524	1,408,606	1.25	1,126,885	1,639,466	**1,639,466**	1,951,495	1.0128%	0.0000%	1.0128%
20	LADOT Local	2,839,576	71,716	0.50	143,432	6,727,520	**6,727,520**	4,783,548	2.4825%	0.0000%	2.4825%
21	LADOT Express	1,638,482	662,474	1.50	441,649	3,152,832	**3,152,832**	2,395,657	1.2433%	0.0000%	1.2433%
22	Foothill - BSCP	1,239,103	962,609	1.75	550,062	1,650,000	**1,650,000**	1,444,552	0.7441%	0.0000%	0.7441%
23	Sub-Total	10,840,288	5,303,711		3,727,566		16,713,059	13,776,674	7.1442%	0.0000%	7.1442%
24	**Total**	**109,304,763**	**$ 135,969,529**		**84,568,019**		**278,959,165**	**194,131,964**			

Notes:

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

(2) Fare units in **bold** remain frozen at their pre-fare change levels in accordance with the Funding Stability Policy adopted by the Board in November 2007.

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

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

(5) Santa Clarita increased their base fare from $1.00 to $1.25 in FY24.

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

Los Angeles County Metropolitan Transportation Authority
FY 2026 Transit Fund Allocations

ATTACHMENT A

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

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

Notes:

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

(2) Prop A Discretionary funds (95% of 40%) allocated to Included Operators have been capped at 3.00% CPI for FAP allocation.

(3) Funds allocated to the SCRTTC through Long Beach Transit will be exchanged with Metro's share of TDA Article 4 funds.

(4) Formula Equivalent funds are allocated by formula to Eligible Operators based on PUC 99207.5. Fund source is Prop A 95% of 40% growth over CPI.

(5) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's Prop C 40% Discretionary transfer to Proposition A Discretionary GOI.

(6) In FY24, the Board approved increasing the funding cap to Tier 2 operators, from $6 million to $8.2 million, with annual increases indexed to CPI.

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

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

Notes:

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

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2026 Transit Fund Allocations

ATTACHMENT A

PROPOSITION C 40% DISCRETIONARY PROGRAMS

	Operators	MOSIP			Zero-fare Compensation [1]	Foothill Transit Mitigation	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Total
		Prop A % Share	% Share	$ Allocation						
	INCLUDED OPERATORS									
1	Metro Bus Operations					$ 11,598,920	$ -	$ -	$ 13,765,608	$ 25,364,528
2	Metro Exchange [2],[3]					(1,035,635)			$ (5,000,000)	(6,035,635)
3	Metro Sub-total					10,563,285			$ 8,765,608	19,328,893
4	Arcadia	0.0887%	0.2708%	77,306		13,823	-	-	25,975	117,105
5	Claremont	0.0309%	0.0943%	26,918		4,813	-	-	-	31,731
6	Commerce	0.1252%	0.3825%	109,189	1,035,935	19,524	-	297,284	-	1,461,932
7	Culver City	1.3850%	4.2300%	1,207,480		215,906	286,550	-	200,243	1,910,179
8	Foothill Transit	6.5710%	20.0697%	5,728,967		-	396,610	2,380,015	1,108,069	9,613,662
9	Gardena	1.3662%	4.1727%	1,191,124		212,981	823,649	-	209,037	2,436,790
10	La Mirada	0.0214%	0.0653%	18,635		3,332	-	-	-	21,967
11	Long Beach	6.2508%	19.0915%	5,449,737		974,451	2,719,266	-	981,535	10,124,990
12	Montebello	2.0425%	6.2383%	1,780,756		318,412	-	1,357,643	259,095	3,715,905
13	Norwalk	0.7615%	2.3259%	663,923		118,714	-	-	67,037	849,675
14	Redondo Beach DR/MB	0.1691%	0.5166%	147,463		26,368	-	-	4,759	178,590
15	Santa Monica	5.1412%	15.7027%	4,482,390		801,483	-	-	949,640	6,233,513
16	Torrance	1.6435%	5.0196%	1,432,863		256,206	964,404	863,869	286,726	3,804,068
17	Sub-Total	25.5970%	78.1798%	22,316,752	1,035,935	2,966,013	5,190,480	4,898,811	4,092,115	40,500,105
	ELIGIBLE OPERATORS									
18	Antelope Valley	1.6615%	5.0745%	1,448,545		50,474	449,088	-	56,998	2,005,105
19	Santa Clarita	1.0128%	3.0933%	882,991		30,767	234,887	-	60,969	1,209,614
20	LADOT Local/Express	3.7258%	11.3797%	3,248,369		542,638	3,226,369	-	178,712	7,196,087
21	Foothill - BSCP	0.7441%	2.2727%	648,751		-	-	-	-	648,751
22	Sub-Total	7.1442%	21.8202%	6,228,656		623,879	3,910,344	-	296,680	11,059,558
23	City of Lynwood Trolley						257,064	-	-	257,064
24	Total Municipal Operators	32.7412%	100.0000%	28,545,408	1,035,935	3,589,892	9,357,887	4,898,811	4,388,795	51,816,727
25	**Total**	**32.7412%**	**100.0000%**	**$ 28,545,408**	**$ 1,035,935**	**$ 14,153,176**	**$ 9,357,887**	**$ 4,898,811**	**$ 13,154,403**	**$ 71,145,620**
26	Last Year			27,713,988			$ 9,085,327	$ 4,756,127	$ 17,625,634	
27	% Increase			3.00%		CPI	3.00%	3.00%	3.00%	
28	Current Year			**$ 28,545,408**			**$ 9,357,887**	**$ 4,898,811**	**$ 18,154,403**	

Note:

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

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

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

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

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

Notes:

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

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

MEASURE M 20% TRANSIT OPERATIONS

(Metro and Municipal Providers)

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

Notes:

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

Senate Bill 1 - Road Repair and Accountability Act of 2017

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

Notes:

(1) The STA and SGR portions of SB1 fund will be distributed based on Measure R allocation methodology.
(2) Preliminary estimates. Subject to the submittal of eligible projects.

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

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

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.

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

	Operators	Vehicle Service Miles FY24 data	Passenger Revenue	Base Fare	Fare Units (1)	50% VSM + 50% Fare Units	% Share
1	LADOT Community Dash	3,786,526	$ 1,003	$ 0.50	**16,808,232**	10,297,379	4.9798%
2	Glendale	782,544	490,286	1.00	**2,187,836**	1,485,190	0.7182%
3	Pasadena	724,016	503,899	0.75	671,865	697,941	0.3375%
4	Burbank	232,511	112,376	1.00	112,376	172,444	0.0834%
5	Sub-Total	5,525,597	1,107,564		19,780,309	12,652,953	6.1189%
6	Included and Eligible Operators	109,304,763	135,969,529		84,568,019	194,131,964	93.8811%
7	Total	114,830,360	$ 137,077,093		104,348,328	206,784,917	100.0000%

		% Share	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40% Discretionary	Total
8	Funds Allocated to Included Operators		$ 420,097,045	$ 110,722,375	$ 296,353,239	$ 827,172,660
	Formula Equivalent Calculation					
9	LADOT Community Dash	4.9798%	$ 20,919,797	$ 5,513,701	$ 14,757,661	$ 41,191,159
10	Glendale	0.7182%	3,017,260	795,241	2,128,496	5,940,997
11	Pasadena	0.3375%	1,417,912	373,710	1,000,252	2,791,874
12	Burbank	0.0834%	350,330	92,334	247,137	689,802
13	Total	6.1189%	$ 25,705,300	$ 6,774,987	$ 18,133,545	$ 50,613,831

	Funds Allocated to Tier 2 Operators	17.19% (2)				MTA Allocations (3)	LCTOP fund Exchange (4)	FY26 Total Funds Available
	Actual Allocation							
14	LADOT Community Dash		$ 3,595,643	$ 947,681	$ 2,536,510	$ 7,079,834	$ -	**$ 7,079,834**
15	Glendale		518,599	136,684	365,841	1,021,124	146,031	**1,167,155**
16	Pasadena		243,707	64,232	171,921	479,860	-	**479,860**
17	Burbank		60,214	15,870	42,477	118,561	66,930	**185,491**
18	**Total**		**$ 4,418,163**	**$ 1,164,468**	**$ 3,116,749**	**$ 8,699,380**	**$ 212,961**	**$ 8,912,341**

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

Notes:

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

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

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

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

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

II. LOCAL SUBSIDIES

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

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

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

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

(In Order of Priority)

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

NOTES:

(1) Priority I allocations are now based on new Board approved Prop A Incentive guidelines.

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

(3) Avalon's subsidy total remains unchanged. The City has requested that Metro adjust the Ferry and Land Transit subsidy from a $7K/$3K split to an $8K/$2K split, reflecting the increase in ferry fares.

(4) These funds are held in reserve for future contingency purposes such as deficit years, growth over inflation, approved new or existing expanded paratransit services, and new NTD reporters.

Los Angeles County Metropolitan Transportation Authority
FY 2026 Transit Fund Allocations

ATTACHMENT A

LOCAL RETURN

& TDA Article 3 & 8

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

LOCAL RETURN

& TDA Article 3 & 8 (Continued)

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

LOCAL RETURN

& TDA Article 3 & 8 (Continued)

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

NOTES:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2024 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

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

TDA Article 3 Allocation:

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

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

III. BUS TRANSIT SUBSIDIES

Federal Formula Grants

FEDERAL FORMULA GRANTS REVENUE ESTIMATES (1)

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

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2026 Transit Fund Allocations

ATTACHMENT A

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

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

Note: Totals may not add due to rounding.

Los Angeles County Metropolitan Transportation Authority
FY 2026 Transit Fund Allocations

ATTACHMENT A

Federal Section 5307 Capital Allocation
FISCAL YEAR 2026

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE (1)	85% FORMULA ALLOCATION	LTSS Fund Exchange	15% DISCRETIONARY ALLOCATION (2)		1% ENHANCEMENT ALLOCATION (2)		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange (3)	Total Funds Available
					Project Title	$ Amount	Project Title	$ Amount				
1	Antelope Valley	0.0000%	$ -						$ -		$ -	$ -
2	Arcadia	0.1818%	476,515						476,515		44,263	520,778
3	Claremont	0.0224%	58,801						58,801		5,462	64,263
4	Commerce	0.3793%	994,203		Zero-Emissions Bus Operations, Maintenance, and Administration Facility	$ 5,560,000	Public Information Project	$ 223,203	6,777,406		92,351	6,869,757
5	Culver City	1.4302%	3,748,318		40' Bus Replacement	2,382,247			6,130,565		348,179	6,478,744
6	Foothill Transit	9.3669%	24,549,401		Battery-Electric Bus Charger Replacement	2,800,000			27,349,401		8,320,625	35,670,025
7	Gardena	1.0908%	2,858,835						2,858,835		265,555	3,124,390
8	LADOT	5.1378%	13,465,452		Sylmar Bus Yard Electrification	2,096,410	Universal Bike Rack	899,850	16,461,712		2,446,425	18,908,137
9	La Mirada	0.0664%	173,912						173,912		16,155	190,067
10	Long Beach Transit	7.1044%	18,619,556		Fleet Replacement	4,010,390	Enhancing Customer Information	739,600	23,729,546	(4) (360,000)	1,945,774	25,315,320
					SCRTTC Allocations	360,000						
11	Montebello	1.5519%	4,067,385		Hydrogen Fuel Cell Electric Battery Replacement Buses	2,051,087	Bus Stop Improvement Project (BSIP)	800,000	6,918,472		377,817	7,296,289
12	Metro Bus Operations (5)	67.0170%	175,642,492	$ 5,000,000	LA Metro Division 7 Bus Charging Infrastructure Project	23,156,924			203,799,416	(4) 360,000	(15,571,542)	188,587,874
13	Norwalk	0.7212%	1,890,235		Multi-Level Parking Structure Expansion Project	2,457,000	Transit Plaza beautification Project	192,000	4,539,235		175,583	4,714,818
14	Redondo Beach	0.3481%	912,263						912,263		84,740	997,003
15	Santa Clarita	0.0000%	-						-		-	-
16	Santa Monica	4.2814%	11,221,048		Replacement of 40-foot Buses	2,578,108			13,799,155		1,132,055	14,931,210
17	Torrance	1.3003%	3,407,937						3,407,937		316,561	3,724,498
18	**TOTAL**	**100.0000%**	**$ 262,086,354**	**$ 5,000,000**		**$ 47,452,165**		**$ 2,854,653**	**$ 317,393,172**	**$ -**	**$ -**	**$ 317,393,172**

Notes: Total may not add due to rounding.

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

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

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

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

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

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

(Estimated - to be Adjusted to Actual apportionment)

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

Note:

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

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

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

Note:

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

Los Angeles County Metropolitan Transportation Authority
FY 2026 Transit Fund Allocations

ATTACHMENT A

Federal Section 5307 Capital Allocation
FISCAL YEAR 2026

CAPITAL ALLOCATION % SHARE CALCULATION

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

Notes:

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

Include only MTA Funded Programs:

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

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

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

Federal Section 5307 Capital Allocation
FISCAL YEAR 2026

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

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

IV. METRO and MUNICIPAL OPERATORS' FUND EXCHANGE

FUND EXCHANGE BETWEEN LA COUNTY TRANSIT OPERATORS AND METRO

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

Notes:

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

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

ATTACHMENT B

REVISED ZETCP-EQUIVALENT FUND ALLOCATIONS

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

Note:

(1) Based on FY24 SB1 Allocation Formula.

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

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

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2025-2026 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

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

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

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

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

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

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

a.1 The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.

a.2 The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Section 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.

a.3 The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

a.4 The sum of the claimant's allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

a.5 Priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

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

b.1 The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC Section 99244.

b.2 A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle code, as required in PUC Section 99251. The certification shall have been completed within the last 13 month, prior to filing claims.

b.3 The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7

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

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

NOW THEREFORE,

1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2025-26 to each claimant for each of the purposes as specified in Attachments A.

2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan, the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

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

3.0 The Board of Directors hereby finds that, for the purposes specified in Section 6730, the operators eligible for funding have made reasonable efforts to implement the productivity improvements recommended pursuant to PUC Section 99244. A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, has been remitted. The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7.

4.0 The Board of Directors hereby authorizes that the operators listed in Attachment A are eligible to receive State Transit Assistance funds.

5.0 The Board of Directors hereby authorizes that the operators may receive payments upon meeting the requirements of the STA eligibility test and submittal of TDA and STA claims.

C E R T I F I C A T I O N

The undersigned, duly qualified and acting as the Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on June 26, 2025.

_____
COLLETTE LANGSTON
Board Clerk

DATED:
(SEAL)

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax is projected to be $1,070,0 million per ordinance, a decrease of 7.4% over the FY25 estimated revenue of $1,156,0 million.

- Assumed Consumer price index (CPI) growth of 3.0% represents a composite index from several economic forecasting sources.

- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a program funded by the increase in Vehicle License Fees. To be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.

- Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to ¾ percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Beginning in FY20, Metro increased the TDA planning allocation to the full 1 percent of annual TDA revenues for Metro.

- Formula Equivalent funds are allocated by formula to Eligible Operators as defined in Section 99207.5 of the TDA guidelines, in lieu of TDA, STA, and Prop A 40% Discretionary funds. The source of these funds is 95% of the 40% Proposition A growth over the Consumer Price Index (CPI).

- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments. Values included in the allocation of federal funding assume Congressional action to fully fund formula allocations in the amount represented in the Infrastructure Investment and Jobs Act (IIJA).

- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on the directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA).

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

Bus Transit Subsidies ($1,544.3M)

Formula Allocation Procedure ($884.8M)

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

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

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

Measure R Allocations ($217.5M)

- **Measure R 20% Bus Operations ($207.5M)**
  Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance, and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.

- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund ($10.0M)**
  The Measure R ordinance also provides a lump sum allocation of $150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at $10 million every even year.

Measure M 20% Transit Operations ($205.3M)

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

Proposition C 5% Security ($42.7M)

Ninety percent of Proposition C 5% Security fund is allocated to Los Angeles County transit operators and Metro Operations for security services. State law requires that each operator's share of funds be based on its share of unlinked boardings to total Los Angeles County unlinked boardings. The remaining ten percent is allocated to Metro to mitigate other security needs.

Proposition C 40% Discretionary Programs ($71.1M)

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

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

- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.

- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.

- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion, the TSE Program continues for eight Municipal Operators including Culver City, Foothill Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.

- **Base Re-Structuring Program (Base-Re).** The Base Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello, and Torrance.

- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding, Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.

Senate Bill 1 ($122.9M)
The following programs are funded with SB1:

- **State Transit Assistance ($89.3M)**

- **State of Good Repair ($33.6M)**

SB1 funds are allocated based on Measure R allocation methodology.

Local Subsidies ($863.1M)

Proposition A Incentive Programs ($18.3M)

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

Under the Voluntary NTD Reporting Program, local transit operators report operating data for entitlement to the Federal FTA Section 5307 funds. Operators participating in the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service for residents commuting between Avalon and the mainland, will receive $800,000, and Avalon Transit Services will receive $200,000 in subsidy funding. Additionally, the Hollywood Bowl Shuttle Service will receive $1,057,000.

Local Return ($802.2M)

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

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

TDA Article 3 funds ($9.3M)

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

- Fifteen percent (15%) of TDA Article 3 funds are allocated towards the maintenance of regionally significant Class I bike paths as determined by LACMTA policy and in current TDA Article 3 Guidelines. This portion is divided between the two largest jurisdictions, with 30% allocated to the City of Los Angeles and 70% allocated to the County of Los Angeles.

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

TDA Article 8 funds ($33.4M)

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

Federal Funds ($493.2M)

Section 5307 Urbanized Formula Program ($317.4 M)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY26, $317.4 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its April, 2024, meeting, the BOS allocated $360,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCRTTC) from

the 15% discretionary fund. SCRTTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, and Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

Section 5339 Bus and Bus Facilities ($24.3M)

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or "MAP 21". The Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY26, $24.3 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize the administrative process.

Section 5337 State of Good Repair ($151.5M)

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

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY26**,** $142.2 million is allocated to Metro and Municipal operations.

- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY26, $9.3 million is allocated to Metro Operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators' DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated using the operators' VRM data. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

Item #2025-0404

Fiscal Year 2026 Transit Fund Allocations

Finance, Budget & Audit Committee

June 18, 2025

Background

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

Key Recommendations

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

Metro