



Board Report

File #: 2026-0302, File Type: Budget

Agenda Number: 23.

FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 21, 2026

SUBJECT: FISCAL YEAR 2026-27 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.9 billion in Fiscal Year 2026-27 (FY27) 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 \$4,748,679 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program (LCTOP). Funding will be adjusted based on LCTOP actual allocations, and the FY27 Budget will be amended as necessary to reflect the adjustments;
- C. APPROVING fund exchanges in the estimated amount of \$1,046,112 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the LCTOP. Funding will be adjusted based on LCTOP actual allocations, and the FY27 Budget will be amended as necessary to reflect the adjustments;
- D. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$400,000 with Metro's TDA Article 4 allocation subject to final federal apportionments. If federal funds are not available for this fund exchange, \$400,000 in FY28 TDA Article 4 funds will be allocated to Metro off the top as reimbursement;
- E. APPROVING fund exchanges in the amount totaling \$16.7 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 FY27 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 FY27 Budget as necessary to reflect the adjustments;

- G. APPROVING project selection and programming of \$6,062,927 for the Local Transit Services Subcommittee (LTSS) Zero Emission Vehicle (ZEV) Call for Projects as shown in Attachment B;
- H. 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
- I. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements, amendments to existing agreements, and FY27 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 FY27 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 FY27 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). TAC, BOS, and LTSS have all formally adopted the recommended FY27 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. These fund exchanges are subject to final LCTOP fund allocations.
- 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 March 2026, BOS awarded \$400,000 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, \$400,000 in FY28 TDA Article 4 funds will be allocated to Metro off the top as reimbursement.

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

In June 2022, the Board approved the 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 for local transit operators, administered by the LTSS. Working collaboratively with members of the BOS, and the Los Angeles County Municipal Operators Association (LACMOA), staff agreed to collectively set aside Section 5307 funding as follows: \$10 million in FY22, \$5 million in FY24 and \$5 million in FY26. These funds are intended to address the capital needs of local operators, particularly the mandated transition to electric or other zero emission vehicles for a total of \$20 million over the life of the IIJA.

The Metro Board approved fund exchanges in June 2022 for the first \$10 million allocation, in June 2023 for the second \$5 million allocation, and the final \$5 million allocation in FY26 Section 5307 funds with Metro's local 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. On March 4, 2026, LTSS approved the distribution of the remaining \$6,062,927 and the associated grant awards, as detailed in Attachment B.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY27 Transit Fund Allocations are included in the FY27 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 FY27 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 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 FY27 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. In addition, the Board will be notified of final adjustments made to the LCTOP fund allocations once available.

ATTACHMENTS

Attachment A - FY27 Transit Fund Allocations

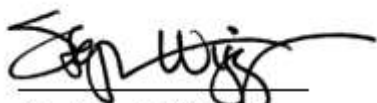
Attachment B - LTSS ZEV Call for Projects Selection and Awards

Attachment C - TDA and STA Resolution

Attachment D - Summary of Significant Information, Methodologies and Assumptions

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Stephanie Wiggins
Chief Executive Officer



Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2027

Transit Fund Allocations

PROPOSED

July 1, 2026 – June 30, 2027

FY 2027
Transit Fund Allocations

PROPOSED

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I. BUS TRANSIT SUBSIDIES

STATE & LOCAL FUNDS

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

PRELIMINARY REVENUE ESTIMATES

STATE AND LOCAL		FY27 Estimated Revenue	Carryover FY25 Budget vs Actual	Interest FY25 Actual	FY27 Total Funds Available	N O T E	FY26 Total Funds
<u>Transportation Development Act:</u>							
Planning & Administration:							
1	Planning - Metro	\$ 5,445,000			\$ 5,445,000		\$ 5,350,000
2	Planning - SCAG	4,083,750			4,083,750		4,012,500
3	Administration - Metro	4,466,432			4,466,432		4,378,855
4	Sub-total	13,995,182			13,995,182		13,741,355
5	Article 3 Pedestrian & Bikeways	2.0000% 10,610,096	(1,285,362)	475,165	9,799,899		9,254,395
6	Article 4 Bus Transit	90.7441% 481,402,066	(58,312,650)	21,559,213	444,648,629		420,097,045
7	Article 8 Streets & Highways	7.2559% 38,492,656	(4,670,083)	1,723,863	35,546,436		33,368,313
8	Total	544,500,000	(64,268,095)	23,758,241	503,990,146		476,461,108
<u>Proposition A:</u>							
9	Administration	5.0000% 54,450,000	(3,799,014)		50,650,986	a	48,151,623
10	Local Return	25.0000% 258,637,500	n/a		258,637,500	b	254,125,000
11	Rail Development	35.0000% 362,092,500	(25,263,441)		336,829,059		320,208,295
Bus Transit:							
12	95% of 40% Capped at CPI 3.00%	40.0000% 305,243,836	n/a		305,243,836	c	296,353,239
13	95% of 40% Over CPI	87,885,164	n/a		87,885,164	d	89,916,761
14	Sub-total	393,129,000	-		393,129,000		386,270,000
15	5% of 40% Incentive	20,691,000	(1,443,625)		19,247,375		18,297,617
16	Total	1,089,000,000	(30,506,080)		1,058,493,920		1,027,052,536
<u>Proposition C:</u>							
17	Administration	1.5000% 16,335,000	(1,139,728)		15,195,272	a	14,445,561
18	Rail/Bus Security	5.0000% 53,633,250	(3,742,107)		49,891,143		47,429,594
19	Commuter Rail	10.0000% 107,266,500	(7,484,215)		99,782,285		94,859,187
20	Local Return	20.0000% 214,533,000	n/a		214,533,000	b	210,790,000
21	Freeways and Highways	25.0000% 268,166,250	(18,710,537)		249,455,713		237,147,968
22	Discretionary	40.0000% 429,066,000	(29,936,859)		399,129,141		379,436,749
23	Total	1,089,000,000	(61,013,446)		1,027,986,554		984,109,059
<u>State Transit Assistance:</u>							
24	Bus (PUC 99314 Rev Base Share)	65,679,532	(3,498,286)	3,143,327	65,324,573		110,722,375
25	Rail (PUC 99313 Population Share)	49,592,341	(2,558,539)	657,111	47,690,913		59,333,749
26	Total	115,271,873	(6,056,825)	3,800,438	113,015,487		170,056,124
<u>SB 1 State Transit Assistance:</u>							
27	Bus (PUC 99314 Rev Base Share)	53,218,147	(3,076,344)	2,563,755	52,705,558	f	89,289,284
28	Rail (PUC 99313 Population Share)	40,183,180	(2,255,878)	535,952	38,463,253		47,532,980
29	Total	93,401,327	(5,332,222)	3,099,707	91,168,811		136,822,265
<u>SB 1 State Of Good Repair</u>							
30	Bus (PUC 99314 Rev Base Share)	23,112,031	1,984,577	1,296,038	26,392,646	e,f	33,637,880
31	Rail (PUC 99313 Population Share)	17,592,764	1,656,593	139,861	19,389,218		18,745,950
32	Total	40,704,795	3,641,170	1,435,899	45,781,864		52,383,830

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

PRELIMINARY REVENUE ESTIMATES (Continued)

STATE AND LOCAL		FY27 Estimated Revenue	Carryover FY25 Budget vs Actual	Interest FY25 Actual	FY27 Total Funds Available	NOTE	FY26 Total Funds
Measure R:							
33 Administration	1.5000%	16,335,000	(1,142,876)	2,608,475	17,800,600	a	16,102,169
34 Transit Capital - "New Rail"	35.0000%	375,432,750	(26,267,097)	11,954,466	361,120,119		349,845,052
35 Transit Capital - Metrolink	3.0000%	32,179,950	(2,251,465)	(2,159,391)	27,769,093		28,900,180
36 Transit Capital - Metro Rail	2.0000%	21,453,300	(1,500,977)	2,608,538	22,560,861		20,565,396
37 Highway Capital	20.0000%	214,533,000	(15,009,770)	11,019,125	210,542,355		194,764,750
38 Operations "New Rail"	5.0000%	53,633,250	(3,752,442)	2,589,730	52,470,537		51,749,413
39 Operations Bus	20.0000%	214,533,000	(15,009,770)	19,784,335	219,307,565		207,531,978
40 Local Return	15.0000%	160,899,750	n/a	n/a	160,899,750	b	158,092,500
41 Total		1,089,000,000	(64,934,397)	48,405,277	1,072,470,880		1,027,551,438
Measure M:							
Local Return Supplemental & Administration:							
42 Administration	0.5000%	5,608,350	(390,670)	625,849	5,843,529	a	5,289,718
43 Supplemental transfer to Local Return	1.0000%	10,726,650	n/a	n/a	10,726,650	b,g	10,539,500
44	Sub-total	16,335,000	(390,670)	625,849	16,570,179		15,829,218
45 Local Return Base	16.0000%	171,626,400	n/a	n/a	171,626,400	b,g	168,632,000
46 Metro Rail Operations	5.0000%	53,633,250	(3,736,022)	(344,927)	49,552,301		48,326,073
47 Transit Operations (Metro & Municipal Providers)	20.0000%	214,533,000	(14,944,090)	17,631,488	217,220,398		205,287,685
48 ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	21,453,300	(1,494,409)	1,326,798	21,285,689		19,464,401
49 Transit Construction	35.0000%	375,432,750	(26,152,157)	(14,379,246)	334,901,347		333,428,580
50 Metro State of Good Repair	2.0000%	21,453,300	(1,494,409)	3,710,803	23,669,694		20,599,967
51 Highway Construction	17.0000%	182,353,050	(12,702,476)	41,841,783	211,492,356		191,414,971
52 Metro Active Transportation Program	2.0000%	21,453,300	(1,494,409)	6,461,927	26,420,818		22,320,536
53 Regional Rail	1.0000%	10,726,650	(747,204)	(1,808,325)	8,171,121		9,830,999
54 Total		1,089,000,000	(63,155,848)	55,066,151	1,080,910,303		1,035,134,429
55 Total Funds Available		\$ 5,149,877,995	\$ (291,625,743)	\$ 135,565,712	\$ 4,993,817,964		\$ 4,909,570,789
Total Planning & Admin Allocations:							
56 (Lines 4, 9, 17, 33 and 42)		\$ 106,723,532	\$ (6,472,288)	\$ 3,234,325	\$ 103,485,568		\$ 97,730,427

Notes:

- a) Sales tax is projected to be \$1,089.0 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) To qualify for SB1-SGR funds, eligible agencies are required to fulfill a number of reporting obligations.
- f) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.
- g) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

SUMMARY OF BUS TRANSIT SUBSIDIES

Fiscal Year 2027

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	\$ 324,646,805	\$ 48,451,177	\$ 226,399,076	\$ 599,497,058	\$ 36,597,107	\$ 24,476,050	\$ 151,741,157	\$ -	\$ 150,297,025	\$ 36,467,517	\$ 18,207,158	\$ 1,017,283,072
Municipal Operators:												
2 Arcadia	426,494	58,423	272,995	757,913	5,845	120,054	182,972	-	181,230	43,973	21,954	1,313,942
3 Claremont	171,703	24,023	112,254	307,981	3,034	38,364	75,237	-	74,521	18,082	9,028	526,246
4 Commerce	678,449	88,513	413,597	1,180,559	64,578	1,552,151	277,208	-	274,570	66,621	33,262	3,448,949
5 Culver City	6,597,587	929,016	4,341,035	11,867,638	385,256	1,984,992	2,909,525	-	2,881,835	699,238	349,109	21,077,592
6 Foothill Transit	30,691,210	4,330,257	20,234,105	55,255,572	1,153,524	9,902,640	13,561,656	-	13,432,589	3,259,234	1,627,240	98,192,455
7 Gardena	6,323,305	892,689	4,171,290	11,387,284	287,812	2,489,249	2,795,755	-	2,769,148	671,896	335,458	20,736,601
8 La Mirada	111,564	14,086	65,819	191,468	3,659	22,494	44,114	-	43,694	10,602	5,293	321,325
9 Long Beach	29,346,585	4,093,114	19,125,998	52,565,698	2,289,893	10,348,340	12,818,962	-	12,696,963	3,080,744	1,538,125	95,338,725
10 Montebello	9,509,139	1,344,066	6,280,450	17,133,655	341,335	3,811,651	4,209,393	-	4,169,332	1,011,631	505,078	31,182,075
11 Norwalk	3,702,286	519,705	2,428,439	6,650,430	151,036	898,993	1,627,631	-	1,612,141	391,164	195,297	11,526,691
12 Redondo Beach	792,763	108,811	508,446	1,410,020	30,965	178,668	340,780	-	337,536	81,899	40,890	2,420,758
13 Santa Monica	23,870,907	3,381,677	15,801,651	43,054,235	1,176,133	6,378,512	10,590,860	-	10,490,066	2,545,271	1,270,779	75,505,855
14 Torrance	7,779,832	1,089,017	5,088,679	13,957,528	284,763	3,917,559	3,410,624	-	3,378,165	819,665	409,235	26,177,539
15 Sub-Total	120,001,824	16,873,397	78,844,760	215,719,980	6,177,833	41,643,668	52,844,717	-	52,341,790	12,700,019	6,340,746	387,768,753
Eligible Operators:												
16 Antelope Valley	-	-	6,509,558	6,509,558	190,628	2,027,906	3,392,584	-	3,360,297	815,330	407,070	16,703,372
17 LADOT	-	-	30,625,263	30,625,263	1,657,870	7,388,283	7,685,679	-	7,612,533	1,847,077	922,191	57,738,896
18 Santa Clarita	-	-	4,212,238	4,212,238	278,591	1,223,121	2,067,994	-	2,048,313	496,995	248,135	10,575,387
19 Foothill BSCP	-	-	6,277,661	6,277,661	-	685,556	1,575,434	-	1,560,441	378,620	189,034	10,666,744
20 Sub-Total	-	-	47,624,720	47,624,720	2,127,089	11,324,866	14,721,691	-	14,581,583	3,538,022	1,766,430	95,684,400
Tier 2 Operators:												
21 LADOT Community Dash	-	-	7,281,278	7,281,278	-	-	-	-	-	-	-	7,281,278
22 Glendale	-	-	1,199,024	1,199,024	-	-	-	-	-	-	-	1,199,024
23 Pasadena	-	-	499,353	499,353	-	-	-	-	-	-	-	499,353
24 Burbank	-	-	195,822	195,822	-	-	-	-	-	-	-	195,822
25 Sub-Total	-	-	9,175,477	9,175,477	-	-	-	-	-	-	-	9,175,477
26 Lynwood Trolley	-	-	-	-	-	264,776	-	-	-	-	-	264,776
27 Total Excluding Metro	120,001,824	16,873,397	135,644,956	272,520,177	8,304,922	53,233,309	67,566,408	-	66,923,373	16,238,041	8,107,176	492,893,405
28 County of Los Angeles	-	-	-	-	-	-	-	-	-	-	78,312	78,312
29 Grand Total	\$ 444,648,629	\$ 65,324,573	\$ 362,044,033	\$ 872,017,235	\$ 44,902,028	\$ 77,709,360	\$ 219,307,565	\$ -	\$ 217,220,398	\$ 52,705,558	\$ 26,392,646	\$ 1,510,254,790

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

BUS TRANSIT FUNDING PERCENTAGE SHARES

Operators	Vehicle Service Miles (VSM) ⁽¹⁾	Passenger ⁽¹⁾ 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⁾	70,436,637	\$ 97,712,806	\$ 1.75	55,835,889	197,161,600	197,161,600	133,799,119	74.1699%	0.0000%	74.1699%
2 Arcadia DR	75,471	4,581	0.50	9,162	72,829	72,829	74,150	0.0411%	0.0000%	0.0411%
3 Arcadia MB	167,142	3,616	0.50	7,232	-	7,232	87,187	0.0483%	0.0000%	0.0483%
4 Claremont	50,842	36,903	2.50	14,761	81,840	81,840	66,341	0.0368%	0.0000%	0.0368%
5 Commerce	488,862	-	-	-	-	-	244,431	0.1355%	0.0000%	0.1355%
6 Culver City	1,457,791	1,638,104	1.00	1,638,104	3,673,208	3,673,208	2,565,500	1.4222%	0.0000%	1.4222%
7 Foothill Transit	9,695,223	7,809,374	1.75	4,462,499	14,221,000	14,221,000	11,958,112	6.6288%	0.0000%	6.6288%
8 Gardena	1,226,764	1,295,988	1.00	1,295,988	3,703,600	3,703,600	2,465,182	1.3665%	0.0000%	1.3665%
9 La Mirada	54,507	23,289	1.00	23,289		23,289	38,898	0.0216%	0.0000%	0.0216%
10 Long Beach	6,634,012	9,722,255	1.25	7,777,804	15,972,456	15,972,456	11,303,234	6.2658%	0.0000%	6.2658%
11 Montebello	1,567,784	1,951,362	1.10	1,773,965	5,855,556	5,855,556	3,711,670	2.0575%	0.0000%	2.0575%
12 Norwalk	776,288	742,919	1.25	594,335	2,094,068	2,094,068	1,435,178	0.7956%	0.0000%	0.7956%
13 Redondo Beach DR	58,615	10,028	1.00	10,028		10,028	34,322	0.0190%	0.0000%	0.0190%
14 Redondo Beach MB	341,414	190,914	1.00	190,914		190,914	266,164	0.1475%	0.0000%	0.1475%
15 Santa Monica	4,015,837	6,373,352	1.25	5,098,682	14,661,333	14,661,333	9,338,585	5.1767%	0.0000%	5.1767%
16 Torrance	1,504,696	1,104,505	1.00	1,104,505	4,510,000	4,510,000	3,007,348	1.6671%	0.0000%	1.6671%
17 Sub-Total	98,551,885	128,619,996		79,837,158		262,238,953	180,395,419	100.0000%	0.0000%	100.0000%
Eligible Operators										
18 Antelope Valley	2,850,489	1,649,065	1.50	1,099,377	3,543,241	3,543,241	3,196,865	1.6583%	0.0000%	1.6583%
19 Santa Clarita ⁽⁵⁾	2,257,916	1,810,777	1.25	1,448,622	1,639,466	1,639,466	1,948,691	1.0108%	0.0000%	1.0108%
20 LADOT Local	2,960,494	607,541	0.50	1,215,082	6,727,520	6,727,520	4,844,007	2.5127%	0.0000%	2.5127%
21 LADOT Express	1,643,734	906,420	1.50	604,280	3,152,832	3,152,832	2,398,283	1.2440%	0.0000%	1.2440%
22 Foothill - BSCP	1,342,135	1,056,297	1.75	603,598	1,650,000	1,650,000	1,496,068	0.7701%	0.0000%	0.7701%
23 Sub-Total	11,054,768	6,030,100		4,970,959		16,713,059	13,883,914	7.1958%	0.0000%	7.1958%
24 Total	109,606,653	\$ 134,650,096		84,808,116		278,952,012	194,279,332			

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 Bee Line, and Palos Verdes Peninsula Transit Authority (PVPTA).
- (5) Santa Clarita increased their base fare from \$1.00 to \$1.25 in FY24.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

Operators	TDA & STA % Share	TDA Article 4 plus interest			STA Revenue base Share plus Interest	Prop A Discretionary % Shares	Prop A Discretionary Allocations ⁽²⁾	Total Formula Funds
		Allocated	Fund Exchange ⁽¹⁾	Net				
Included Operators								
1 Metro Bus Operations ⁽³⁾	74.1699%	\$ 329,795,485	\$ (5,148,679)	\$ 324,646,805	\$ 48,451,177	74.1699%	\$ 226,399,076	\$ 599,497,058
2 Arcadia DR	0.0411%	182,769	-	182,769	26,851	0.0411%	125,468	335,088
3 Arcadia MB	0.0483%	214,903	28,822	243,725	31,572	0.0483%	147,528	422,825
4 Claremont	0.0368%	163,521	8,182	171,703	24,023	0.0368%	112,254	307,981
5 Commerce	0.1355%	602,487	75,962	678,449	88,513	0.1355%	413,597	1,180,559
6 Culver City	1.4222%	6,323,585	274,002	6,597,587	929,016	1.4222%	4,341,035	11,867,638
7 Foothill Transit	6.6288%	29,475,016	1,216,194	30,691,210	4,330,257	6.6288%	20,234,105	55,255,572
8 Gardena	1.3665%	6,076,317	246,988	6,323,305	892,689	1.3665%	4,171,290	11,387,284
9 La Mirada	0.0216%	95,878	15,686	111,564	14,086	0.0216%	65,819	191,468
10 Long Beach ⁽³⁾	6.2658%	27,860,838	1,485,748	29,346,585	4,093,114	6.2658%	19,125,998	52,565,698
11 Montebello	2.0575%	9,148,730	360,409	9,509,139	1,344,066	2.0575%	6,280,450	17,133,655
12 Norwalk	0.7956%	3,537,506	164,780	3,702,286	519,705	0.7956%	2,428,439	6,650,430
13 Redondo Beach DR	0.0190%	84,598	-	84,598	12,428	0.0190%	58,075	155,101
14 Redondo Beach MB	0.1475%	656,056	52,109	708,165	96,383	0.1475%	450,371	1,254,919
15 Santa Monica	5.1767%	23,018,262	852,645	23,870,907	3,381,677	5.1767%	15,801,651	43,054,235
16 Torrance	1.6671%	7,412,678	367,154	7,779,832	1,089,017	1.6671%	5,088,679	13,957,528
17 Sub-Total Excluding Metro	100.0000%	444,648,629	0	444,648,629	65,324,573	100.0000%	305,243,836	815,217,039
Eligible Operators								
Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI ⁽⁴⁾								
18 Antelope Valley ⁽⁵⁾	1.6583%	-	\$ 364,537	\$ 364,537	\$ 1,083,257	1.6583%	\$ 5,061,764	\$ 6,509,558
19 Santa Clarita ⁽⁵⁾	1.0108%	-	466,460	466,460	660,314	1.0108%	3,085,464	4,212,238
20 LADOT Local	2.5127%	11,172,552		11,172,552	1,641,391	2.5127%	7,669,770	20,483,713
21 LADOT Express	1.2440%	5,531,565		5,531,565	812,658	1.2440%	3,797,327	10,141,550
22 Foothill - BSCP	0.7701%	3,424,061		3,424,061	503,038	0.7701%	2,350,561	6,277,661
23 Sub-Total	7.1958%	20,128,179	830,997	20,959,176	4,700,658	7.1958%	21,964,886	47,624,720
24 Total FAP		\$ 444,648,629		\$ 444,648,629	\$ 65,324,573	107.1958%	\$ 305,243,836	\$ 862,841,758
Proposition A Discretionary (95% of 40%) Growth Over CPI:								
25 Revenue								\$ 87,885,164
Uses of Fund:								
26 Eligible Operators - Formula Equivalent Funds								47,624,720
27 Tier 2 Operators ⁽⁶⁾								9,175,477
28 Total Uses of Funds								56,800,196
29 Proposition A Discretionary (95% of 40%) GOI Transfer to PC 40% based on Board policy.								31,084,967
30 Backfill from (Transfer to) PC40% Discretionary								(31,084,967)
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 SCRTPC 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	FY25 Unlinked Passengers	Percent of Total Unlinked Passengers	Total ⁽¹⁾
1	Antelope Valley	1,637,048	0.4245%	\$ 190,628
2	Arcadia	50,199	0.0130%	5,845
3	Claremont	26,053	0.0068%	3,034
4	Commerce	554,573	0.1438%	64,578
5	Culver City	3,308,439	0.8580%	385,256
6	Foothill Transit	9,906,051	2.5690%	1,153,524
7	Gardena	2,471,629	0.6410%	287,812
8	LADOT Local/Express	14,237,196	3.6922%	1,657,870
9	La Mirada	31,423	0.0081%	3,659
10	Long Beach	19,664,785	5.0998%	2,289,893
11	Montebello	2,931,266	0.7602%	341,335
12	Norwalk	1,297,047	0.3364%	151,036
13	Redondo Beach DR/MB	265,919	0.0690%	30,965
14	Santa Clarita	2,392,437	0.6204%	278,591
15	Santa Monica	10,100,208	2.6193%	1,176,133
16	Torrance	2,445,440	0.6342%	284,763
17	Sub-Total	71,319,713	18.4956%	8,304,922
18	Metro Bus/Rail Operations ⁽²⁾	314,282,934	81.5044%	36,597,107
19	Total	385,602,647	100.0000%	\$ 44,902,028

Notes:

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

Estimated Revenue: \$	49,891,143
90% Thereof: \$	44,902,028

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

Los Angeles County Metropolitan Transportation Authority
FY 2027 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					\$ 11,343,586	\$ -	\$ -	\$ 14,178,577	\$ 25,522,163
2 Metro Exchange (2)					(1,046,112)				(1,046,112)
3 Metro Sub-total					10,297,474			\$ 14,178,577	24,476,050
4 Arcadia	0.0894%	0.2708%	79,621		13,678	-	-	26,755	120,054
5 Claremont	0.0368%	0.1114%	32,740		5,624	-	-	-	38,364
6 Commerce	0.1355%	0.4103%	120,628	1,104,597	20,723	-	306,202	-	1,552,151
7 Culver City	1.4222%	4.3062%	1,266,090		217,505	295,147	-	206,250	1,984,992
8 Foothill Transit	6.6288%	20.0716%	5,901,405		-	408,509	2,451,416	1,141,311	9,902,640
9 Gardena	1.3665%	4.1378%	1,216,583		209,000	848,358	-	215,308	2,489,249
10 La Mirada	0.0216%	0.0653%	19,196		3,298	-	-	-	22,494
11 Long Beach	6.2658%	18.9724%	5,578,218		958,296	2,800,844	-	1,010,981	10,348,340
12 Montebello	2.0575%	6.2300%	1,831,733		314,678	-	1,398,372	266,867	3,811,651
13 Norwalk	0.7956%	2.4089%	708,270		121,675	-	-	69,048	898,993
14 Redondo Beach DR/MB	0.1666%	0.5044%	148,292		25,475	-	-	4,902	178,668
15 Santa Monica	5.1767%	15.6747%	4,608,651		791,732	-	-	978,129	6,378,512
16 Torrance	1.6671%	5.0478%	1,484,145		254,965	993,336	889,785	295,328	3,917,559
17 Sub-Total	25.8301%	78.2115%	22,995,572	1,104,597	2,936,651	5,346,194	5,045,775	4,214,878	41,643,668
ELIGIBLE OPERATORS									
18 Antelope Valley	1.6583%	5.0211%	1,476,295		30,341	462,561	-	58,708	2,027,906
19 Santa Clarita	1.0108%	3.0607%	899,895		18,495	241,933	-	62,798	1,223,121
20 LADOT Local/Express	3.7567%	11.3750%	3,344,451		536,598	3,323,160	-	184,074	7,388,283
21 Foothill - BSCP	0.7701%	2.3317%	685,556		-	-	-	-	685,556
22 Sub-Total	7.1958%	21.7885%	6,406,198		585,434	4,027,654	-	305,580	11,324,866
23 City of Lynwood Trolley						264,776	-	-	264,776
24 Total Municipal Operators	33.0259%	100.0000%	29,401,770	1,104,597	3,522,084	9,638,624	5,045,775	4,520,458	53,233,309
25 Total	33.0259%	100.0000%	\$ 29,401,770	\$ 1,104,597	\$ 13,819,558	\$ 9,638,624	\$ 5,045,775	\$ 18,699,035	\$ 77,709,360
26	Last Year		28,545,408			\$ 9,357,887	\$ 4,898,811	\$ 18,154,403	
27	% Increase		3.00%		CPI	3.00%	3.00%	3.00%	
28	Current Year		\$ 29,401,770			\$ 9,638,624	\$ 5,045,775	\$ 18,699,035	

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 \$1,046,112, are set to be swapped with Metro's "Foothill Mitigation" fund / Prop A Discretionary GOI fund.

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
<u>Included Operators:</u>					
1 Metro Bus Operations	74.1699%	69.1910%	\$ 151,741,157	64.4767%	\$ -
2 Arcadia	0.0894%	0.0834%	182,972	0.1734%	-
3 Claremont	0.0368%	0.0343%	75,237	0.0214%	-
4 Commerce	0.1355%	0.1264%	277,208	0.3655%	-
5 Culver City	1.4222%	1.3267%	2,909,525	1.3729%	-
6 Foothill Transit ⁽²⁾	6.6288%	6.1839%	13,561,656	8.9586%	-
7 Gardena	1.3665%	1.2748%	2,795,755	1.0475%	-
8 La Mirada	0.0216%	0.0201%	44,114	0.0633%	-
9 Long Beach	6.2658%	5.8452%	12,818,962	6.8259%	-
10 Montebello	2.0575%	1.9194%	4,209,393	1.4895%	-
11 Norwalk	0.7956%	0.7422%	1,627,631	0.6914%	-
12 Redondo Beach DR	0.0190%	0.0177%	38,924	0.3327%	-
13 Redondo Beach MB	0.1475%	0.1376%	301,856		-
14 Santa Monica	5.1767%	4.8292%	10,590,860	4.1097%	-
15 Torrance	1.6671%	1.5552%	3,410,624	1.2461%	-
<u>Eligible Operators:</u>					
16 Antelope Valley	1.6583%	1.5470%	3,392,584	2.0874%	-
17 Santa Clarita	1.0108%	0.9430%	2,067,994	1.8243%	-
18 LADOT Local	2.5127%	2.3440%	5,140,568	4.9138%	-
19 LADOT Express	1.2440%	1.1605%	2,545,111		-
20 Foothill BSCP	0.7701%	0.7184%	1,575,434	-	-
21 Total Municipal Operators	33.0259%	30.8090%	67,566,408	35.5233%	-
22 Total Funds Allocated	107.1958%	100.0000%	\$ 219,307,565	100.0000%	\$ -

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
<u>Included Operators:</u>			
1	Metro Bus Operations	69.1910%	\$ 150,297,025
2	Arcadia	0.0834%	181,230
3	Claremont	0.0343%	74,521
4	Commerce	0.1264%	274,570
5	Culver City	1.3267%	2,881,835
6	Foothill Transit	6.1839%	13,432,589
7	Gardena	1.2748%	2,769,148
8	La Mirada	0.0201%	43,694
9	Long Beach	5.8452%	12,696,963
10	Montebello	1.9194%	4,169,332
11	Norwalk	0.7422%	1,612,141
12	Redondo Beach DR	0.0177%	38,553
13	Redondo Beach MB	0.1376%	298,983
14	Santa Monica	4.8292%	10,490,066
15	Torrance	1.5552%	3,378,165
<u>Eligible Operators:</u>			
16	Antelope Valley	1.5470%	3,360,297
17	Santa Clarita	0.9430%	2,048,313
18	LADOT Local	2.3440%	5,091,644
19	LADOT Express	1.1605%	2,520,889
20	Foothill BSCP	0.7184%	1,560,441
21	Total Municipal Operators	30.8090%	66,923,373
22	Total Funds Allocated	100.0000%	\$ 217,220,398

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
<u>Included Operators:</u>				
1 Metro Bus Operations	69.1910%	\$ 36,467,517	\$ 18,207,158	\$ 54,674,675
2 Arcadia	0.0834%	43,973	21,954	65,928
3 Claremont	0.0343%	18,082	9,028	27,109
4 Commerce	0.1264%	66,621	33,262	99,882
5 Culver City	1.3267%	699,238	349,109	1,048,347
6 Foothill Transit	6.1839%	3,259,234	1,627,240	4,886,474
7 Gardena	1.2748%	671,896	335,458	1,007,354
8 La Mirada	0.0201%	10,602	5,293	15,895
9 Long Beach	5.8452%	3,080,744	1,538,125	4,618,869
10 Montebello	1.9194%	1,011,631	505,078	1,516,709
11 Norwalk	0.7422%	391,164	195,297	586,460
12 Redondo Beach DR	0.0177%	9,354	4,670	14,025
13 Redondo Beach MB	0.1376%	72,544	36,219	108,763
14 Santa Monica	4.8292%	2,545,271	1,270,779	3,816,050
15 Torrance	1.5552%	819,665	409,235	1,228,900
<u>Eligible Operators:</u>				
16 Antelope Valley	1.5470%	815,330	407,070	1,222,400
17 Santa Clarita	0.9430%	496,995	248,135	745,130
18 LADOT Local	2.3440%	1,235,418	616,808	1,852,226
19 LADOT Express	1.1605%	611,659	305,383	917,043
20 Foothill BSCP	0.7184%	378,620	189,034	567,653
21 Total Municipal Operators	30.8090%	16,238,041	8,107,176	24,345,217
22 County of Los Angeles			78,312	78,312
23 Total Funds Allocated	100.0000%	\$ 52,705,558	\$ 26,392,646	\$ 79,098,204

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.		\$ (4,748,679)	\$ (1,046,112)	\$ (5,794,792)
2 Antelope Valley	\$ (364,537)		364,537	-
3 Arcadia	(28,822)	28,822		-
4 Claremont	(8,182)	8,182		-
5 Commerce	(75,962)	75,962		-
6 Culver City	(274,002)	274,002		-
7 Foothill Transit	(1,216,194)	1,216,194		-
8 Gardena	(246,988)	246,988		-
9 La Mirada	(15,686)	15,686		-
10 Long Beach	(1,085,748)	1,085,748		-
11 Montebello	(360,409)	360,409		-
12 Norwalk	(164,780)	164,780		-
13 Redondo Beach	(52,109)	52,109		-
14 Santa Clarita	(466,460)		466,460	-
15 Santa Monica	(852,645)	852,645		-
16 Torrance	(367,154)	367,154		-
17 Tier Two Operators				
18 Burbank	(67,608)		67,608	-
19 Glendale	(147,508)		147,508	-
20 Pasadena	-		-	-
21 TOTAL	\$ (5,794,792)	\$ 0	\$ 0	\$ (5,794,792)

Note:

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

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

Operators	Vehicle Service Miles (VSM) FY25 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	4.9757%			
2 Glendale	786,329	651,484	1.00	2,187,836	1,487,083	0.7186%			
3 Pasadena	727,405	513,743	0.75	684,991	706,198	0.3412%			
4 Burbank	237,625	125,024	1.00	125,024	181,325	0.0876%			
5 Sub-Total	5,537,885	1,291,254		19,806,083	12,671,984	6.1232%			
6 Included and Eligible Operators	109,606,653	134,650,096		84,808,116	194,279,332	93.8768%			
7 Total	115,144,538	\$ 135,941,350		104,614,199	206,951,316	100.0000%			
		% Share	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40% Discretionary	Total			
8 Funds Allocated to Included Operators			\$ 444,648,629	\$ 65,324,573	\$ 305,243,836	\$ 815,217,039			
Formula Equivalent Calculation									
9 LADOT Community Dash		4.9757%	\$ 22,124,602	\$ 3,250,387	\$ 15,188,169	\$ 40,563,157			
10 Glendale		0.7186%	3,195,095	469,400	2,193,379	5,857,875			
11 Pasadena		0.3412%	1,517,313	222,913	1,041,610	2,781,835			
12 Burbank		0.0876%	389,588	57,235	267,445	714,269			
13 Total		6.1232%	\$ 27,226,598	\$ 3,999,936	\$ 18,690,603	\$ 49,917,137			
Funds Allocated to Tier 2 Operators						17.95% (2)	MTA Allocations (3)	LCTOP fund Exchange (4)	FY27 Total Funds Available
Actual Allocation									
14 LADOT Community Dash			\$ 3,971,470	\$ 583,460	\$ 2,726,348	\$ 7,281,278	\$ -	\$ 7,281,278	
15 Glendale			573,535	84,260	393,722	1,051,516	147,508	1,199,024	
16 Pasadena			272,365	40,014	186,974	499,353	-	499,353	
17 Burbank			69,933	10,274	48,008	128,215	67,608	195,822	
18 Total			\$ 4,887,303	\$ 718,007	\$ 3,355,051	\$ 8,960,361	\$ 215,115	\$ 9,175,477	

	Prop A Incentive Allocation (5)	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
19 LADOT Community Dash		\$ 2,542,417	\$ (456,376)	\$ 2,086,041
20 Glendale		494,448	(88,756)	405,692
21 Pasadena		519,836	(93,313)	426,523
22 Burbank		135,096	(24,250)	110,845
23 Total		\$ 3,691,796	\$ (662,695)	\$ 3,029,102

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 FY27 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	\$ 62,167
2	Antelope Valley, Elderly & Disabled	1,387,111
3	Culver City Community Transit and LA County	148,029
4	Gardena, Hawthorne and LA County	191,256
5	Glendale Paratransit and La Canada Flintridge	295,311
6	Inglewood Transit and Hawthorne	295,568
7	LA County (Whittier et al)	195,737
8	LA County (Willowbrook)	80,781
9	Los Angeles Taxi & Lift Van, City Ride ⁽²⁾	508,040
10	Los Angeles Dial-a-Ride, City Ride ⁽²⁾	2,221,070
11	Monrovia D.A.R. and LA County	276,230
12	Palos Verdes PTA D.A.R.	28,227
13	Palos Verdes PTA - PV Transit	610,930
14	Pasadena Community Transit, San Marino and LA County	650,775
15	Pomona Valley TA - E&D (Get About)	1,141,017
16	Pomona Valley TA General Public (VC)	24,492
17	Santa Clarita D.A.R.	2,714,103
18	West Hollywood (DAR)	216,713
19	Whittier (DAR)	572,490
20	TOTAL EXISTING SUB-REGIONAL PARATRANSIT PROJECTS	\$ 11,620,044
PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION		
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	TOTAL SERVICES THAT RECEIVE GROWTH OVER INFLATION	\$ -
26 PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT		\$ -
27 PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES		\$ -

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

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) FY25 NTD Report Year		Estimate	Tier 2 Deduction	Total Allocation
28	City of Alhambra (MB and DR)	\$ 151,489		\$ 151,489
29	City of Artesia (DR)	19,921		19,921
30	City of Azusa (DR)	39,092		39,092
31	City of Baldwin Park (MB and DR)	126,301		126,301
32	City of Bell (MB, DR and DT)	22,305		22,305
33	City of Bell Gardens (MB and DR)	70,477		70,477
34	City of Bellflower (MB and DR)	49,813		49,813
35	City of Burbank (MB)* (2)	135,096	(24,250)	110,845
36	City of Calabasas (MB and DR)	57,609		57,609
37	City of Carson (MB, DR and DT)	70,521		70,521
38	City of Cerritos (MB and DR)	79,809		79,809
39	City of Compton (MB and DR)	97,746		97,746
40	City of Covina (DR)	26,138		26,138
41	City of Cudahy (MB and DR)	29,974		29,974
42	City of Downey (MB and DR)	86,880		86,880
43	City of El Monte (MB and DR)	138,075		138,075
44	City of Glendora (MB and DR)	54,840		54,840
45	City of Glendale (MB)* (2)	494,448	(88,756)	405,692
46	City of Huntington Park (MB)	62,703		62,703
47	City of Los Angeles -- Community DASH* (MB) (2)	2,542,417	(456,376)	2,086,041
48	City of Los Angeles -- Department of Aging (DR) (2)	148,186		148,186
49	LA County Dept. of Public Works -- Avocado Heights (MB)	22,240		22,240
50	LA County Dept. of Public Works -- East Valinda (MB)	25,117		25,117
51	LA County Dept. of Public Works -- East LA (MB and DR)	149,194		149,194
52	LA County Dept. of Public Works -- Willowbrook (MB)	43,131		43,131
53	LA County Dept. of Public Works -- King Medical (MB)	20,374		20,374
54	LA County Dept. of Public Works -- Athens (MB)	20,817		20,817
55	LA County Dept. of Public Works -- Lennnox (MB)	15,487		15,487
56	LA County Dept. of Public Works -- South Whittier (MB)	110,300		110,300
57	LA County Dept. of Public Works -- Florance/Firestone (MB)	34,309		34,309
58	City of Lakewood (DR)	25,897		25,897
59	City of Lynwood (MB)	78,305		78,305
60	City of Malibu (DT)	5,457		5,457
61	City of Manhattan Beach (DR)	9,761		9,761
62	City of Maywood (MB and DR)	27,377		27,377
63	City of Monterey Park (MB and DR)	147,236		147,236
64	City of Pasadena (MB)*	519,836	(93,313)	426,523
65	City of Pico Rivera (DR)	13,488		13,488
66	City of Rosemead (MB and DR)	90,901		90,901
67	City of Santa fe Springs (DR)	9,366		9,366
68	City of South Gate (DT and MB)	141,297		141,297
69	City of South Pasadena (DR)	14,152		14,152
70	City of West Covina (MB and DR)	\$ 96,896		96,896
71	City of West Hollywood (MB)	\$ 61,661		61,661
72	TOTAL VOLUNTARY NTD DATA REPORTING	\$ 6,186,442	\$ (662,695)	\$ 5,523,747

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

PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS		Total Allocation
73	Avalon Ferry Subsidy (3)	\$ 800,000
74	Avalon Transit Services (Jitney and Dial-a-Ride) (3)	200,000
75	Hollywood Bowl Shuttle Service	1,057,000
76	TOTAL SPECIAL DEMONSTRATION PROJECTS	\$ 2,057,000
77	Total funds	\$ 19,200,791
78	Reserves for contingencies (4)	46,584
79	TOTAL ESTIMATED REVENUE	\$ 19,247,375
80	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 2027 Transit Fund Allocations

ATTACHMENT A

**Prop A, Prop C, MR & MM LOCAL RETURN
TDA ARTICLE 3 & 8**

LOCAL JURISDICTION	Population DOF Report 2025 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
1 AGOURA HILLS	19,904	0.2015%	\$ 521,213	\$ 432,332	\$ 324,249	\$ 367,482	\$ 16,759		\$ -	\$ 1,662,036
2 ALHAMBRA	82,374	0.8340%	2,157,073	1,789,236	1,341,927	1,520,850	69,321			6,878,407
3 ARCADIA	56,116	0.5682%	1,469,472	1,218,889	914,167	1,036,055	47,228			4,685,811
4 ARTESIA	16,359	0.1656%	428,382	355,332	266,499	302,032	13,776			1,366,021
5 AVALON	3,383	0.0343%	88,588	73,482	55,111	62,459	5,000	3,383	167,800	452,441
6 AZUSA	48,988	0.4960%	1,282,816	1,064,062	798,047	904,453	41,230			4,090,609
7 BALDWIN PARK	70,848	0.7173%	1,855,250	1,538,881	1,154,161	1,308,049	59,623			5,915,963
8 BELL	33,315	0.3373%	872,398	723,631	542,723	615,086	28,043			2,781,881
9 BELLFLOWER	76,656	0.7761%	2,007,340	1,665,036	1,248,777	1,415,280	64,510			6,400,942
10 BELL GARDENS	38,471	0.3895%	1,007,415	835,624	626,718	710,280	32,381			3,212,418
11 BEVERLY HILLS	31,945	0.3234%	836,523	693,873	520,405	589,792	26,890			2,667,484
12 BRADBURY	902	0.0091%	23,620	19,592	14,694	16,653	5,000			79,560
13 BURBANK	106,146	1.0747%	2,779,575	2,305,584	1,729,188	1,959,747	89,323			8,863,417
14 CALABASAS	22,797	0.2308%	596,970	495,171	371,378	420,895	19,193			1,903,607
15 CARSON	91,812	0.9296%	2,404,220	1,994,237	1,495,678	1,695,102	77,262			7,666,499
16 CERRITOS	47,871	0.4847%	1,253,566	1,039,800	779,850	883,830	40,290			3,997,337
17 CLAREMONT	37,299	0.3776%	976,724	810,167	607,625	688,642	31,395			3,114,553
18 COMMERCE	12,146	0.1230%	318,059	263,822	197,866	224,249	10,231			1,014,227
19 COMPTON	93,692	0.9486%	2,453,450	2,035,072	1,526,304	1,729,812	78,844			7,823,483
20 COVINA	51,090	0.5173%	1,337,860	1,109,720	832,290	943,262	42,999			4,266,130
21 CUDAHY	22,132	0.2241%	579,556	480,726	360,545	408,617	18,634			1,848,078
22 CULVER CITY	40,403	0.4091%	1,058,007	877,589	658,191	745,950	34,007			3,373,744
23 DIAMOND BAR	53,539	0.5421%	1,401,990	1,162,914	872,186	988,477	45,059			4,470,626
24 DOWNEY	111,871	1.1327%	2,929,492	2,429,936	1,822,452	2,065,446	94,140			9,341,466
25 DUARTE	23,746	0.2404%	621,821	515,784	386,838	438,416	19,992			1,982,851
26 EL MONTE	107,986	1.0933%	2,827,758	2,345,551	1,759,163	1,993,718	90,871			9,017,061
27 EL SEGUNDO	16,983	0.1719%	444,723	368,886	276,664	313,553	14,301			1,418,127
28 GARDENA	60,263	0.6101%	1,578,067	1,308,965	981,724	1,112,620	50,717			5,032,094
29 GLENDALE	192,212	1.9461%	5,033,328	4,175,013	3,131,260	3,548,761	161,739			16,050,101
30 GLENDORA	51,254	0.5189%	1,342,155	1,113,282	834,961	946,290	43,137			4,279,824
31 HAWAIIAN GARDENS	13,561	0.1373%	355,113	294,557	220,918	250,373	11,422			1,132,383
32 HAWTHORNE	85,653	0.8672%	2,242,938	1,860,458	1,395,344	1,581,390	72,080			7,152,210
33 HERMOSA BEACH	19,014	0.1925%	497,907	413,001	309,751	351,051	16,010			1,587,719
34 HIDDEN HILLS	1,746	0.0177%	45,721	37,925	28,443	32,236	5,000			149,325
35 HUNTINGTON PARK	53,051	0.5371%	1,389,211	1,152,314	864,236	979,467	44,649			4,429,877

Los Angeles County Metropolitan Transportation Authority
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Prop A, Prop C, MR & MM LOCAL RETURN
TDA ARTICLE 3 & 8 (Continued)

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								Population	Article 8 Allocation	
36 INDUSTRY (B)	431	0.0044%	11,286	9,362	7,021	7,957	-			35,627
37 INGLEWOOD	106,305	1.0763%	2,783,739	2,309,038	1,731,778	1,962,682	89,457			8,876,694
38 IRWINDALE	1,509	0.0153%	39,515	32,777	24,583	27,860	5,000			129,735
39 LA CANADA-FLINTRIDGE	20,160	0.2041%	527,917	437,893	328,420	372,209	16,974			1,683,412
40 LA HABRA HEIGHTS	5,503	0.0557%	144,103	119,530	89,647	101,600	5,000			459,881
41 LAKEWOOD	80,596	0.8160%	2,110,514	1,750,616	1,312,962	1,488,023	67,825			6,729,940
42 LA MIRADA	48,233	0.4883%	1,263,046	1,047,663	785,747	890,514	40,595			4,027,565
43 LANCASTER	177,768	1.7999%	4,655,093	3,861,277	2,895,958	3,282,085	149,586	177,768	8,817,477	23,661,476
44 LA PUENTE	37,546	0.3801%	983,192	815,532	611,649	693,202	31,603			3,135,178
45 LA VERNE	32,300	0.3270%	845,819	701,584	526,188	596,347	27,189			2,697,127
46 LAWDALE	30,860	0.3124%	808,110	670,306	502,730	569,760	25,977			2,576,884
47 LOMITA	20,407	0.2066%	534,385	443,258	332,443	376,769	17,182			1,704,037
48 LONG BEACH	462,561	4.6833%	12,112,778	10,047,231	7,535,423	8,540,146	389,210			38,624,788
49 LOS ANGELES CITY	3,835,263	38.8310%	100,431,489	83,305,277	62,478,958	70,809,486	3,666,957			320,692,167
50 LYNWOOD	66,660	0.6749%	1,745,581	1,447,914	1,085,935	1,230,727	56,099			5,566,256
51 MALIBU	10,604	0.1074%	277,680	230,328	172,746	195,779	8,934			885,467
52 MANHATTAN BEACH	34,051	0.3448%	891,671	739,618	554,713	628,675	28,662			2,843,339
53 MAYWOOD	24,496	0.2480%	641,461	532,075	399,056	452,263	20,623			2,045,477
54 MONROVIA	38,920	0.3941%	1,019,172	845,377	634,032	718,570	32,759			3,249,910
55 MONTEBELLO	62,732	0.6351%	1,642,721	1,362,594	1,021,946	1,158,205	52,794			5,238,260
56 MONTEREY PARK	59,269	0.6001%	1,552,038	1,287,375	965,531	1,094,268	49,881			4,949,093
57 NORWALK	101,075	1.0234%	2,646,784	2,195,438	1,646,578	1,866,122	85,056			8,439,978
58 PALMDALE	167,097	1.6918%	4,375,658	3,629,493	2,722,120	3,085,069	140,607	167,097	8,288,185	22,241,133
59 PALOS VERDES ESTATE	12,999	0.1316%	340,396	282,350	211,762	239,997	10,949			1,085,454
60 PARAMOUNT	52,371	0.5302%	1,371,405	1,137,544	853,158	966,912	44,077			4,373,096
61 PASADENA	140,631	1.4239%	3,682,611	3,054,629	2,290,972	2,596,434	118,339			11,742,984
62 PICO RIVERA	60,858	0.6162%	1,593,648	1,321,889	991,417	1,123,606	51,218			5,081,777
63 POMONA	153,042	1.5495%	4,007,609	3,324,207	2,493,155	2,825,576	128,781			12,779,327
64 RANCHO PALOS VERDE	40,727	0.4123%	1,066,491	884,626	663,470	751,932	34,279			3,400,798
65 REDONDO BEACH	68,091	0.6894%	1,783,054	1,478,996	1,109,247	1,257,147	57,303			5,685,748
66 ROLLING HILLS	1,677	0.0170%	43,914	36,426	27,319	30,962	5,000			143,622
67 ROLLING HILLS ESTATES	8,545	0.0865%	223,762	185,605	139,204	157,764	7,202			713,536
68 ROSEMEAD	50,501	0.5113%	1,322,436	1,096,926	822,695	932,387	42,503			4,216,947
69 SAN DIMAS	34,209	0.3464%	895,808	743,049	557,287	631,592	28,795			2,856,532
70 SAN FERNANDO	23,692	0.2399%	620,407	514,611	385,958	437,419	19,946			1,978,342

Los Angeles County Metropolitan Transportation Authority
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**Prop A, Prop C, MR & MM LOCAL RETURN
TDA ARTICLE 3 & 8 (Continued)**

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								Population	Article 8 Allocation	
71 SAN GABRIEL	38,953	0.3944%	1,020,036	846,093	634,570	719,179	32,787			3,252,666
72 SAN MARINO	12,330	0.1248%	322,878	267,818	200,864	227,646	10,386			1,029,592
73 SANTA CLARITA	232,377	2.3528%	6,085,102	5,047,432	3,785,574	4,290,317	195,534	232,377	11,526,141	30,930,101
74 SANTA FE SPRINGS	18,680	0.1891%	489,161	405,746	304,309	344,884	15,729			1,559,829
75 SANTA MONICA	93,212	0.9437%	2,440,881	2,024,646	1,518,485	1,720,949	78,440			7,783,402
76 SIERRA MADRE	10,870	0.1101%	284,645	236,106	177,079	200,690	9,158			907,679
77 SIGNAL HILL	11,421	0.1156%	299,074	248,074	186,056	210,863	9,621			953,688
78 SOUTH EL MONTE	19,535	0.1978%	511,550	424,317	318,238	360,670	16,448			1,631,224
79 SOUTH GATE	92,955	0.9411%	2,434,151	2,019,064	1,514,298	1,716,205	78,224			7,761,942
80 SOUTH PASADENA	26,287	0.2661%	688,360	570,977	428,233	485,330	22,130			2,195,029
81 TEMPLE CITY	36,322	0.3678%	951,140	788,946	591,709	670,604	30,573			3,032,972
82 TORRANCE	143,261	1.4505%	3,751,481	3,111,755	2,333,816	2,644,991	120,551			11,962,594
83 VERNON	207	0.0021%	5,421	4,496	3,372	3,822	5,000			22,111
84 WALNUT	28,214	0.2857%	738,821	612,833	459,625	520,908	23,751			2,355,938
85 WEST COVINA	109,428	1.1079%	2,865,518	2,376,872	1,782,654	2,020,341	92,084			9,137,470
86 WEST HOLLYWOOD	35,284	0.3572%	923,959	766,399	574,800	651,440	29,700			2,946,297
87 WESTLAKE VILLAGE	7,918	0.0802%	207,343	171,986	128,989	146,188	6,674			661,181
88 WHITTIER	87,850	0.8895%	2,300,470	1,908,179	1,431,134	1,621,952	73,929			7,335,664
89 UNINCORP LA COUNTY	1,004,490	10.1702%	26,303,914	21,818,404	16,363,803	18,545,643	1,871,760	136,022	6,746,833	91,650,357
90 TOTAL	9,876,811	100.0000%	\$ 258,637,500	\$ 214,533,000	\$ 160,899,750	\$ 182,353,050	\$ 9,799,899	716,647	\$ 35,546,436	\$ 861,769,635

NOTES:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2025 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

Estimated - to be Adjusted to Actual apportionment

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

1	<u>Section 5307 Urbanized Area Formula Grants:</u>		
	Estimated Revenue		<u>\$ 316,281,478</u>
2	Estimated Revenue	\$ 316,281,478	
3	Off the Top:		
	1% Enhancement Allocation	<u>(3,162,815)</u>	
4			<u>\$ 313,118,663</u>
5	85% Formula Allocation	\$ 266,150,864	
6	Allocated to Munis	\$ 266,150,864	
7	15% Discretionary Allocation	<u>46,967,799</u>	
8			<u>\$ 313,118,663</u>
	<u>Section 5339 Bus and Bus Facilities Formula Grants:</u>		
9	Estimated Revenue		<u>\$ 25,335,042</u>
	<u>Section 5337 State of Good Repair (LA County Share of LA UZA 2):</u>		
	High Intensity Fixed Guideway:		
10	Directional Route Miles (DRM) Generated	\$ 52,237,980	
11	Vehicle Revenue Miles (VRM) Generated	<u>92,278,251</u>	
12			<u>\$ 144,516,231</u>
	High Intensity Motorbus:		
13	Directional Route Miles (DRM) Generated	\$ 3,995,623	
14	Vehicle Revenue Miles (VRM) Generated	<u>6,088,481</u>	
15			<u>\$ 10,084,104</u>
16	Section 5337 State of Good Repair Total Estimated Revenue		<u>\$ 154,600,335</u>
17	Total Federal Formula Funds Available		<u>\$ 496,216,855</u>

Los Angeles County Metropolitan Transportation Authority
FY 2027 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 FY27	FY25 Adjustment ⁽¹⁾	FY27 Available
	Allocation	Fund Exchanges	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation			
Included Operators:												
1 Metro Bus Operations	\$ 200,120,439	\$ (16,317,284)	\$ 183,803,155	\$ 16,754,346	\$ 8,580,696	\$ 25,335,042	\$ 146,463,748	\$ 8,136,589	\$ 154,600,335	\$ 363,738,532	\$ (520,681)	\$ 363,217,851
Municipal Operators:												
2 Arcadia	474,009	45,121	519,130	45,121	(45,121)	-	-	-	-	519,130	(2,475)	516,655
3 Claremont	67,793	6,453	74,246	6,453	(6,453)	-	-	-	-	74,246	(307)	73,939
4 Commerce	3,976,969	108,361	4,085,330	108,361	(108,361)	-	-	-	-	4,085,330	(4,574)	4,080,756
5 Culver City	4,143,858	394,456	4,538,314	394,456	(394,456)	-	-	-	-	4,538,314	831,622	5,369,936
6 Foothill Transit	27,782,668	9,014,487	36,797,156	2,448,001	(2,448,001)	-	6,566,486	(6,566,486)	-	36,797,156	(98,135)	36,699,021
7 Gardena	2,712,216	258,177	2,970,393	258,177	(258,177)	-	-	-	-	2,970,393	(8,448)	2,961,945
8 La Mirada	175,412	16,698	192,109	16,698	(16,698)	-	-	-	-	192,109	(1,180)	190,929
9 Long Beach	24,977,424	1,594,295	26,571,719	1,774,379	(1,774,379)	-	219,916	(219,916)	-	26,571,719	(54,423)	26,517,297
10 Montebello	7,368,990	384,324	7,753,313	384,324	(384,324)	-	-	-	-	7,753,313	(14,520)	7,738,793
11 Norwalk	3,945,127	206,432	4,151,559	206,432	(206,432)	-	-	-	-	4,151,559	(6,488)	4,145,071
12 Redondo Beach	913,975	87,002	1,000,977	87,002	(87,002)	-	-	-	-	1,000,977	(4,246)	996,731
13 Santa Monica	16,315,037	1,234,610	17,549,646	1,143,548	(1,143,548)	-	91,062	(91,062)	-	17,549,646	(40,227)	17,509,419
14 Torrance	3,904,166	371,640	4,275,805	371,640	(371,640)	-	-	-	-	4,275,805	(16,228)	4,259,577
15 Sub-Total	96,757,642	13,722,054	110,479,697	7,244,592	(7,244,592)	-	6,877,464	(6,877,464)	-	110,479,697	580,373	111,060,070
Excluded Operators:												
16 Antelope Valley	-	-	-	-	-	-	-	-	-	-	-	-
17 LADOT	19,403,397	2,595,229	21,998,626	1,336,104	(1,336,104)	-	1,259,125	(1,259,125)	-	21,998,626	(59,692)	21,938,934
18 Santa Clarita	-	-	-	-	-	-	-	-	-	-	-	-
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	19,403,397	2,595,229	21,998,626	1,336,104	(1,336,104)	-	1,259,125	(1,259,125)	-	21,998,626	(59,692)	21,938,934
21 Total Excluding Metro	116,161,039	16,317,284	132,478,323	8,580,696	(8,580,696)	-	8,136,589	(8,136,589)	-	132,478,323	520,681	132,999,004
22 Grand Total	\$ 316,281,477	\$ -	\$ 316,281,477	\$ 25,335,042	\$ -	\$ 25,335,042	\$ 154,600,335	\$ -	\$ 154,600,335	\$ 496,216,854	\$ -	\$ 496,216,854

Note: Totals may not add due to rounding.

(1) FY25 federal formula allocations were impacted by an error in Culver City's reported Active Vehicle count (14 reported instead of 54), resulting in an under-allocation of approximately \$831,622. To correct this miscalculation, an adjustment will be included in the FY27 Federal Transit Fund Allocation to make Culver City whole, as reflected in the FY27 Federal Allocation Schedule.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

FEDERAL SECTION 5307 CAPITAL ALLOCATION
(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE ⁽¹⁾	85% FORMULA ALLOCATION	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange ⁽²⁾	Total Funds Available
				Project Title	\$ Amount	Project Title	\$ Amount				
1	Antelope Valley	0.0000%	\$ -					\$ -		\$ -	\$ -
2	Arcadia	0.1781%	474,009					474,009		45,121	519,130
3	Claremont	0.0255%	67,793					67,793		6,453	74,246
4	Commerce	0.4277%	1,138,360	City of Commerce Transit Maintenance Facility Solar Project	\$ 2,097,809	Bus Stop Amenities Improvement Project - Completion Phase	\$ 740,800	3,976,969		108,361	4,085,330
5	Culver City	1.5570%	4,143,858					4,143,858		394,456	4,538,314
6	Foothill Transit	9.6625%	25,716,859	Battery-Electric Bus Charger Replacement	2,065,809			27,782,668		9,014,487	36,797,156
7	Gardena	1.0191%	2,712,216					2,712,216		258,177	2,970,393
8	LADOT	5.2737%	14,036,103	CNG Bus Replacement for LADOT	5,367,294	Router Upgrades for Buses	-	19,403,397		2,595,229	21,998,626
9	La Mirada	0.0659%	175,412					175,412		16,698	192,109
##	Long Beach Transit	7.0037%	18,640,292	Zero Emission Bus Replacement	5,380,782	Four Corners Bus Stop Improvement	556,350	24,977,424 ⁽³⁾	(400,000)	1,994,295	26,571,719
##	Montebello	1.5170%	4,037,415	Zero-Emission Hydrogen Bus Fleet Replacement Initiative	2,609,575	Bus Stop Improvement Project (BSIP)	722,000	7,368,990		384,324	7,753,313
##	Metro Bus Operations	66.1311%	176,008,539	LA Metro Bus Procurement Project	23,283,900	Proof of Concept Pilot	828,000	200,120,439 ⁽³⁾	400,000	(16,717,284)	183,803,155
##	Norwalk	0.8148%	2,168,619	Norwalk Transit Fleet Replacement	1,460,843	Onboard Digital Information Display System	315,665	3,945,127		206,432	4,151,559
##	Redondo Beach	0.3434%	913,975					913,975		87,002	1,000,977
##	Santa Clarita	0.0000%	-					-		-	-
16	Santa Monica	4.5137%	12,013,250	Replacement of 40-foot Buses	4,301,787			16,315,037		1,234,610	17,549,646
##	Torrance	1.4669%	3,904,166					3,904,166		371,640	4,275,805
##	TOTAL	100.0000%	\$ 266,150,864		\$ 46,967,799		\$ 3,162,815	\$ 316,281,477	\$ -	\$ -	\$ 316,281,478

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

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

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%	\$ 52,124,666	25,453,596	98.769%	\$ 91,142,009	\$ 143,266,674	\$ 1,249,559	\$ 144,516,231
2 Long Beach Transit	0.5	0.099%	51,507	47,032	0.183%	168,408	219,916	(219,916)	-
3 Santa Monica	0.6	0.118%	61,808	8,170	0.032%	29,254	91,062	(91,062)	-
4 Foothill Transit	-	0.000%	-	262,121	1.017%	938,580	938,581	(938,581)	-
5 Sub-total	507.1	100.000%	52,237,980	25,770,919	100.000%	92,278,251	144,516,232	-	144,516,231
High Intensity Motorbus:									
6 Foothill Transit	39.4	26.785%	1,070,208	1,528,527	74.858%	4,557,697	5,627,905	(5,627,905)	-
7 LADOT	35.1	23.861%	953,408	102,529	5.021%	305,717	1,259,125	(1,259,125)	-
8 Metro Bus Operations	72.6	49.354%	1,972,007	410,854	20.121%	1,225,067	3,197,074	6,887,029	10,084,104
9 Sub-total	147.1	100.00%	3,995,623	2,041,910	100.000%	6,088,481	10,084,103	-	10,084,104
10 Total LA County Share - UZA 2	654.20		\$ 56,233,603	27,812,829	200.000%	\$ 98,366,732	\$ 154,600,335	\$ -	\$ 154,600,335

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	0.1781%	45,121	(45,121)	-
3	Claremont	0.0255%	6,453	(6,453)	-
4	Commerce	0.4277%	108,361	(108,361)	-
5	Culver City	1.5570%	394,456	(394,456)	-
6	Foothill Transit	9.6625%	2,448,001	(2,448,001)	-
7	Gardena	1.0191%	258,177	(258,177)	-
8	LADOT	5.2737%	1,336,104	(1,336,104)	-
9	La Mirada	0.0659%	16,698	(16,698)	-
10	Long Beach	7.0037%	1,774,379	(1,774,379)	-
11	Montebello	1.5170%	384,324	(384,324)	-
12	Metro Bus Operations	66.1311%	16,754,346	8,580,696	25,335,042
13	Norwalk	0.8148%	206,432	(206,432)	-
14	Redondo Beach	0.3434%	87,002	(87,002)	-
15	Santa Clarita	0.0000%	-	-	-
16	Santa Monica	4.5137%	1,143,548	(1,143,548)	-
17	Torrance	1.4669%	371,640	(371,640)	-
18	TOTAL	100.0000%	\$ 25,335,042	\$ -	\$ 25,335,042

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 2027 Transit Fund Allocations

ATTACHMENT A

CAPITAL ALLOCATION % SHARE CALCULATION

OPERATOR	MILEAGE CALCULATION (FY25 data)				ACTIVE FLEET CALCULATION (FY25 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	94,930	-	56,958	0.0254%	0	0	0.0	78	1.8	1.8	0.0185%
3 Arcadia MB	198,472	-	119,083	0.0532%	9	6	7.2	0	0.0	7.2	0.0750%
4 Claremont	59,382	-	35,629	0.0159%	0	0	0.0	22	0.5	0.5	0.0052%
5 Commerce	542,231	-	325,339	0.1453%	23	15	18.0	64	1.5	19.5	0.2025%
6 Culver City	1,688,038	-	1,012,823	0.4524%	60	46	55.2	0	0.0	55.2	0.5747%
7 Foothill Transit	14,853,627	1,881,531	9,664,789	4.3170%	357	307	357.0	0	0.0	357.0	3.7167%
8 Gardena	1,321,137	-	792,682	0.3541%	25	24	25.0	15	0.3	25.3	0.2638%
9 LADOT	4,868,229	3,268,129	4,228,189	1.8886%	259	213	255.6	0	0.0	255.6	2.6611%
10 La Mirada	61,579	-	36,947	0.0165%	0	0	0.0	182	4.1	4.1	0.0431%
11 Long Beach	7,594,466	-	4,556,680	2.0353%	239	184	220.8	40	0.9	221.7	2.3082%
12 Montebello	1,767,073	40,862	1,076,589	0.4809%	55	39	46.8	4	0.1	46.9	0.4882%
13 Metro Bus Operations	76,474,974	5,192,520	47,961,992	21.4231%	2,066	1,620	1,944.0	0	0.0	1,944.0	20.2390%
14 Norwalk	1,068,307	-	640,984	0.2863%	34	24	28.8	0	0.0	28.8	0.2998%
15 Redondo Beach	462,513	-	277,508	0.1240%	14	12	14.0	75	1.7	15.7	0.1635%
16 Santa Clarita	0	0	0	0.0000%	0	0	0.0	0	0.0	-	0.0000%
17 Santa Monica	4,553,463	48,043	2,751,295	1.2289%	193	137	164.4	0	0.0	164.4	1.7116%
18 Torrance	1,438,624	564,734	1,089,068	0.4865%	59	44	52.8	54	1.2	54.0	0.5625%
19 TOTAL	117,047,045	10,995,819	74,626,555	33.3333%	3,393	2,671	3,189.6	534	12.1	3,201.7	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.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

	OPERATOR	FARE UNITS (FY25 data)				UNLINKED PASSENGERS (FY25 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	4,581	0.50	9,162	0.0018%	19,008	0.0010%	0.0468%	0.0468%
3	Arcadia MB	3,773	0.50	7,546	0.0015%	31,191	0.0017%	0.1313%	0.1313%
4	Claremont	36,903	2.50	14,761	0.0029%	26,053	0.0014%	0.0255%	0.0255%
5	Commerce ⁽¹⁾	-	-	249,977	0.0497%	554,573	0.0301%	0.4277%	0.4277%
6	Culver City	1,760,217	1.00	1,760,217	0.3502%	3,308,439	0.1797%	1.5570%	1.5570%
7	Foothill Transit	9,535,782	1.75	5,449,018	1.0840%	10,030,349	0.5448%	9.6625%	9.6625%
8	Gardena	1,341,689	1.00	1,341,689	0.2669%	2,471,629	0.1342%	1.0191%	1.0191%
9	LADOT	2,025,330	1.50	1,350,220	0.2686%	8,385,661	0.4555%	5.2737%	5.2737%
10	La Mirada	23,289	1.00	23,289	0.0046%	31,423	0.0017%	0.0659%	0.0659%
11	Long Beach	10,003,159	1.25	8,002,527	1.5920%	19,664,785	1.0681%	7.0037%	7.0037%
12	Montebello	2,149,212	1.10	1,953,829	0.3887%	2,931,266	0.1592%	1.5170%	1.5170%
13	Metro Bus Operations	98,049,862	1.75	56,028,493	11.1462%	245,283,814	13.3228%	66.1311%	66.1311%
14	Norwalk	994,113	1.25	795,290	0.1582%	1,297,047	0.0705%	0.8148%	0.8148%
15	Redondo Beach	208,643	1.00	208,643	0.0415%	265,919	0.0144%	0.3434%	0.3434%
16	Santa Clarita	-	1.25	0	0.0000%	0	0.0000%	0.0000%	0.0000%
17	Santa Monica	6,438,007	1.25	5,150,406	1.0246%	10,100,208	0.5486%	4.5137%	4.5137%
18	Torrance	1,433,324	1.00	1,433,324	0.2851%	2,445,440	0.1328%	1.4669%	1.4669%
19	TOTAL	\$134,007,884		83,778,392	16.6667%	306,846,805	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	\$ 5,794,792	\$ 400,000	\$ 16,717,284	\$ (5,148,679)	\$ (1,046,112)	\$ (16,717,284)
Municipal Operators:						
2 Arcadia	(28,822)	-	(45,121)	28,822	-	45,121
3 Claremont	(8,182)	-	(6,453)	8,182	-	6,453
4 Commerce	(75,962)	-	(108,361)	75,962	-	108,361
5 Culver City	(274,002)	-	(394,456)	274,002	-	394,456
6 Foothill Transit	(1,216,194)	-	(9,014,487)	1,216,194	-	9,014,487
7 Gardena	(246,988)	-	(258,177)	246,988	-	258,177
8 LADOT	-	-	(2,595,229)	-	-	2,595,229
9 La Mirada	(15,686)	-	(16,698)	15,686	-	16,698
10 Long Beach Transit ⁽¹⁾	(1,085,748)	(400,000)	(1,994,295)	1,485,748	-	1,994,295
11 Montebello	(360,409)	-	(384,324)	360,409	-	384,324
12 Norwalk	(164,780)	-	(206,432)	164,780	-	206,432
13 Redondo Beach	(52,109)	-	(87,002)	52,109	-	87,002
14 Santa Monica	(852,645)	-	(1,234,610)	852,645	-	1,234,610
15 Torrance	(367,154)	-	(371,640)	367,154	-	371,640
16 Antelope Valley	(364,537)	-	-	-	364,537	-
17 Santa Clarita	(466,460)	-	-	-	466,460	-
18 Glendale	(147,508)	-	-	-	147,508	-
19 Pasadena	-	-	-	-	-	-
20 Burbank	(67,608)	-	-	-	67,608	-
21 Total	\$ (0)	\$ -	\$ (0)	\$ 0	\$ -	\$ 0

Notes:

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

LTSS ZEV Call for Projects Selection & Awards

	Project Proposal	Sponsor	Number of Vehicles	City's Match	Amount Requested	Total Project Cost	Award Value
1	C.O.A.S.T. Fleet Expansion: 3 BEV Golf Carts	Avalon	3	\$ 31,807	\$ 127,226	\$ 159,033	\$ 127,227
2	Purchase 1 BEV	Burbank	1	338,963	1,035,375	1,374,338	1,000,000
3	Tariff Impact on 20 replacement BEVs	Glendale	20	28,300,000	1,200,000	29,500,000	1,020,000
4	Purchase 2 BEV	El Monte	2	624,000	1,578,780	2,202,780	1,515,700
5	Hydrogen Fuel Cell Bus Procurement Cost Adjustment	Pasadena	17	3,514,488	3,031,000	6,545,488	2,400,000
6	Total		43	\$32,809,258	\$6,972,381	\$ 39,781,639	\$ 6,062,927

BEV = battery electric vehicle

Los Angeles County Metropolitan Transportation Authority
FY2027 Transit Fund Allocations**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2026-2027 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS**

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

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

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

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

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

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

- a.1 The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
- a.2 The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Section 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
- a.3 The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
- a.4 The sum of the claimant's allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

ATTACHMENT C

**Los Angeles County Metropolitan Transportation Authority
FY2027 Transit Fund Allocations**

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

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

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

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

WHEREAS, LACMTA staff in consultation with the Transit Operators and Cities have 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 2026-27 to each claimant for each of the purposes as specified in Attachments A.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan, the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

ATTACHMENT C

**Los Angeles County Metropolitan Transportation Authority
FY2027 Transit Fund Allocations**

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

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

CERTIFICATION

The undersigned, duly qualified and acting as the Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on May 28, 2026.

COLLETTE LANGSTON
Board Clerk

DATED:
(SEAL)

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax is projected to be \$1,089.0 million per ordinance, an increase of 1.8% over the FY26 estimated revenue of \$1,070.0 million.
- Assumed Consumer price index (CPI) growth of 3.0% represents a composite index from several economic forecasting sources.
- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a program funded by the increase in Vehicle License Fees. To be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.
- Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to $\frac{3}{4}$ percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Beginning in FY20, Metro increased the TDA planning allocation to the full 1 percent of annual TDA revenues for Metro.
- Formula Equivalent funds are allocated by formula to Eligible Operators as defined in Section 99207.5 of the TDA guidelines, in lieu of TDA, STA, and Prop A 40% Discretionary funds. The source of these funds is 95% of the 40% Proposition A growth over the Consumer Price Index (CPI).
- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments.
- FY25 federal formula allocations were impacted by an error in Culver City's reported Active Vehicle count (14 reported instead of 54), resulting in an under-allocation of approximately \$831,622. To correct this miscalculation, an adjustment will be included in the FY27 Federal Transit Fund Allocation to make Culver City whole, as reflected in the FY27 Federal Allocation Schedule.

Los Angeles County Metropolitan Transportation Authority
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- 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.
- Fifteen (15) Los Angeles County LCTOP recipients (Contributing Sponsors) have requested to transfer \$5,794,792 in PUC 99314 FY 2025-26 LCTOP funds to Metro in exchange for Metro's Proposition C 40% Discretionary or TDA Article 4 funds. The State Controller's Office is scheduled to release final fund amounts in Summer 2026 and staff will revise the FY27 Transit Fund Allocations accordingly.

Bus Transit Subsidies (\$1,510.3M)**Formula Allocation Procedure (\$872.0M)**

Allocations of transit subsidy funds (STA, TDA Article 4, 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 FY27, Tier 2 operators will receive \$8.9 million in funding.

Measure R Allocations (\$219.3M)

- **Measure R 20% Bus Operations (\$219.3M)**
Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance, and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.
- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$0.0)**
The Measure R ordinance also provides a lump sum allocation of \$150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at \$10 million every even year.

Measure M 20% Transit Operations (\$217.2M)

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 (\$44.9M)

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

Proposition C 40% Discretionary Programs (\$77.7M)

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

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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 (\$79.1M)

The following programs are funded with SB1:

- **State Transit Assistance (\$52.7M)**
- **State of Good Repair (\$26.4M)**

SB1 funds are allocated based on Measure R allocation methodology.

Local Subsidies (\$881.0M)

Proposition A Incentive Programs (\$19.2M)

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 (\$11.6M), the Voluntary NTD Reporting Program (\$5.5M) and the Special Demonstration Projects (\$2.1M).

Under the Voluntary NTD Reporting Program, local transit operators report operating data for entitlement to the Federal FTA Section 5307 funds. Operators participating in

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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 (\$816.4M)

Proposition A 25% (\$258.6M)

Proposition C 20% (\$214.5M)

Measure R 15% (\$160.9M)

Measure M 17% (\$182.4M)

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 (\$9.8M)

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 (\$35.5M)

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 (\$496.2M)**Section 5307 Urbanized Formula Program (\$316.3 M)**

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY27, \$316.3 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its March 2026 meeting, the BOS allocated \$400,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCR TTC) from the 15% discretionary fund. SCR TTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, and Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

Section 5339 Bus and Bus Facilities (\$25.3M)

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 FY27, \$25.3 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 (\$154.6 M)

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,

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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 FY27, \$144.5 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 FY27, \$10.1 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 #2026-0302

Fiscal Year 2027 Transit Fund Allocations

Finance, Budget & Audit Committee

May 21, 2026



Background

- Metro is responsible for allocating transit funds to operators and jurisdictions within Los Angeles County
- Projects and 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 & pedestrian) & Article 8 (unmet transit needs)
- Allocations developed per federal, state, local requirements, and Metro 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 FY27 transportation fund allocations (Attachment A):
 - 89 Los Angeles County local jurisdictions
 - Transit Operators: Included, Eligible, Tier 2 and Local Transit systems
- Exchanges of Metro funds for transit operator federal & state grants - accelerating draw downs and minimizing administrative processes
- LTSS ZEV Call for Projects Awards:
 - Funded by BOS' increased capacity from IIJA
 - \$6.1M for 5 projects to purchase 43 vehicles (Attachment B)
- Administrative actions to enable the flow of funds
 - Adopt the Transportation Development Act resolution
 - Authorize CEO to execute agreements