



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam,
American Samoa,
Northern Mariana Islands

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November 21, 2024

Janice Hahn
Board of Directors Chair
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90112

Re: FY 2024 Triennial Review Final Report

Dear Ms. Hahn:

I am pleased to provide you with a copy of the Federal Transit Administration (FTA) final report which documents the results of FTA's Fiscal Year (FY) 2024 Triennial Review of the Los Angeles County Metropolitan Transportation Authority (LACMTA) in Los Angeles, California. Although not an audit, the Triennial Review, as required by [49 U.S.C. 5307\(f\)\(2\)](#), is the FTA's assessment of LACMTA's compliance with federal requirements, determined by examining a sample of award management and program implementation practices. As such, the Triennial Review is not intended as, nor does it constitute, a comprehensive and final review of compliance with program funding requirements.

Due to the Coronavirus 2019 (COVID-19) Public Health Emergency, FTA expanded the review to address LACMTA's compliance with the administrative relief and flexibilities FTA granted and the requirements of the [COVID-19 Relief](#) funds provided through the *Coronavirus Aid, Relief, and Economic Security Act of 2020 (CARES)*; *Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)*; and the *American Rescue Plan Act of 2021 (ARP)*.

The Triennial Review focused on LACMTA's compliance in 23 areas. The review revealed **no deficiencies** with FTA requirements in any of these areas.

Thanks to the staff of LACMTA for their cooperation and assistance during this Triennial Review. If you have any questions, please contact your assigned Post-Award Manager, Mahilet Amare, General Engineer, at 213-629-8610 or mahilet.amare@dot.gov; or your assigned Review Coordinator, Philoki Barros, Transportation Program Specialist, at 415-734-9452 or philoki.barros@dot.gov.

Sincerely,

For Ray Tellis
Regional Administrator

Attachment

FINAL REPORT

**FISCAL YEAR 2024
TRIENNIAL REVIEW**

of

**Los Angeles County Metropolitan Transportation Authority
(LACMTA)
Los Angeles, CA
ID: 5566**

Performed for:

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
REGION 9**

Prepared By:

TFC Consulting Inc.

Desk Review/Scoping Meeting Date: March 19-22, 2024

Site Visit Entrance Conference Date: September 9, 2024

Site Visit Exit Conference Date: September 20, 2024

Draft Report Date: October 22, 2024

Final Report: November 21, 2024

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I. Executive Summary

This report documents the Federal Transit Administration’s (FTA) Triennial Review of the Los Angeles County Metropolitan Transportation Authority (LACMTA) of Los Angeles, California. The FTA wants to ensure that awards are administered in accordance with the requirements of federal public transportation law in [49 U.S.C. Chapter 53](#). The review was performed by TFC Consulting, Inc. During the site visit, the reviewers discussed the administrative and statutory requirements and reviewed recipient documents.

Due to the Coronavirus 2019 (COVID-19) Public Health Emergency, the FTA expanded the review to address LACMTA’s compliance with the administrative relief and flexibilities that the FTA granted, and the requirements of the [COVID-19 Relief](#) funds provided through the *Coronavirus Aid, Relief, and Economic Security Act* of 2020 (CARES); *Coronavirus Response and Relief Supplemental Appropriations Act* of 2021 (CRRSAA); and the *American Rescue Plan Act* of 2021 (ARP). The FTA also requested LACMTA share if and/or how it suspended, deviated from, or significantly updated or altered its transit program due to the public health emergency.

The Fiscal Year (FY) 2024 Triennial Review focused on LACMTA’s compliance in 23 areas.

The review found **no deficiencies** with FTA requirements in any of these areas.

Summary of Findings

Review Area	Finding	Deficiency		Response Due Date	Date Closed
		Code	Description		
1. Legal	ND				
2. Financial Management and Capacity	ND				
3. Technical Capacity – Award Management	ND				
4. Technical Capacity – Program Management and Subrecipient Oversight	ND				
5. Technical Capacity – Project Management	ND				
6. Transit Asset Management	ND				
7. Satisfactory Continuing Control	ND				
8. Maintenance	ND				

Review Area	Finding	Deficiency		Response Due Date	Date Closed
		Code	Description		
9. Procurement	ND				
10. Disadvantaged Business Enterprise	ND				
11. Title VI	ND				
12. Americans with Disabilities Act (ADA) – General	ND				
13. ADA – Complementary Paratransit	ND				
14. Equal Employment Opportunity	ND				
15. School Bus	ND				
16. Charter Bus	ND				
17. Drug-Free Workplace	ND				
18. Drug and Alcohol Program	ND				
19. Section 5307 Program Requirements	ND				
20. Section 5310 Program Requirements	ND				
21. Section 5311 Program Requirements	NA				
22. Public Transportation Agency Safety Plan	ND				
23. Cybersecurity	ND				

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are: Deficient (D) / Not Deficient (ND) / Not Applicable (NA).

II. Review Background and Process

1. Background

The [United States Code, Chapter 53 of Title 49](#) [49 U.S.C. 5307(f)(2)] requires that “At least once every 3 years, the Secretary shall review and evaluate completely the performance of a recipient in carrying out the recipient’s program, specifically referring to compliance with statutory and administrative requirements...” The FTA performs this Triennial Review in accordance with its procedures (published in FTA Order 9010.1B, April 5, 1993).

The [Triennial Review](#) includes a review of the recipient’s compliance in 23 areas. The basic requirements for each of these areas are summarized in Section IV. The FTA contracts with experienced reviewers to lead and conduct the reviews, in partnership with the staff of the regional office.

This report presents the findings from the Triennial Review of the recipient. The review concentrated on procedures and practices employed since the recipient’s previous Triennial Review in 2021; however, coverage was extended to earlier periods as appropriate to assess the policies in place and the management of award funds. The specific documents reviewed and referenced in this report are available at the FTA regional office or the recipient’s location.

2. Process

The Triennial Review includes a pre-review assessment, a desk review and scoping meeting with the FTA regional office, and a site visit to the recipient’s location. Due to the Coronavirus 2019 (COVID-19) Public Health Emergency, the FTA expanded the review to address the recipient’s compliance with the administrative relief and flexibilities that the FTA granted, and the requirements of the [COVID-19 Relief](#) funds provided through the *Coronavirus Aid, Relief, and Economic Security Act* of 2020 (CARES); *Coronavirus Response and Relief Supplemental Appropriations Act* of 2021 (CRRSAA); and the *American Rescue Plan Act* of 2021 (ARP). The FTA also requested the recipient share if and/or how it suspended, deviated from, or significantly updated or altered its transit program due to the public health emergency.

The Fiscal Year (FY) 2024 process began with the regional office transmitting FTA’s notification of the review and a Recipient Information Request (RIR). While the recipient prepared its response to the RIR, the regional office and review team conducted a desk review and scoping meeting. Regional office staff provided electronic files as necessary to the reviewers who also accessed recipient information in the FTA electronic award management and program oversight systems: [Transit Award Management System \(TrAMS\)](#) and [Oversight Tracking System \(OTrak\)](#). Following the desk review and scoping meeting, the reviewers and the recipient corresponded and exchanged information and documentation in preparation for the site visit. Prior to the site visit, the reviewer sent to the recipient an agenda package indicating the issues for discussion, records to be reviewed, and interviews to be conducted.

The site visit began with an entrance conference at which the reviewers and regional staff discussed the purpose of the Triennial Review and the review process. The reviewers conducted additional interviews and reviewed documentation to evidence the recipient’s compliance with FTA requirements.

The reviewers reviewed three (3) subrecipients, AltaMed Health Services Corporation of 2040 Camfield Avenue, Los Angeles (Section 5310 funds), City of Glendale (Section 5310, CMAQ/5307, and 5339 funds) and City of Pasadena (Section 5310, CMAQ/5307, and 5309 funds), and an operations contractor, MV Transportation, Inc. (Bus South Division), to provide an overview of activities related to the FTA-funded projects. The reviewers also examined a sample of records and procurement files.

Upon completion of the site visit, the reviewers and the FTA regional office staff discussed preliminary findings with the recipient, and subsequently presented and provided the findings formally at the exit conference, conducted virtually. The table below summarizes key review dates. Section V of this report lists the individuals participating in the entrance conference, exit conference, and/or the site visit.

Key Review Dates

12/20/2023	FTA transmits the Recipient Information Request (RIR)
2/29/2024	RIR response is due to the Reviewers
3/19-22/2024	Scoping Meeting between FTA and the Reviewers
8/23/2024	Reviewer transmits the Agenda Package
9/9/2024	Site Visit begins with Entrance Conference
9/13/2024	Site Visit ends
9/20/2024	Exit Conference (virtual)
11/19/2024	Final Report sent to be sent to the Recipient within 45 business days from the Exit Conference

3. Metrics

The metrics used to evaluate whether a recipient is meeting the requirements for each of the areas reviewed are:

- **Not Deficient (ND):** An area is considered not deficient if, during the review, nothing came to light that would indicate the requirements within the area reviewed were not met.
- **Deficient (D):** An area is considered deficient if any of the requirements within the area reviewed were not met.
- **Not Applicable (NA):** An area can be deemed not applicable if, after an initial assessment, the recipient does not conduct activities for which the requirements of the respective area would be applicable.

III. Recipient Description

1. Organization

The Los Angeles County Metropolitan Transportation Authority (LACMTA) was formed in 1993 out of the merger of the Los Angeles County Transportation Commission and the Southern California Rapid Transit District. The LACMTA serves as transportation planner, coordinator, designer, builder, and public transportation provider for Los Angeles County, California and serves a population of approximately 9.7 million.

The LACMTA is governed by a Board of Directors which consists of 14 board members (13 voting and one (1) non-voting) as follows:

- Chair – Los Angeles County Board Supervisor (District 4)
- 1st Vice Chair – appointee of Los Angeles County City Selection Committee (Southeast Long Beach sector)
- 2nd Vice Chair – appointee of the Mayor of the City of Los Angeles County
- Four (4) Board Members – Los Angeles County Board Supervisor (Districts 1, 2, 3, 5)
- Board Member – Mayor of the City of Los Angeles
- Three (3) Board Members – Appointees of the Mayor of the City of Los Angeles
- Board Member – appointee of Los Angeles County City Selection Committee (Southwest Corridor sector)
- Board Member – appointee of Los Angeles County City Selection Committee (San Gabriel Valley sector)
- Non-Voting Board Member – appointee of the Governor of California (District 7 Director, California Department of Transportation (Caltrans))

The LACMTA (referred to as Metro) operates the following transportation modes: fixed-route bus, vanpool program, light rail, heavy rail, and a microtransit service pilot. During the review period LACMTA utilized the following companies as its fixed-route bus service operating contractors: MV Transportation, Inc. (South Region – four lines), Southland Transit, Inc. (East Region – four lines) and Transdev Services, Inc. (North Region – six lines). As of June 2024, Transdev was no longer an operating contractor. The following companies provide vehicles for leased vanpool services: Green Commuter, Airport Van Rental (AVR), Enterprise Rideshare. Complementary paratransit service is provided by Access Services, Inc.

The LACMTA offers the following fare schedule for its rail and fixed-route services: Regular Ride – \$1.75, Senior 62+/Medicare/Customer with Disability – \$0.75 peak fare and \$0.35 off-peak fare. The LACMTA also offers GoPass for K-12 and community college students who attend participating schools. Qualifying students are permitted to ride anywhere at any time for free on buses and trains. The LACMTA, through Access Services, Inc., provides complementary paratransit service under the service name of Access. Access operates on the same schedule as LACMTA’s fixed-route service. The Access customer’s one-way fare is based on the distance traveled with a maximum fare of \$3.50 (except to/from and in Antelope and Santa Clarita Valleys). Access customers may also present their green Access Rider ID Card for free fixed-route services.

The LACMTA’s administration office is located at One Gateway Plaza in Los Angeles. Additionally, LACMTA operates the following additional facilities with FTA interest:

Bus Garages

- Division 1 Bus Yard – 1130 East 6th Street, Los Angeles
- Division 2 Bus Yard – 720 East 15th Street, Los Angeles
- Division 3 Bus Yard – 630 West Avenue 28, Los Angeles
- Division 5 Bus Yard – 5425 South Van Ness Avenue, Los Angeles
- Division 6 Bus Yard – 100 Sunset Avenue, Venice
- Division 7 Bus Yard – 8800 Santa Monica Boulevard, West Hollywood
- Division 8 Bus Yard – 9201 Canoga Avenue, Chatsworth
- Division 9 Bus Yard – 3369 Santa Anita Avenue, El Monte
- Division 10 Bus Yard – 742 North Mission Road, Los Angeles
- Division 13 Bus Yard – 920 North Vignes, Los Angeles
- Division 15 Bus Yard – 11900 Branford Street, Sun Valley
- Division 18 Bus Yard - Carson – 450 West Griffith Street, Gardena

Rail Facilities

- Division 16, K Line (Crenshaw) Division – 5600 Arbor Vitae Street, Los Angeles
- Division 20, B, D Line (Red/Purple) Yard – 320 South Santa Fe Avenue, Los Angeles
- Division 21, E Line (Expo) Secondary Yard (Midway) – 1800 Baker Street, Los Angeles

Transit Centers

- LAX Transit Center – 6111 West 96th Street, Los Angeles
- El Monte Station – 3501 Santa Anita Avenue, El Monte

Other Facilities

- Central Maintenance Facility (CMF) – 90 Bauchet Street, Los Angeles
- Materials Warehouse – 628 Aliso Street, Los Angeles
- Cash Counting Room (Division 2) – 706 East 15th Street, Los Angeles

The LACMTA’s fleet consists of the following vehicles with the associated operating schedules:

Fixed-Route

- 958 FTA-funded and 1,025 locally funded vehicles
- 24 hours a day and seven (7) days a week

Light Rail

- 167 FTA-funded and 170 locally funded vehicles
- Weekdays, Saturdays, and Sundays from 3:33 a.m. – 12:57 a.m.

Heavy Rail

- 68 FTA-funded and 32 locally funded vehicles
- Weekdays, Saturdays, and Sundays from 4:10 a.m. – 12:31 a.m.

Microtransit

- Currently a pilot program which operates in eight (8) zones
- No FTA-funded and 68 locally funded vehicles
- Weekdays from 5:00 a.m. – 11:00 p.m.; Saturdays and Sundays from 5:00 a.m. – 10:00 p.m.

As part of its role administering the funding for all Los Angeles County transit providers, LACMTA administers a pass-through grant program of FTA funds. The LACMTA initiated the program in October 2001. Sources of FTA funds include Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Program (STP) funds transferred into the Section 5307 program, Section 5309, Section 5316, Section 5317 and Section 5339 funds. The LACMTA is also the designated recipient of Section 5310 funds for the Los Angeles County urban area.

During this review period, 70 local government authorities and private nonprofit organizations were active subrecipients of LACMTA’s pass-through grant program. At the time of the review 37 subrecipients had current grant activity, and 33 had closed or completed projects that utilized FTA funds for facilities, rolling stock and/or equipment with remaining useful life that require continual oversight.

2. Award and Project Activity

Below is a list of LACMTA’s open awards at the time of the review.

FAIN	Award Amount	Year Executed	Award Name
CA-2024-071-00	\$4,184,985	2024	FY21 Section 5337 Rail Preventive Maintenance
CA-2024-136-00	\$893,319,978	2024	EPD Pilot Program Los Angeles County East San Fernando Valley Transit Corridor Phase I - FFGA
CA-2024-178-00	\$2,793,980	2024	FY 2022-2024 FHWA Ferry Boat Construction & Misc. (Sect. 70) - Avalon Cabrillo Mole Ferry Terminal Construction
CA-2024-113-00	\$104,160,000	2024	FY22 Section 5339 LoNo for Zero Emission Buses, Charging Infrastructure & Workforce Development (D2022-LWNO-015)
CA-2017-055-01	\$1,450,000	2020	FY16 Demonstration of Collision Avoidance and Mitigation Technologies on Los Angeles Metro Bus Service

FAIN	Award Amount	Year Executed	Award Name
CA-2024-089-00	\$1,509,978	2024	FY22 FTA Section 5310- L.A. County Program Administration
CA-2024-065-00	\$320,030,833	2024	FY19, 21-23 Section 5307 for Bus Preventive Maintenance & ATI project
CA-37-X100-01	\$10,343,881.00	2009	Los Angeles County JARC projects
CA-2024-061-00	\$59,583,554	2024	FY2023 CIG Section 165 Funding - Westside Purple Line Extension Section 3
CA-2022-144-00	\$138,048,302	2024	Westside Purple Line Extension Section 3 - CMAQ & STBG
CA-16-X066-00	\$6,092,451	2015	5310 All
CA-2019-170-07	\$821,983,701	2024	Westside Purple Line Extension Section 3 - FFGA
CA-2018-065-00	\$9,207,811	2018	L.A. County Section 5310 All Subrecipients- FY17
CA-2023-236-00	\$13,891,798	2023	FY 2022-2023 FTA Section 5310- L.A. County Subrecipient Projects
CA-2023-228-00	\$5,000,000	2023	FY 2022 Sec. 22-CMPJ-1 Discretionary - Property Acquisition for the Inglewood Transit Connector Project Right of Way
CA-2020-167-00	\$9,787,049	2020	L.A. County Section 5310 All Subrecipients - FY19
CA-2023-163-00	\$222,000,000	2023	FY22-23 Section 5337 Rail Preventive Maintenance
CA-2021-012-00	\$700,000	2021	FY2020 AIM for Travel Rewards Research Pilot
CA-2016-047-09	\$1,021,983,701	2023	Westside Purple Line Extension Section 2 - FFGA
CA-2018-031-01	\$151,251,460	2023	5337 LA Metro Rail Vehicle Midlife Overhauls
CA-2016-017-09	\$1,085,000,000	2023	Westside Purple Line Extension Section 1 - FFGA
CA-2017-103-00	\$15,000,000	2017	TIGER VII (79-TG-7) Rail to Rail Active Transportation Corridor Connector Project
CA-2019-056-04	\$146,810,553	2023	Section 5339 Bus Overhauls
CA-2023-041-00	\$2,186,396	2023	5307 CMAQ Glendale Beeline Transit Vehicle Replacement
CA-2019-121-00	\$3,230,946	2019	Cabrillo Mole Ferry Terminal (5307/ Section 70 Ferry Boat Construction - FHWA Transfer)
CA-2022-128-00	\$1,919,678	2022	Avalon Cabrillo Mole Ferry Terminal (Ferry Boat Program FHWA Formula Funds)
CA-2022-206-00	\$8,326,000	2022	Rail to Rail Active Transportation Corridor Connector Segment A-1 (ATP/FHWA Transfer to Section 5307)
CA-2022-138-00	\$59,228,415	2022	ARP Act – Capital Investment Section 5309 New Starts – Regional Connector
CA-2022-141-00	\$1,254,817	2022	L.A. County Section 5310 All Subrecipients- CRRSAA Grant- Operating Assistance
CA-2022-142-00	\$1,254,836	2022	L.A. County Section 5310 All Subrecipients- ARPA Grant- Operating Assistance
CA-2016-046-06	\$504,900,000	2022	Regional Connector Transit Corridor
CA-2016-026-04	\$149,430,000	2022	SYSTEMWIDE LIGHT RAIL VEHICLES
CA-2021-226-00	\$1,115,715	2021	L.A. County Section 5310 Program Administration- FFY19
CA-2021-177-00	\$1,221,190	2021	CMAQ Burbank Bus Transit Vehicle Replacement
CA-2021-152-00	\$4,000,000	2021	5307(h) Avalon Cabrillo Mole Ferry Terminal
CA-2016-045-02	\$169,000,000	2019	Westside Purple Line Extension Section 2 - CMAQ
CA-95-X251-00	\$64,000,000	2014	Regional Connector - Construction
CA-37-X123-01	\$13,878,024	2014	JARC - Capital/Operating Assist.

FAIN	Award Amount	Year Executed	Award Name
CA-57-X100-01	\$7,354,678	2014	New Freedom - Capital and Op Assist.
CA-03-0825-02	\$165,000,000	2015	Regional Connector Transit Corridor
CA-2017-058-00	\$1,132,000	2017	5339 Fareboxes and Equipment for the City of Glendale
CA-04-0088-04	\$5,570,560	2012	Trans Ctr./ B Park & Shelters
CA-95-X264-00	\$12,171,000	2015	Westside Purple Line Ext -Section 1
CA-03-0824-01	\$165,000,000	2015	Westside Purple Line Ext -Sect 1 FY15 NS
CA-37-X071-04	\$5,032,849	2012	L A County JARC Prog. Adm. FY06-12
CA-57-X084-01	\$8,702,026	2014	New Freedom - Capital/Operating Assist.
CA-79-0001-00	\$13,903,535	2012	Crenshaw/LAX Transit Corridor
CA-57-X048-00	\$1,755,553	2010	New Freedom - Capital/Operating Assist.

The LACMTA received Supplemental Funds for operating assistance in awards CA-2020-184 (CARES), CA-2021-140 (CRRSAA), CA-2022-021 (ARP), CA-2022-081 (ARP), CA-2022-105 (ARP), CA-2022-138 (ARP), CA-2022-141 (CRRSAA), CA-2022-142 (ARP), and CA-2022-149 (ARP). This is not the first Triennial Review LACMTA received operating assistance from the FTA.

Projects Completed

Since the prior review in 2021, LACMTA completed the following noteworthy projects:

- Busway improvement project at Patsaouras Bus Plaza at Union Station
- Improvement project at Willowbrook/Rosa Parks Station
- Construction of the Pomona Hydrogen Fueling Station
- Installation of a separate Electric Bus Meter at Arcadia/Irwindale Operations and Maintenance (O&M) Facility.

Ongoing Projects

The LACMTA is currently implementing the following noteworthy projects:

- Regional Connector light rail line
- The last segment of the Crenshaw/LAX Transit Corridor between Westchester/Veteran Station and the Metro C Line (Green) Aviation/LAX Station, including a new station at Century/Aviation
- The Airport Metro Connector – 96th Street Transit Station
- Extension of the A Line to Pomona (Gold Line Segment 2B)
- Section 1 of the Westside Subway Extension
- Section 2 of the Westside Subway Extension
- Section 3 of the Westside Subway Extension
- Rail to Rail Active Transportation Corridor (ATC)
- Eastside Access Improvements
- Cesar Chavez Bus Stop Improvements Project

- Division 20 Portal Widening & Turnback Facility Project
- Phase IIB of the Gold Line Foothill Extension (LACMTA will operate once opened)
- Metro Orange Line Bus Rapid Transit (BRT) Improvements Project
- The East San Fernando Valley Transit Corridor Project (transit study)
- The Eastside Transit Corridor Phase 2 (transit study)
- Green Line Extension to Torrance (environmental impact review of options for a proposed extension)
- Southeast Gateway Line (formerly West Santa Ana Transit Corridor)
- Link Union Station
- Procurement for up to 100 40-foot zero emission buses
- Procurement for up to 235 Light Rail Vehicles
- Procurement for up to 64 Heavy Rail Vehicles
- Purchase and installation of the Electric Bus Charging Equipment to charge LACMTA's Battery Electric Bus (BEB) fleet at Division 18.

Future Projects

The LACMTA plans to pursue the following noteworthy projects in the next three to five years:

- Sepulveda Pass Transit Corridor Phase 2
- Procurement for up to 260 40-foot zero emission buses
- Procurement for up to 232 Heavy Rail Vehicles
- Purchase and installation of the Electric Bus Charging Equipment to charge LACMTA's BEB fleet at Division 9.

IV. Results of the Review

1. Legal

Basic Requirement: The recipient must promptly notify the FTA of legal matters and additionally notify the USDOT Office of Inspector General (OIG) of any instances relating to false claims under the [False Claims Act](#) or fraud. Recipients must comply with restrictions on lobbying requirements.

Finding: No deficiencies.

2. Financial Management and Capacity

Basic Requirement: The recipient must have financial policies and procedures; an organizational structure that defines, assigns, and delegates fiduciary authority; and financial management systems in place to manage, match, and charge only allowable costs to the award. The recipient must conduct required Single Audits, as required by [2 CFR Part 200 Subpart F](#), and provide financial oversight of subrecipients.

Finding: No deficiencies.

3. Technical Capacity – Award Management

Basic Requirement: The recipient must report progress of projects in awards to the FTA and close awards timely.

Finding: No deficiencies.

4. Technical Capacity – Program Management & Subrecipient Oversight

Basic Requirement: Designated Recipients of Sections 5310, 5311, and 5339 funds must develop and submit a Program Management Plan to the FTA for approval. Recipients must enter into an agreement with each subrecipient, obtain required certifications from subrecipients, report in the [Federal Funding Accountability and Transparency Act Subaward Reporting System \(FSRS\)](#) on subawards, and ensure subrecipients comply with the terms of the award.

Finding: No deficiencies.

5. Technical Capacity – Project Management

Basic Requirement: The recipient must implement the FTA-funded projects in accordance with the award application, the [FTA Master Agreement](#), and applicable laws and regulations using sound management practices.

Finding: No deficiencies.

6. Transit Asset Management

Basic Requirement: Recipients must comply with [49 CFR Part 625](#) to ensure public transportation providers develop and implement [transit asset management \(TAM\) plans](#).

Finding: No deficiencies.

7. Satisfactory Continuing Control

Basic Requirement: The recipient must ensure that FTA-funded property will remain available and used for its originally authorized purpose throughout its useful life until disposition.

Finding: No deficiencies.

8. Maintenance

Basic Requirement: Recipients must keep federally-funded vehicles, equipment, and facilities in good operating condition. Recipients must keep [Americans with Disabilities Act](#) (ADA) accessibility features on all vehicles, equipment, and facilities in good operating order.

Finding: No deficiencies.

9. Procurement

Basic Requirement: The non-federal entity must use its own documented procurement procedures which reflect applicable state, local, and tribal laws and regulations, and conform to applicable federal law and the standards identified in [2 CFR Part 200](#).

The reviewers examined documentation in the following sampled procurements:

Contract/ Product	Award Date	Amount	Method	Deficiencies
West Santa Ana Branch (WSAB) Transit Corridor Advanced Engineering	11/29/2023	\$150,814,952.00	Request for Proposals (RFP)	None
Contracted Transportation Services - East Region	4/26/2022	\$90,032,723.00	RFP	None
HR5000 HRV Acquisition Contract	2/16/2024	\$671,481,047	RFP	None

Contract/ Product	Award Date	Amount	Method	Deficiencies
Sunbelt Sports Paints, Inc. dba True Colors	1/24/2024	\$6,689.25	Request for Quote (RFQ)	None
Sunbelt Sports Paints, Inc. dba True Colors	1/24/2024	\$3,453.78	Request for Quote (RFQ)	None
Sunbelt Sports Paints, Inc. dba True Colors	1/24/2024	\$6,832.80	Request for Quote (RFQ)	None
City of Pasadena Rolling Stock (subrecipient procurement)	11/1/2023	\$399,020.00	Piggyback	None

Finding: No deficiencies.

10. Disadvantaged Business Enterprise (DBE)

Basic Requirement: Recipients must comply with [49 CFR Part 26](#) to ensure nondiscrimination in the award and administration of USDOT-assisted contracts. Recipients also must create a level playing field on which DBEs can compete fairly for USDOT-assisted contracts.

Finding: No deficiencies.

11. Title VI

Basic Requirement: The recipient must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance without regard to whether specific projects or services are federally funded. The recipient must ensure that all transit services and related benefits are distributed in an equitable manner.

Finding: No deficiencies.

12. Americans with Disabilities Act (ADA) – General

Basic Requirement: Titles II and III of the *Americans with Disabilities Act* of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: No deficiencies.

13. ADA – Complementary Paratransit

Basic Requirement: Under 49 CFR 37.121(a), each public entity operating a fixed-route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed-route system. “Comparability” is determined by 49 CFR 37.123-37.133. Requirements for complementary paratransit do not apply to commuter bus, commuter rail, or intercity rail systems.

Finding: No deficiencies.

14. Equal Employment Opportunity (EEO)

Basic Requirement: The recipient must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program or activity receiving federal financial assistance under the federal transit laws.

Finding: No deficiencies.

15. School Bus

Basic Requirement: Recipients are prohibited from providing school bus service in competition with private school bus operators unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally-funded equipment or facilities cannot be used to provide exclusive school bus service.

Finding: No deficiencies.

16. Charter Bus

Basic Requirement: Recipients are prohibited from using the FTA-funded equipment and facilities to provide charter service that unfairly competes with private charter operators. Recipients may operate charter only when the service meets a specified exception defined in rule.

Finding: No deficiencies.

17. Drug Free Workplace Act

Basic Requirement: Recipients are required to maintain a drug free workplace for all award-related employees; report any convictions occurring in the workplace timely; and have an ongoing drug free awareness program.

Finding: No deficiencies.

18. Drug and Alcohol Program

Basic Requirement: Recipients receiving Section 5307, 5309, 5311, or 5339 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: No deficiencies.

19. Section 5307 Program Requirements

Basic Requirement: The recipient must participate in the transportation planning process in accordance with FTA requirements and the metropolitan and statewide planning regulations.

Recipients shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP).

Recipients are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

For fixed-route service supported with [Section 5307](#) assistance, fares charged to seniors, persons with disabilities, or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Finding: No deficiencies.

20. Section 5310 Program Requirements

Basic Requirement: Recipients must expend [Section 5310](#) funds on eligible projects that meet the specific needs of seniors and individuals with disabilities. Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. Recipients must approve all subrecipient leases of Section 5310-funded vehicles. Leases of Section 5310-funded vehicles must include required terms and conditions. Either the recipient or subrecipient must hold the title to the leased vehicles.

Finding: No deficiencies.

21. Section 5311 Program Requirements

Basic Requirement: States must expend [Section 5311](#) funds on eligible projects to support rural public transportation services and intercity bus transportation.

Finding: Not Applicable. This section only applies to recipients that receive Section 5311 funds directly from FTA.

22. Public Transportation Agency Safety Plan (PTASP)

Basic Requirement: Recipients must comply with the [Public Transportation Agency Safety Plan \(PTASP\)](#) regulation ([49 CFR Part 673](#)) to ensure public transportation providers develop and implement an Agency Safety Plan (ASP).

Finding: No deficiencies.

23. Cybersecurity

Basic Requirement: Recipients that operate rail fixed guideway public transportation systems must certify compliance with the requirements for establishing a cybersecurity process under [49 U.S.C. § 5323\(v\)](#), a new subsection added by the *National Defense Authorization Act for Fiscal Year 2020*, Pub. L. 116-92, § 7613 (Dec. 20, 2019).

Finding: No deficiencies.

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