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Agenda - Final

Wednesday, June 15, 2022

1:30 PM

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Finance, Budget and Audit Committee

Kathryn Barger, Chair

Paul Krekorian, Vice Chair

Mike Bonin

Fernando Dutra

Holly Mitchell

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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

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x3 *中文 (Chinese)*

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

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

Instrucciones para comentarios publicos en vivo:

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

Marque: 888-251-2949 y ingrese el codigo
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 13 and 14.

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

CONSENT CALENDAR

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

[2022-0225](#)

RECOMMENDATION

CONSIDER:

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

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

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

[2022-0194](#)

RECOMMENDATION

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

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

NON-CONSENT

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

[2022-0318](#)

RECOMMENDATION

ADOPT:

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

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

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

[2022-0313](#)

RECOMMENDATION

CONSIDER:

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

LACMTA Board of Directors;

- G. APPROVING the execution of \$9.2 million local fund exchanges as appropriate to implement the Board approved ARPA allocations;
- H. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$360,000 with Metro's TDA Article 4 allocation;
- I. APPROVING fund exchanges in the amount totaling \$17.1 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- J. AUTHORIZING the Chief Executive Officer to adjust FY23 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY23 budget as necessary to reflect the adjustment;
- K. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY23 Taxi Voucher component of the LIFE Program;
- L. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment B);
- M. APPROVING the reallocation of \$10 million in greater than anticipated FY22 Federal Section 5307 funds, plus additional allocations of \$5 million in FY24 and \$5 million in FY26 Federal Section 5307 funds in support of Local Operators Capital Requirements (Attachment C);
- N. APPROVING fund exchange of FY22 Federal Section 5307 funds in the amount of \$10 million allocated to Local Operators with other local funds as appropriate to accelerate grant approval and disbursement of funds by the Federal Transit Administration; and
- O. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

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

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

RECOMMENDATION

CONSIDER:

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

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

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

RECOMMENDATION

CONSIDER:

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

\$1,651,187

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

C. APPROVING the FY23 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and

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

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

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0357](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

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

Agenda Number: 13.

FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 15, 2022

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

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

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

ISSUE

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

BACKGROUND

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

DISCUSSION

Findings

Staff uses a First-In-First-Out (FIFO) calculation to determine if a city may be in jeopardy of losing

their Local Return Funds. Proposition A and Proposition C utilizes a “three year plus current year” period for a total of four years for the timely use of funds requirement. Measure R and Measure M utilizes a five-year period for the timely use of funds requirement.

Considerations

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

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

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

Impact to Budget

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

EQUITY PLATFORM

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

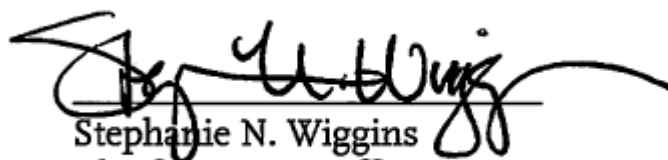
With Board approval of the recommendations, staff will negotiate and execute all necessary agreements between LACMTA and the listed cities for their Capital Reserve Accounts as approved. We will continue to monitor the accounts, including our annual Local Return audit, to ensure that the cities comply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

ATTACHMENTS

Attachment A - Project Summary for Proposed Capital Reserve Accounts

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

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

PROJECT SUMMARY FOR PROPOSED NEW CAPITAL RESERVE ACCOUNTS

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

**Board Report**

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

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 15, 2022****SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

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

ISSUE

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

BACKGROUND

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

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

Initial discussions begin in the third quarter of the fiscal year through an evaluation of market conditions to determine the availability of coverages and at what levels of premium. Once established, an annual stewardship meeting is conducted in February to identify what data will be required including loss development, ridership projections, and revenue hour estimates. Risk

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

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

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

DISCUSSION

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

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

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

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

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

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

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

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

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

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

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

Impact to Budget

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

EQUITY PLATFORM

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

ATTACHMENTS

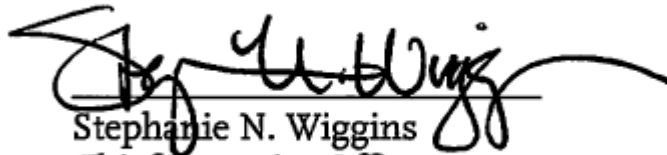
Attachment A - Options, Premiums and Loss History

Attachment B - Proposed Public Entity Carriers and Program Structure

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Options, Premiums and Loss History

Public Entity Program Insurance Premium and Proposed Options

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

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

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

ATTACHMENT B

Proposed Public Entity Carriers and Program Structure



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

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

Terrorism coverage is included above.



File #: 2022-0318, File Type: Resolution

Agenda Number: 15.

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 15, 2022

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

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

RECOMMENDATION

ADOPT:

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

ISSUE

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

BACKGROUND

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

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

DISCUSSION

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

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

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

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

EQUITY PLATFORM

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

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

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

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

FINANCIAL IMPACT

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

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

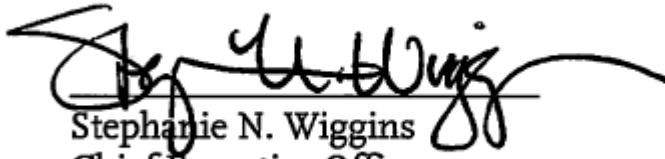
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, Metro will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

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

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Stephanie N. Wiggins
Chief Executive Officer

FY 2022-23 TDA ARTICLE 8

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

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

ANTELOPE VALLEY AREA

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

SANTA CLARITA VALLEY AREA

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

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

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

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

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

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

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

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

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

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

WHEREAS, public hearings were held by LACMTA in Los Angeles County in Santa Clarita on April 13, 2022, Palmdale on April 13, 2022, Lancaster on April 13, 2022, Avalon on April 19, 2022, after sufficient public notice of intent was given, at which time public testimony was received; and

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

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

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

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

ATTACHMENT C

(Page 2 of 3)

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

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

NOW THEREFORE,

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

CERTIFICATION

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

COLETTE LANGSTON
LACMTA Board Clerk

DATED: June 23, 2022

History of Transportation Development Act (TDA) 8

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

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

Permanent Adoption of Unmet Transit Needs Definitions

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

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

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

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

ATTACHMENT E

TDA ARTICLE 8 PUBLIC HEARING PROCESS

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

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

Hearing Board

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

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

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

Hearing and Meeting Dates

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

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

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

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

Totals -

10

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



Board of Directors

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Executive Director/CEO
Martin J. Tompkins

April 13, 2022

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

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

Dear Ms. Saint:

At the 2021 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. The Hearing provided no new recommendations and there were no public comments received.

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

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

April 13, 2022
Page 2 of 3

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

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

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

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

April 13, 2022
Page 3 of 3

Community Outreach Efforts:

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

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

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

Sincerely,



Martin J. Tompkins
Executive Director/CEO



City of
SANTA CLARITA

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

March 13, 2022

Santa Clarita Valley Area
TDA Article 8 Hearing

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

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

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



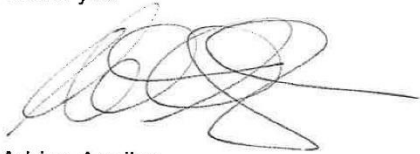
These are just a few of the accomplishments achieved by Santa Clarita Transit despite the challenges related to COVID over the past 12 months.

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

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

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

Thank you

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

Adrian Aguilar
Transit Manager

FY 2022-23 TDA ARTICLE 8

SSTAC PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

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

ANTELOPE VALLEY AREA

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

SANTA CLARITA VALLEY AREA

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



Board Report

File #: 2022-0313, File Type: Budget

Agenda Number: 16.

FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 15, 2022

SUBJECT: FISCAL YEAR 2022-23 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

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

- H. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$360,000 with Metro's TDA Article 4 allocation;
- I. APPROVING fund exchanges in the amount totaling \$17.1 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- J. AUTHORIZING the Chief Executive Officer to adjust FY23 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY23 budget as necessary to reflect the adjustment;
- K. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY23 Taxi Voucher component of the LIFE Program;
- L. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment B);
- M. APPROVING the reallocation of \$10 million in greater than anticipated FY22 Federal Section 5307 funds, plus additional allocations of \$5 million in FY24 and \$5 million in FY26 Federal Section 5307 funds in support of Local Operators Capital Requirements (Attachment C);
- N. APPROVING fund exchange of FY22 Federal Section 5307 funds in the amount of \$10 million allocated to Local Operators with other local funds as appropriate to accelerate grant approval and disbursement of funds by the Federal Transit Administration; and
- O. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

ISSUE

Each year, transit operating and capital funds consisting of federal, state, and local revenues are allocated to Metro operations, transit operators, and Los Angeles County local jurisdictions for programs, projects, and services according to federal guidelines, state laws, and established funding policies and procedures. The Board of Directors must approve allocations for FY23 prior to fund disbursement.

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

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

BACKGROUND

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

DISCUSSION

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

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

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

Transit Fund Allocations

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

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

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

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

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

Low Income Fares is Easy (LIFE) Program

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

Reallocation of FY22 Actual Federal Section 5307 Capital Revenues

As a result of the Federal Infrastructure Investment and Jobs Act (IIJA), additional revenues have been allocated to Los Angeles County under Federal Section 5307 funds for FY22. This funding is estimated to equal approximately \$58.6 million, or 28%, above previously allocated levels. Staff, working with members of the BOS, Los Angeles County Municipal Operators Association (LACMOA), and the Alliance of Local Transit Operators, is recommending that \$10 million of these greater than anticipated revenues in FY22, and additional even-year allocations of \$5 million in FY24 and FY26 be made available to address the capital needs of Local Operators, particularly the mandated conversion to electric or other zero emission vehicles. This will total \$20 million for the life of the IIJA. The currently eligible individual operators would receive an allocation approximately 23% greater than that originally approved by the Metro Board.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

EQUITY PLATFORM

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. The FY23 Transit Fund Allocations referenced in Attachment A are expected to provide benefits to people walking, biking, and taking transit, including those with disabilities. Further, the LIFE program is targeted to assist transit riders with lower incomes to their mobility barriers. Through the process of public input and engagement, local decision making, and project implementation, cities and unincorporated areas of the county, and transit operators are empowered to appropriately and equitably address the needs of their communities.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY23 Transit Fund Allocations and instruct staff to use an alternative methodology for allocation. This alternative is not recommended as federal, state, and local requirements, as well as prior LACMTA Board policies and guidelines require an annual allocation of funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects and services. Allocation methodologies and assumptions comply with federal, state, and local requirements, as well as policies and guidelines previously approved by LACMTA Board and have been agreed upon by affected operators and jurisdictions.

NEXT STEPS

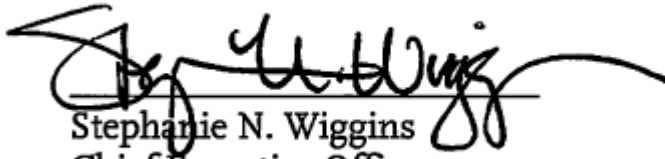
Upon Board approval of the recommended allocations and adoption of the resolution, we will work with Los Angeles County jurisdictions, transit operators, Southern California Association of Governments (SCAG) and Metro Operations to ensure the proper disbursement of funds.

ATTACHMENTS

Attachment A - FY23 Transit Fund Allocations
Attachment B - TDA and STA Resolution
Attachment C - FY22 Federal Final Actual Transit Fund Allocations
Attachment D - Summary of Significant Information, Methodologies and Assumptions

Prepared by: Manijeh Ahmadi, Manager, Transportation Planning, (213) 922-3083
Drew Philips, Deputy Executive Officer, Finance, (213) 922-2109
Cosette Stark, Deputy Executive Officer, Finance, (213) 922-2822
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Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer



Metro[®]

Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2023
TRANSIT FUND ALLOCATIONS
Proposed

July 1, 2022 – June 30, 2023

May 17, 2022

FY 2023
FIRST DRAFT
Transit Fund Allocations

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Bus Transit Subsidies

STATE AND LOCAL FUNDS

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PRELIMINARY REVENUE ESTIMATES

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PRELIMINARY REVENUE ESTIMATES (continued)

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

Notes:

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

STATE AND LOCAL FUNDS

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

BUS TRANSIT FUNDING PERCENTAGE SHARES

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

Notes:

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

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

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

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

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

Notes:

- (1) Included Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.
- (2) Prop A Discretionary funds (95% of 40%) allocated to Included Operators have been capped at 3.3% CPI for FAP allocation.
- (3) The Two-Year Lag Column is for information only. THESE AMOUNTS ARE ALREADY INCLUDED IN PROP A DISCRETIONARY Allocations.
- (4) Included \$170,195 of the city of La Mirada and \$199,062 of the City of Arcadia's share of 5307 grants in FY17. Fund will be exchanged with Metro's TDA 4.
- (5) Funds allocated to the SCR TTC through Long Beach Transit will be exchanged with Metro's TDA share.
- (6) Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40% Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI.
- (7) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's Prop C 40% Discretionary transfer to Proposition A Discretionary GOI.
- (8) Included \$1,353,230 in ARPA funding. ARPA funds will be exchanged with local funds.

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

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

Notes:

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

Estimated Revenue: \$ 57,376,760

90% Thereof: \$ 51,639,084

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PROPOSITION C 40% DISCRETIONARY PROGRAMS

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

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

Note:

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

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

Notes:

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

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

Notes:

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

Senate Bill 1 - Road Repair and Accountability Act of 2017

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

Notes:

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

LOW CARBONTRANSIT OPERATIONS PROGRAM

Eligible Allocation Fiscal Year 2021 - 2022

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

Note:

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

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

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

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

Notes:

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

LOCAL SUBSIDIES

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

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

NOTES:

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

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

Note:

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

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

TDA Article 3 Allocation:

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

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

Bus Transit Subsidies FEDERAL FORMULA GRANTS

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

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

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

Note:

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

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

Note: Totals may not add due to rounding.

(1) FY23 Allocations are based on FY19 statistics.

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

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

Notes: Total may not add due to rounding.

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

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

Note:

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

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

Note:

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

CAPITAL ALLOCATION % SHARE CALCULATION

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

Notes:

Include only MTA Funded Programs:

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

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

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

Note:

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

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

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

Los Angeles County Metropolitan Transportation Authority
2023 Transit Fund Allocations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW THEREFORE,

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

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

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

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

CERTIFICATION

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

COLLETTE LANGSTONE
Board Secretary

DATED:
(SEAL)

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

ATTACHMENT C



Bus Transit Subsidies

FEDERAL FORMULA GRANTS

Fiscal Year 2022

PROPOSED

Final Actual Allocations

June 07, 2022

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

FY 2022 FEDERAL FORMULA GRANTS ACTUAL REVENUE

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

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

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

5307 Revised Allocation (Proposed)

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

Recommendation

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

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

Impacts

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

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

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

Notes: Total may not add due to rounding.

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

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

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

FY22 ACTUAL Federal 5307 Capital Allocation

15% Discretionary Allocation and 1% Enhancement Allocation

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

Note:

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

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

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

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

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

Notes: Total may not add due to rounding.

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

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

Actual apportionment

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

Note:

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

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

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

Actual apportionment

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

Note:

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

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

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

ACTUAL FEDERAL FORMULA GRANTS

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

Note: Totals may not add due to rounding.

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

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

CAPITAL ALLOCATION % SHARE CALCULATION

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

Notes:

Include only MTA Funded Programs:

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

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

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

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

Note:

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

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

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



ALLIANCE OF LOCAL TRANSIT OPERATORS

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

March 23, 2022

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

SUBJECT: New Federal and State Funding Opportunities for Local Operator

Dear Ms. Wiggins,

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

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

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

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

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

Sincerely,

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

CC: Metro Board



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

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

April 7, 2022

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

Dear Mr. Sparks:

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

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

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

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

Sincerely,

Stephanie N. Wiggins
Chief Executive Officer

cc: Metro Board of Directors

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

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

- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on the directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

Bus Transit Subsidies (\$1,550.4M)

Formula Allocation Procedure (\$892.7M)

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

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

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

Measure R Allocations (\$230.3M)

- **Measure R 20% Bus Operations (\$230.3M)**
Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance, and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.
- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$0.0)**

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

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

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

Proposition C 5% Security (\$51.6M)

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

Proposition C 40% Discretionary Programs (\$73.0M)

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

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

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

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

Senate Bill 1 (\$72.9 M)

The following programs are funded with SB1:

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

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

Local Subsidies (\$853.7 M)

Proposition A Incentive Programs (\$31.3M)

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

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

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

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

Local Returns (\$773.5M)

Proposition A 25% (\$245.1M)

Proposition C 20% (\$203.3M)

Measure R 15% (\$152.4M)

Measure M 17% (\$172.8M)

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

TDA Article 3 funds (\$11.1M)

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

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

TDA Article 8 funds (\$37.7M)

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

Federal Funds (\$484.7M)

Section 5307 Urbanized Formula Program (\$328.0 M)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY23, \$328.0 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

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

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

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or "MAP 21". The Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY23, \$33.3 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize the administrative process.

Section 5337 State of Good Repair (\$123.3)

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

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

Los Angeles County Metropolitan Transportation Authority
2023 Transit Fund Allocations

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

- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY23, \$7.3 million is allocated to Metro Operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators' DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated using the operators' VRM data. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.



Board Report

File #: 2022-0341, File Type: Budget

Agenda Number: 17.

FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 15, 2022

SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2023 BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

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

ISSUE

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

BACKGROUND

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

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

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

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

COVID-19 Impacts

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

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

of Los Angeles Taxicab Commission.

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

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

DISCUSSION

Ridership

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

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

Cost Per Trip

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

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

FY23 Proposed Budget

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

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

Capital Program - Reserve

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

Access Services - Budget

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

FY21 Carryover Operating Funds

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

Pending Grant Awards

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

FY22 Performance

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

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

*YTD through March 2022

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

Access Update

In FY22, Access implemented the following major initiatives:

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

In FY23, Access plans to implement the following:

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

Metro Oversight Function

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

FINANCIAL IMPACT

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

Impact to Budget

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

EQUITY PLATFORM

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

Public Outreach

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

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

ALTERNATIVES CONSIDERED

Not fully funding Access to provide the mandated ADA paratransit services for FY23 would place Metro and the other 45 Los Angeles County fixed route operators in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within $\frac{3}{4}$ of a mile of local rail and bus lines. Staff does not recommend this approach. This would impact Metro's and the region's ability to compete for federal grants, would increase the overall costs of the program if individual operators were required to provide these services, and significantly limit the mobility options of the senior and disabled communities throughout the county.

NEXT STEPS

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

ATTACHMENTS

Attachment A - FY23 Access Services ADA Program


Prepared by:

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Stephanie N. Wiggins
Chief Executive Officer

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



Access Services Fiscal Year 2023 Proposed Budget

Finance, Budget & Audit Committee
June 15, 2022



Metro

Access Services - FY23 Proposed Budget

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

FY23 Local Funding Request



Metro

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

Access Services – Key Performance Indicators (KPIs)

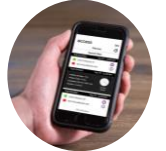
Key Performance Indicators	Standard	FY21	FY22 YTD*
On-Time Performance	≥ 91%	92.60%	90.70%
Excessively Late Trips	≤ 0.10%	0.07%	0.09%
Excessively Long Trips	≤ 5.0%	0.50%	3.30%
Missed Trips	≤ 0.75%	0.36%	0.44%
Denials	0	4	6
Access to Work - On-Time Performance	≥ 94%	97.80%	96.30%
Average Hold Time (Reservations)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



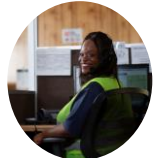
FY22 Accomplishments



Systemwide expansion of *Parents with Disabilities* Program



Where's My Ride (WMR) app Systemwide



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



Comprehensive Customer Satisfaction Survey

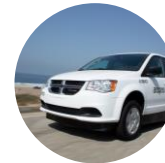


Two new service contracts - Southern & Antelope Valley regions



Contractor Driver Hiring Assistance Plan

FY23 Initiatives



Access' fleet preventative maintenance & rehabilitation program using ARPA funds



Electric Accessible Vehicle Pilot Program



Bluetooth Beacon Project - Rancho Los Amigos National Rehabilitation Center



Evaluate contractor driver wages & taxi subcontractor rates



Key Performance Indicators & service standards

Access Services – Recommendations

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



Board Report

File #: 2022-0255, File Type: Budget

Agenda Number: 18.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 15, 2022
SUBJECT: FY 2022-23 METROLINK ANNUAL WORK PROGRAM BUDGET**ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) FY 2022-23 Operating, Rehabilitation, and Capital Budget in the amount of \$171,180,124;
- B. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program and Capital projects as follows:
- FY 2014-15 extended from June 30, 2023 to June 30, 2024 - \$3,423
 - FY 2016-17 extended from June 30, 2023 to June 30, 2024 - \$286,000
 - FY 2018-19 extended from June 30, 2023 to June 30, 2025 - \$1,651,187
 - 94SCRALINK extended from June 30, 2023 to June 30, 2024 - \$245,242
 - 94-DORANSCRRA extended from June 30, 2022 to June 30, 2023 - \$137,029
 - 94SCRRAMRLUS extended from June 30, 2022 to June 30, 2023 - \$69,725
 - MRBRIGHTRX extended from June 30, 2022 to June 30, 2023 - \$226,990;
- C. APPROVING the FY23 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

ISSUE

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

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

DISCUSSION

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

Metrolink Operations - \$120,454,841

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

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

* Numbers may be subject to minor rounding.

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

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

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

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

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

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

TABLE 2 - Metro Funds for Rehab and Capital		
Fiscal Year	Number of Projects	Funding Amount
FY17	55	\$41,678,525
FY18	1	\$6,819,000
FY19	74	\$41,731,193
FY20	26	\$33,352,440
FY21	13	\$19,124,456
FY22	27	\$33,349,794
Subtotal	196	\$176,055,408
Proposed for FY23	17	\$50,725,283
GRAND TOTAL	213	\$226,780,691

EXTEND LAPSING DATES OF REHABILITATION / CAPITAL FUNDS

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

TRANSFERS TO OTHER OPERATORS' PAYMENT RATE TO METRO

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

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

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

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

EQUITY PLATFORM

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

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

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

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

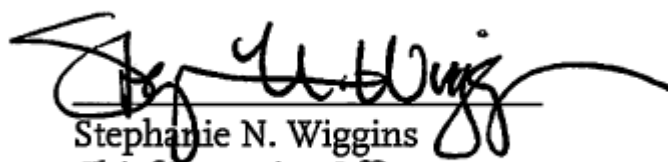
The Metrolink Board is scheduled to adopt their FY 2022-23 budget on June 24, 2022. Metro staff will monitor the implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Metro Board action. Metro is firmly supportive and committed to being a strategic partner with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

ATTACHMENTS

Attachment A - Metrolink FY 2022-23 Budget Transmittal

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

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



Stephanie N. Wiggins
Chief Executive Officer

May 27, 2022

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

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

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

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

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

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

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

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

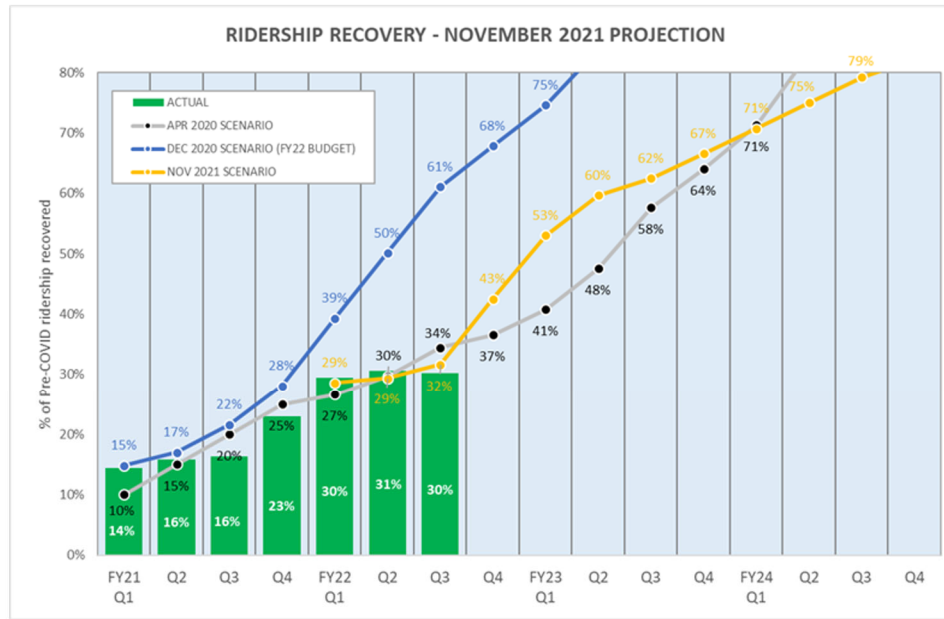
- Attachment B - FY23 Proposed Operating Budget with Comparison to FY22
- Attachment C - Historical Actual and Budgeted Operating Statements
- Attachment D - FY23 Proposed Operating Budget by Member Agency
- Attachment E - FY23 Proposed Operating Budget by Line
- Attachment F - History of Actual and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

Next Steps

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

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

Ridership Recovery Forecast



FY23 Proposed Operating Budget

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

Numbers may not foot due to rounding

Historical Actual and Budgeted Operating Statements

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

Numbers may not foot due to rounding

FY23 Proposed Operating Budget by Member Agency

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

Numbers may not foot due to rounding

FY23 Proposed Operating Budget by Line

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

Numbers may not foot due to rounding

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

Support by Member Agency

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

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

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



REHABILITATION PROJECT PROPOSALS FOR FY2023 BUDGET

REVISED: 02/11/22

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

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

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

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



NEW CAPITAL PROJECTS PROPOSALS FOR FY2023 BUDGET

REVISED: 03/22/22

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

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	PURSUIING RAISE GRANT	OTHER-SECURED CARL MOYER GRANT								
4	VEGAR	2576	Capital	ALL	All	NA	Worn	High	Business Systems	ENTERPRISE ASSET MANAGEMENT (EAM) IMPROVEMENT PROJECT - PHASE II	<p>Metrolink is building out the use of Trapeze Enterprise Asset Management System (EAM) as part of an effort to consolidate a series of standalone asset management systems into a single repository in a phased approach. The Metrolink Board approved a single source procurement back in May 2021 with Trapeze Software Group to add 2 new modules, optimization, implementation services, and Organizational Change Management as part of Phase I for \$1.5M. While Phase I (Project No. 519093) has been launched in FY2022, staff anticipates the project timeline will extend beyond the current fiscal year and into FY2023. As staff works to deliver Phase I of this EAM Improvement Project, there is a possibility of potential change orders that will be needed. Approximately \$200K of this budget request would be a placeholder in the capital budget for any unexpected consulting services, interfaces, customization, and configuration needs. Furthermore, Phase II would include the purchase of additional licenses and modules, implementation services, additional Organizational Change Management support, and other expenses as needed. The modules included in Phase II include: Application Interface Programming (API), Telematics, Mobile Focus Enterprise, Network Restrictions, Linear Visualization, and Illustrated Parts Catalog. This new phase will also require the support of a project management consultant, agency staff time, and project reserve at a similar percentage as budgeted for Trapeze EAM Phase I.</p> <p>In addition to building out the use of its prominent EAM System; Metrolink staff is also exploring software solutions that can be integrated in its EAM system to support prescriptive rail maintenance and allow the agency to measure the life extension and cost savings from rail grinding, milling and friction management allowing Metrolink to make well-informed investment decisions. The agency is seeking a software solution that will provide track engineering data, economics, and physics-based models that can be easily integrated into capital planning, budgeting and work execution processes. A prescriptive rail maintenance solution will enhance the agency's ability to develop the business case and identify the optimal rail maintenance strategy. This will allow Metrolink to more easily plan, approve, and fund rail maintenance, ultimately reducing maintenance costs and extending rail life and support the agency's State of Good Repair objectives. This effort combined with the investment in new modules and interfaces as part of Phase II of the EAM Improvement Project is anticipated to cost approximately \$1.7M.</p>	1,700,000	807,500	336,600	188,700	244,800	122,400											-
5	HOLMANS	2636	Capital	ALL	All	NA	Marginal	High	Business Systems	PMIS PURCHASE AND CONFIGURATION	<p>Implementation of a robust project management information, (PMIS), providing program controls support for ongoing and future work associated with capital improvement and rehabilitation projects initiated by SCRRA. The scope of the PMIS includes: Project Controls, Schedule Management, Cost Management, Estimating, Risk Management, Reporting Management, Contract Management and Document Management.</p> <p>The implementation phase tasks include:</p> <ul style="list-style-type: none"> o Configuring the PMIS system to provide the following functionalities: Contract Mgmt., Cost Mgmt., Scheduling Mgmt., Risk Mgmt., Reporting, Document Control, etc. o Pilot project o Data Migration o Training & Roll out <p>The planning phase tasks include those already funded in prior FY21 project:</p> <ul style="list-style-type: none"> o Requirements gathering and documentation o Gap analysis o Updating Business processes o Support in documenting and development of technical requirements that will be included in the forthcoming RFP for PMIS software and integration o Develop a comprehensive implementation plan 	5,725,000	2,719,375	1,133,550	635,475	824,400	412,200											-
FY2023 PROPOSED NEW CAPITAL REQUEST												12,100,000	5,502,875	2,293,830	1,285,935	1,668,240	834,120	515,000										
6	STEWARTM	2479	Capital	ALL	All	NA	Marginal	High	Rolling Stock	*MP36 LOCOMOTIVE REPLACEMENT - 10 OUT OF 15 LOCOMOTIVES - SUBJECT TO GRANT PURSUIT	The Tier 2 MP36 fleet of 15 locomotives was deployed in 2008-2009 and is now approaching its mid-life and the RAMS metrics are trending down as expected for locomotives at this age and use. This project request is for replacement of the MP36 fleet with new Tier 4 locomotives. (Agency is pursuing the goal to fund with grants up-to 94.3% with Member Agency contribution of 5.7%. This project proposal #2479 covers the first 10 out of a total of 15 locomotives with a 5.7% Member Agency contribution of \$5.82M out of this total \$102.52M funding request. The Agency has already secured \$51.6M in Carl Moyer grant funding for this project. Currently pursuing RAISE grant of \$45.0M.)	102,521,951	2,767,283	1,153,520	646,670	838,924	419,462											
FY2023 PROPOSED NEW CAPITAL TOTAL REQUEST												114,621,951	8,270,158	3,447,350	1,932,605	2,507,164	1,253,582	515,000	45,000,000	51,696,093								

NOTE:

*Staff will continue to secure additional grant funding for this project.

FY23 PROPOSED CAPITAL PROGRAM CASHFLOW

as of 03.18.22

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

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

Cash Basis

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

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

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

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

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

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

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

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

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

FY23 Proposed Operating Budget**Arrow Service**

4 Months (July-October 2022)

Revenue Service starts Late October 2022

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

Numbers may not foot due to rounding