Los Angeles County
Metropolitan Transportation Authority

Adopted Budget

FY26

July 1, 2025 – June 30, 2026



Metro



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Cover: ***Pacific Electric Railway*** *on first day of operation to Long Beach, July 4, 1902.*


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We have one goal at Metro, to be people's first choice for transportation in LA County. While that goal is both ambitious and essential, the progress we have made shows that it is within reach. Through sustained investment, innovative thinking and dedicated leadership, we are making real progress. Each year, we continue to build a transit system that is more connected, more reliable, safer and more responsive to the evolving transportation needs of the region.

In recent years, we've restored service, strengthened safety, modernized our infrastructure, and improved the everyday experience of our riders. We've built trust by listening to the communities we serve, investing in equity, and focusing on what matters most to our riders: reliable service, cleaner stations and vehicles, and a transit system that feels safe, welcoming, and accessible to all.

Metro now operates the second busiest transit system in the country and leads the nation in light rail ridership. We are also leading the country in delivering the largest transit capital improvement program, a testament to our long-term vision and dedication to building a better connected LA County.

The $9.5 billion FY26 budget continues that progress by advancing major expansion projects, enhancing Customer Experience, and improving safety for both our riders and employees. It also reflects our commitment to equity, sustainability, and fiscal responsibility, ensuring that every dollar we spend drives meaningful results for our riders.

This budget reflects not only our strategic priorities but also our core values. Our values are the foundation for how we implement this budget guiding our decisions, our priorities, and the way we serve LA County.

1. **We all deserve a safe Metro —** which is why safety remains at the center of our operational and capital investments, for both riders and employees.
2. **Together, we do hard things —** and this budget reflects the collective effort required to advance complex, region-shaping projects across LA County.
3. **Our actions matter —** every decision we make is aimed at building public trust and delivering real, measurable improvements.
4. **We put people first —** from how we implement our services to how we allocate resources, we are centering equity, access, and the rider experience.
5. **We're proud to be One Metro —** and through this budget, we are strengthening collaboration across the agency to move forward with a shared vision.

We All Deserve a Safe Metro

Safety remains the top priority for this agency. In FY26, we are investing **$419.4 million** in public safety, a **10.2% increase** over FY25, to expand our multi-layered safety approach. This includes beginning the phased launch of our new Department of Public Safety (DPS).

We're also increasing our public safety capital investments by **$17.5 million,** bringing the total to **$34.5 million**, to support emergency communication upgrades, improved lighting, enhanced fencing, and station safety technology across the system.

To enhance access control, we'll further modernize our fare collection system and expand the pilot to install taller faregates at 29 rail and busway stations by the end of the fiscal year. We'll also continue to implement our successful TAP-to-Exit pilot program at all end-of-line stations, we will expand our elevator attendant pilot, and we'll modernize and replace aging elevators and escalators for improved reliability, accessibility, and safety.

And to address the societal issues that show up on our system, from homelessness to untreated mental illness and addiction, Metro is investing in coordinated and compassionate responses. This budget strengthens our partnerships with organizations to expand outreach and support services, and it advances our commitment to housing by helping thousands more Angelenos move into interim or permanent housing. We are also launching our crisis interventionist program, a cornerstone of our new DPS, to ensure that those in crisis are met with care.

Together, We Do Hard Things

At Metro, we collaborate to make it happen, dream big, and execute strong. Operating one of the nation's largest transit systems while continuing to expand it is no small task. The FY26 budget funds **8.9 million Revenue Service Hours (RSH)** across bus, rail, and Metro Micro, supporting ongoing operations and two major rail expansions:

> The A Line Extension to Pomona, with four new stations (Glendora, San Dimas, La Verne, & Pomona)
> The first segment of the D Line Extension from Koreatown to Beverly Hills, adding three new stations (Wilshire/La Brea, Wilshire/Fairfax, & Wilshire/La Cienega)

Our Capital Improvement Program (CIP) budget of **$607.5 million** supports key infrastructure upgrades, fleet modernization, and the transition to a zero-emission bus fleet, a long-term commitment that will require an estimated $3.5 to $4.4 billion in future investment.

Our Transit Infrastructure Development Program will grow by 12.2% to $2.2 billion over FY25, with much of it designated for the continued D Line Extension Segments 1, 2 and 3, and the East San Fernando Valley Light Rail Transit project. A 10.1% increase in our transit construction budget will also advance the early stages of our Southeast Gateway Line, the G Line construction upgrades, and design work for the Eastside Extension. Metro's FY26 budget also supports continuing the construction of the I-105 ExpressLanes, expanding bus-only lanes throughout LA County, breaking ground on our NoHo-Pasadena BRT, and other improvements to bus speed and reliability.

Our Actions Matter

Everything we do at Metro matters to the people of LA County, from facilitating affordable and efficient connections to jobs and family, to reducing the impact of transportation on our region's climate. The FY26 budget supports Metro's strategy to reduce Vehicle Miles Traveled (VMT) and align with statewide climate goals. These investments are expected to support ongoing VMT reduction through expanded transit access, fare assistance, and mode shift strategies.

VMT and VMT per capita in LA County are already lower than national averages, but we need to do everything we can to further reduce the number of car trips and provide viable alternatives to driving alone.

We Put People First

At Metro, we know we need to earn your trust and confidence. At the heart of every investment in this budget is a commitment to serve the people who rely on Metro the most – working families, students, seniors, riders with disabilities, and communities historically underserved by transportation investment.

This budget prioritizes equity in action. Metro continues to employ our Equity Platform to ensure that service improvements, infrastructure upgrades, and first/last mile connections are delivered where they're needed most. The NextGen Bus Plan remains a cornerstone of this effort providing faster, more frequent, and more reliable service, with bus revenue service hours concentrated in neighborhoods where transit is a lifeline.

Affordability is another critical piece of putting people first. The Low-Income Fare is Easy (LIFE) program grows to **$36.4 million**, a 6.1% increase from FY25, allowing more riders to access deeply discounted or free fares.

This budget also supports the rider experience beyond the ride through better-lit stations, cleaner buses and platforms, expanded mobile restrooms, and a growing Station Experience team focused on listening to community input and making visible improvements that also enhance safety. We've dedicated **$2.47 billion** to bus investments, including operations, maintenance, planning, and infrastructure.

In every touchpoint from operations to technology to public engagement we are striving to earn rider trust and deliver a transit system that reflects the dignity, safety, and accessibility that every rider deserves.

Proud to be One Metro

Behind every bus that runs on time, every clean station, every safety improvement, and every rider served, there are thousands of Metro employees making it happen. With a workforce of more than **12,000 dedicated professionals,** this budget reflects the strength, skill, and commitment of the people who keep Los Angeles moving.

Our operators, mechanics, cleaners, planners, engineers, security teams, and support staff all share a singular focus: to deliver a better transit experience, every day. Their work is the engine behind our progress from delivering expanded service to implementing new technologies, enhancing safety, and improving accessibility systemwide.

This budget continues to invest in our workforce, with increased staffing to support service expansion, enhanced cleaning, and rail operations. It also sustains vital initiatives like SEED LA and WIN-LA, which help us grow the next generation of transit leaders from the very communities we serve.

The FY26 budget not only strengthens the day-to-day experience for Metro riders, but also prepares our system for some of the most significant sporting events coming to LA County. As we gear up to host the FIFA World Cup in 2026, followed by the Olympic and Paralympic Games in 2028, Metro is laying the groundwork to deliver a world-class transit experience.

These global events present an extraordinary opportunity to showcase the progress we've made not just in building infrastructure, but in transforming how people move through Los Angeles. In 2026, Los Angeles will host eight World Cup matches, the equivalent of eight Super Bowls in one month. Millions of visitors will rely on our system, and just as importantly, so will our residents.

That's why this budget prioritizes investments in service reliability, cleanliness, accessibility, and safety – the elements that define a great transit experience. The work we do now will pay dividends in both the short and long term: building confidence, improving mobility, and ensuring our system is ready not just for the world's spotlight, but for the everyday journeys of Angelenos long after the final whistle.

We are clear eyed that current geopolitical uncertainty may have a near-term impact on Metro. But we must continue to move forward boldly on our ambitious plans, to transform LA County and deliver a more equitable, sustainable, and accessible transit system.

The FY26 Adopted Budget is more than a financial plan, it's a commitment to serve our riders better, to invest where it counts, and to do so with transparency, accountability, and purpose.

Thank you for your continued support and trust.

With gratitude,



Stephanie Wiggins
Chief Executive Officer



1

Janice Hahn
Chair
LA County Board Supervisor
Fourth Supervisorial District



2

Fernando Dutra
Frist Vice Chair
Appointee of LA County City
Selection Committee
Southeast Long Beach sector



3

Jacquelyn Dupont-Walker
Second Vice Chair
Appointee of Mayor of the
City of Los Angeles



4

Kathryn Barger
LA County Board Supervisor
Fifth Supervisorial District



5

Karen Bass
Mayor of the City of Los Angeles



6

James Butts
Appointee of LA County City
Selection Committee
Southwest Corridor sector



7

Lindsey Horvath
LA County Board Supervisor
Third Supervisorial District



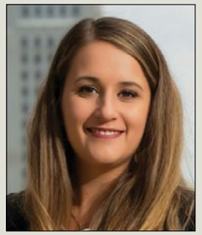
8

Holly J. Mitchell
LA County Board Supervisor
Second Supervisorial District



9

Ara Najarian
Appointee of LA County City Selection
Committee - North County/San
Fernando Valley sector



10

Imelda Padilla
Appointee of the Mayor of the
City of Los Angeles



11

Tim Sandoval
Appointee of LA County City Selection
Committee - San Gabriel Valley sector



12

Hilda L. Solis
LA County Board Supervisor
First Supervisorial District



13

Katy Yaroslavsky
Appointee of the Mayor of the
City of Los Angeles

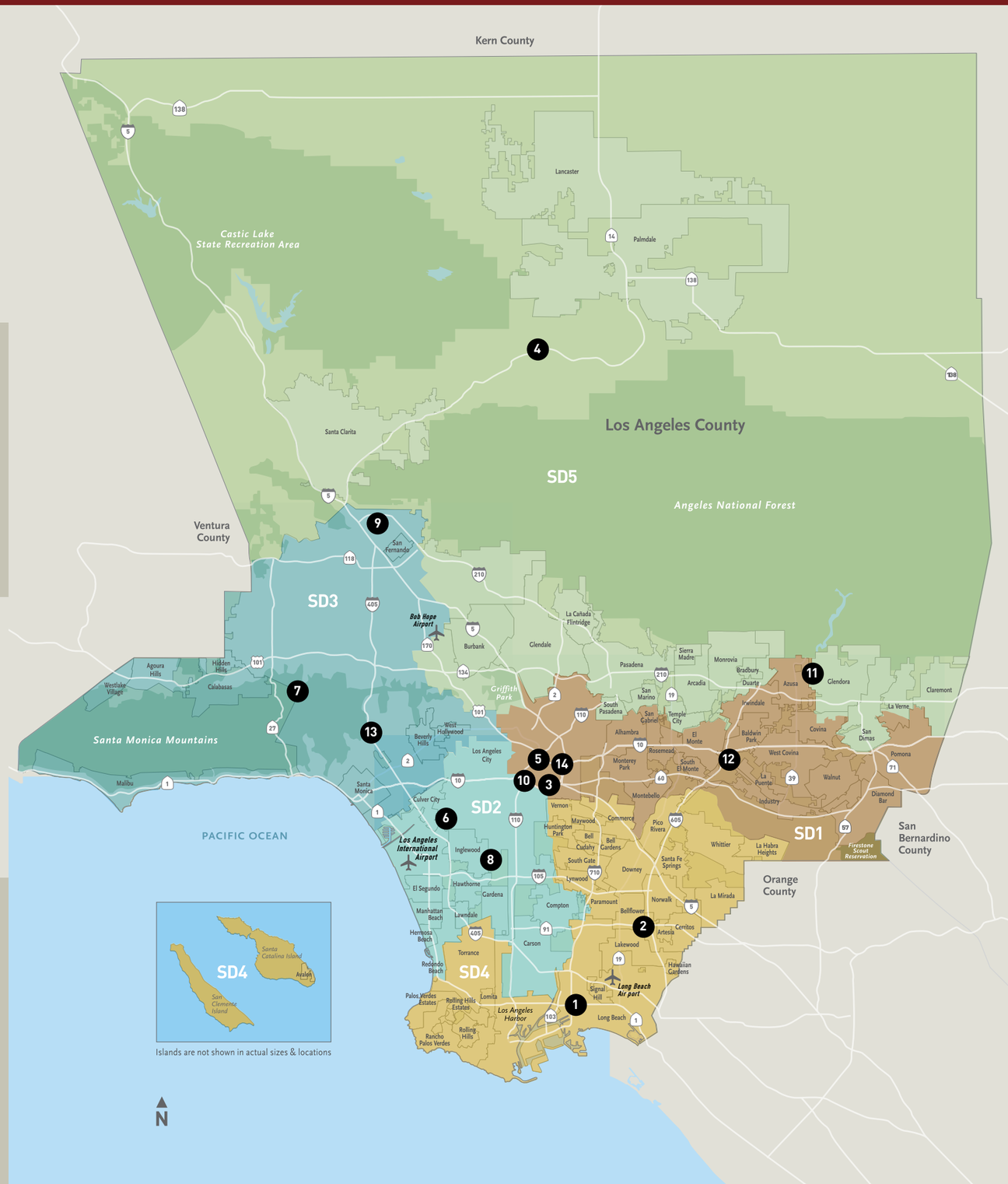


14

Gloria Roberts
Caltrans District Seven Director
Non-Voting, Governor Appointee

Note

Represents the composition of the Board of Directors that adopted the FY26 Budget in May 2025.



Management Organizational Chart





Transit Expansion Timeline

1990

A LINE (BLUE) OPENS (A)
7th St / Metro Center to Downtown Long Beach

B LINE (RED) OPENS (B)
Union Station to Westlake / MacArthur Park

1995

C LINE (GREEN) OPENS (C)
Norwalk to Redondo Beach

B LINE (RED) EXTENDED (B)
Wilshire / Vermont

B LINE (RED) EXTENDED (B)
Hollywood / Vine

2000

B LINE (RED) EXTENDED (B)
North Hollywood

L LINE (GOLD) OPENS (L)
Union Station to Sierra Madre Villa

2005

G LINE (ORANGE) OPENS (G)
North Hollywood to Warner Center

D LINE (PURPLE) OPENS (D)
Wilshire / Western

L LINE (GOLD) EXTENDED (J) (L)
Atlantic Station

J LINE (SILVER) OPENS
El Monte to Harbor Gateway Transit Center

2010

E LINE (EXPO) OPENS (E) (G)
7th St / Metro Center to Culver City

G LINE (ORANGE) EXTENDED
Chatsworth

2015

E LINE (EXPO) PHASE 2 (E) (L)
Santa Monica

L LINE (GOLD) EXTENSION
APU / Citrus College

2020

K LINE OPENS (K)

REGIONAL CONNECTOR LINKS RAIL LINES (E) (A)
Downtown LA

2025

A LINE (FOOTHILL) EXTENSION - *Pomona* (K) (A)

K LINE - LAX / METRO TRANSIT CENTER

G LINE (ORANGE) IMPROVEMENTS (G)

NORTH HOLLYWOOD TO PASADENA
BRT Connector

D LINE (PURPLE) EXTENSION - *Section 1* (D)

D LINE (PURPLE) EXTENSION - *Section 2* (D)

D LINE (PURPLE) EXTENSION - *Section 3* (D)

VERMONT TRANSIT BRT

2030

C LINE / K LINE EXTENSION TO TORRANCE (C)
Measure M Target

SEPULVEDA PASS TRANSIT CORRIDOR
Measure M Target

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT

EASTSIDE TRANSIT CORRIDOR - *Phase 2* (E)
Measure M Target

2035

SOUTHEAST GATEWAY LINE
Southern Segment

2040

2045

K LINE NORTHERN EXTENSION (K)

LINCOLN BOULEVARD BRT

2050

C LINE EASTERN EXTENSION (C)
Norwalk

2055

SEPULVEDA PASS WESTSIDE TO LAX (G)

G LINE (ORANGE) CONVERSION TO LIGHT RAIL

HISTORIC DOWNTOWN STREETCAR



Metro consistently emphasizes the critical role of sound financial planning in effectively executing transit investments and operational strategies.

The FY26 Adopted Budget reflects a 2.1% increase over FY25, reflecting the fiscal discipline that is at the heart of Metro's financial strategy. The adopted $9.5 billion budget is both balanced and strategically designed to support:

- **A Safe Metro**
- **Bus Investments**
- **System expansion**
- **Maintain assets in a state of good repair**

In addition to operational priorities, Metro is entering a significant growth phase in major construction, marked by the continued advancement of ordinance projects and the substantial expansion of the Transit Infrastructure Development (TID) program – the largest area of programmatic growth for the coming fiscal year. This underscores Metro's long-term commitment to delivering transformative capital projects that will reshape mobility across the region.



Through fiscal discipline and sound financial planning, Metro will continue to prioritize crucial transit capital investments and ensure the ongoing operation of the transit system. However, the path forward is not without its challenges as Metro faces:

- **Potential revenue shortfalls**
- **Federal funding uncertainties**
- **Impact of tariffs**
- **Rising capital costs**
- **Expanding rail system**

In response, Metro will continue to develop and employ mitigation strategies that will address both current and future challenges, while strengthening cost control measures through the Equitable Zero-Based Budget (EZBB) process.

Metro remains committed to these priorities, understanding that the foundation of a world-class system lies in ensuring that public transportation remains a safe, clean, reliable and welcoming means of travel for everyone.

Looking ahead, as LA County prepares to welcome the world with several mega sporting events over the next few years, Metro's budgetary decisions are not just about addressing the immediate needs of LA County's transportation infrastructure but rather about:

- **Creating a legacy for generations of Angelenos**
- **Investing in an inclusive, sustainable, and accessible transit system**
- **Laying the foundation where mobility is a way of life for future generations**

Additionally, State and Federal transportation funding is essential to implementing Metro, regional, and local transportation programs and projects.

With the new Presidential Administration, Metro will aggressively pursue federal grant opportunities to fund Metro projects and initiatives. Metro will continue to work closely with members of the LA County Congressional Delegation, LA/Orange County Building and Construction Trades Council and other key stakeholders to solicit their support for our current and future grant applications.

The FY26 Adopted Budget assumes no change in federal funding and centers its focus on economic development through job creation throughout LA County.

Metro's FY26 Adopted Budget is a direct reflection of our unwavering commitment and continued investment in *Putting People First*. With community priorities serving as the cornerstone of how we direct our resources to create lasting benefits, our focus remains – Unmatched Customer Experience.

Hence, Metro's robust budget outreach efforts, encompassing the **award-winning My Metro Budget Activity**, Telephone Town Halls, and focused key stakeholder meetings, provide invaluable insights that shape the annual budget.

Through these on-going efforts, Metro actively listens and learns from frequent transit riders, key stakeholders, employees, and the public. Our outreach efforts resulted in:

- **60,700+ views across online budget outreach efforts**
- **6,400+ responses to the Budget Activity**
- **4,300+ written comments**
- **2,100+ Telephone Town Hall participants**
- **25 key stakeholder meetings**

Throughout the engagement process for FY26, the resounding message heard from the public was clear:

- **Safety**
- **Cleanliness**
- **Service frequency & reliability**

The FY26 Adopted Budget reflects our commitment to what we heard and includes increased investments in the following areas:

- **Multi-Layered, Care-Based Approach to Public Safety**
- **Transit Ambassadors**
- **Station Experience Expansion**
- **Expanding Cleaning Efforts**
- **Improving Service Frequency**
- **More Bus Investments**
- **Lighting Retrofit**
- **Elevators/Escalators**
- **Mobile ADA-Accessible Restrooms**
- **TAP-to-Exit and Taller Faregates Pilot**
- **Weapons Detection Phase 2 Pilot**




Metro
Metro Rail
A Tu Medida



The CEO-established Station Experience (SX) unit has been highly effective in reducing crime and loitering at stations.

Building on this success, SX is expanding and addressing key concerns such as safety, cleanliness, mobile ADA-accessible Throne Restrooms, taller faregates, and the expansion of the TAP-to-Exit program to enhance security.

The FY26 Adopted Budget allocates $9.9 million for SX initiatives and enhancements at additional stations. It also includes an increase of five Full-Time Equivalents (FTEs) from the FY25 Adopted Budget, bringing the total to 17.

Cleaning

The FY26 Adopted Budget allocates $316.0 million for cleaning efforts, a 14.6% increase over FY25. This funding will support:

- Increase of 118 staff from FY25, dedicated to maintaining bus and rail vehicles, stations, stops, and facilities
- Expanding rail mid-line and End-of-Line (EOL) cleaning to three shifts, seven days a week
- Additional custodial staff to support the A and D Line expansions

Throne Restrooms

As part of the Board-approved expansion plan for safe, clean, and free-to-use Throne Restrooms, five new stations will be furnished with Throne Restrooms every three months. The stats are as follows:

- **50 units by Summer 2026**
- **64 units by early 2027**

TAP-to-Exit and Taller Faregates Pilot

The TAP-to-Exit program, which started at North Hollywood, EOL station for the B Line, also expanded to Union Station. Across the 14 stations of the B Line we observed the following:

- **15% increase in paid rides**
- **40% drop in reported crimes and other issues**

Taller faregates enhance access control and security by preventing trespassing. Metro is expanding this across our system:

- **Phase 1: 11 stations ($14.4 million)**
- **Phase 2: 11 stations ($15.3 million)**
- **New construction projects: 7 stations**

Metro continues to implement a comprehensive, multi-layered, care-based approach to enhance public safety on our system.

Instead of relying solely on a single strategy, a layered approach provides a more effective response by deploying the right resources to address the specific safety concern. The FY26 Public Safety Resource Deployment Adopted Budget of $419.4 million is 10.2% over FY25.

Transit Ambassadors

- Provide support to riders, connect them to resources, and report safety incidents or maintenance needs
- Transit Ambassadors have reported (October 2022 - March 2025):
  - **1,603,851** interactions with riders
  - **7,209** safety-related incidents through the Transit Watch App
  - **2,829** phone calls were made to Metro's Security or 911
- Saved **310 lives** through cardiopulmonary resuscitation (CPR), suicide prevention, and the administration of Narcan
- In June 2025, Transit Ambassadors were brought in-house

Community Intervention Specialist (CIS)

- Specialize in preventing & de-escalating gang related incidents:
  - Neighborhood K Line stations
  - 10 additional stations (Northwest, West, Central, Southeast and Southwest regions)

Homeless Outreach

- Metro continues to partner with LA County Department of Health Services (DHS)
- Deploying 24 multi-disciplinary teams with the help of 6 nonprofit agencies
- Connecting to essential resources
  - Family reunification
  - 24/7 interim housing beds
- Partnering with schools to provide internship opportunities serving unhoused riders

Metro Transit Security (MTS)

- Conducts fare and code of conduct enforcement on the Metro system
- Adding 46 MTS officers in FY26 to support:
  - Opening of D Line Westside Extension Section 1
  - A Line to Pomona Extension
  - Training efforts for D Line Section 2 in FY27

Private Security & Law Enforcement

- Private security services offer infrastructure protection to Metro properties, an additional $1.8 million is included in FY26 Adopted Budget for copper cable theft prevention
- Law enforcement provides visibility to prevent crime and responds to calls for service across the transit system

Department of Public Safety (DPS)

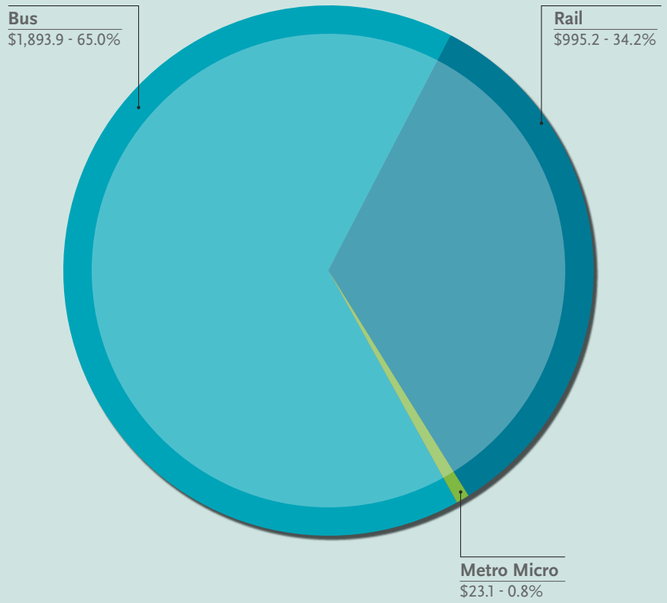
- The phased establishment of Metro's DPS will begin with hiring key leadership personnel and budget for start-up activities

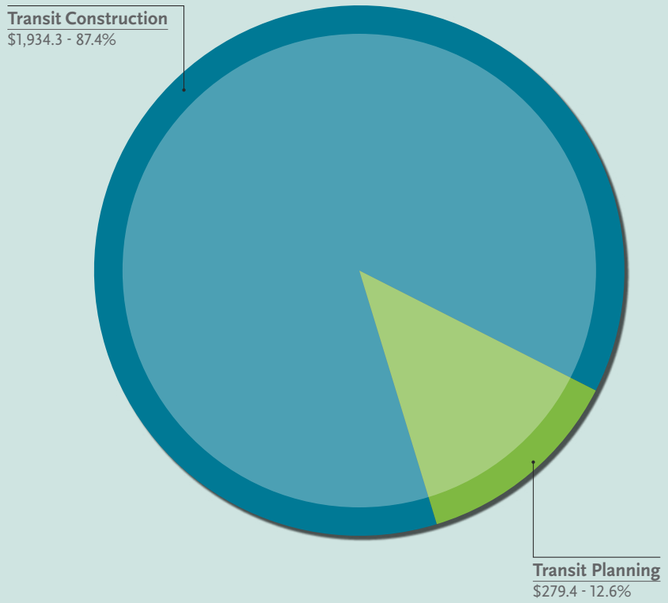
Weapons Detection Phase 2 Pilot

- Video Analytics-Based Weapons Detection
  - CCTV cameras will detect the brandishing of firearms
  - Visual detection systems leverage artificial intelligence (AI) and computer vision algorithms to scan existing CCTV video feeds in real time, identifying threats and disseminating alerts
- Concealed Weapons Passenger Screening
  - As riders walk through, the system uses its advanced sensors, AI, and other technologies to detect concealed weapons without requiring them to stop and remove any belongings



FY26 Adopted Budget Transit Operations: $2,912.2 ($ in Millions)





FY26 Adopted Budget for TID: $2,213.7 ($ in Millions)



Each year Metro updates the transit service plan to improve customer experience for its riders across LA County.

The FY26 Adopted Budget for Transit Operations is $2.9 billion, reflecting a 7.3% increase or $198.1 million over FY25. This budget also supports 8.9 million revenue service hours (RSH) across bus and rail services, as well as the Metro Micro Program that provides flexible and responsive transit solutions.

Metro's FY26 rail service levels are planned to meet current demand while expanding service to accommodate ridership growth and increase access to opportunities throughout the region.

The plan includes service for four light rail lines (A, C, E, K) and two heavy rail lines (B, D) with increased service on the A, B and D Lines due to system expansion.

> **A Line Extension to Pomona**
> **D Line Extension to La Cienega Boulevard**

Additionally, Metro Micro budget is $23.1 million, reflecting a $19.4 million, or 45.7% decrease from FY25, driven by efficiency gains from the new delivery model that maintains the same geographical coverage and 253 thousand RSH.

Transit Infrastructure Development (TID) Program delivers rail expansion and rapid bus routes identified in the Measure R and Measure M Ordinances.

The FY26 Adopted Budget stands at $2.2 billion for TID Programs, an increase of 12.2% from FY25, which reflects the various stages of the projects. Below is a list of capital projects in various stages of completion:

> **Projects Close to Completion**
- LAX/Metro Transit Center (opened in June 2025)
- A Line to Pomona
- D Line Extension Section 1

> **Projects in Early Construction Stages**
- East San Fernando Valley Light Rail
- G Line Improvements
- North Hollywood to Pasadena Bus Rapid Transit (BRT)

The project development activities are divided into planning and construction phases, with the budget reflecting the annual increments of these phases. The FY26 Adopted Budget for TID is $2,213.7 million and allocated as follows:

> **Transit Construction - $1,934.3 million (87.4%)**
> **Transit Planning - $279.4 million (12.6%)**

In the current environment where the costs of raw materials and professional services outpace the growth in revenue, many projects face financial risks and challenges over the project's life. Despite this:

> **Metro is mindful** of the promises embodied in the Ordinances and is advancing the rail and bus transit project delivery through various stages of construction

> **Metro has shifted its focus** towards containing risks and costs, along with collaborating with third parties on alternative delivery methods, and continues to update the Board of Directors on any unforeseen delays in capital projects





A Line Foothill Extension will extend the rail service to the east beyond the current endpoint of the A Line in Azusa, expanding travel options and access to opportunities in the San Gabriel Valley. This rail expansion will **extend the A Line 12.3 miles** and add stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair in phases.

Currently, the Glendora to Pomona segment is under construction, with a targeted substantial extension completion to Pomona planned for 2025.

The FY26 Adopted Budget of $155.8 million will facilitate construction work on tracks, stations, and systems along with preparations for revenue services.

The D Line Westside Extension is Metro's new plan to make it easier to get around by expanding the rail system to the Westside. This critical, highly anticipated new addition to Metro's network will add **seven new stations** and a reliable, high-speed connection between downtown and the Westside. Additionally, the B and D Lines' vehicle portal widening and turnback facility is currently in construction, facilitating the headway improvements for the entire D Line.

The FY26 Adopted Budget of $792.9 million supports the continued construction activities along the 9.1-mile subway extension and preparations for revenue service for Sections 1 and 2. The revenue service dates for Sections 1, 2, and 3 are noted below:

> **Section 1:** Wilshire/La Brea Station, Wilshire/Fairfax Station and Wilshire/La Cienega Station; slated to open in 2025

> **Section 2:** Wilshire/Rodeo Station and Century City/ Constellation Station; slated to open in 2026

> **Section 3:** Westwood/UCLA Station and Westwood/VA Hospital Station; slated to open in 2027



The East San Fernando Valley Light Rail Transit Project will improve connections and access to crucial destinations while connecting transit users to the growing network in the San Fernando Valley. The project is being built in two segments.

> **South Segment** spans a 6.7-mile stretch:
- G Line Van Nuys station to San Fernando Road in Pacoima
- 11 new transit stations
- 1 new maintenance and storage facility

> **North Segment** spans a 2.5-mile stretch:
- Currently under study

The FY26 Adopted Budget of $268.0 million supports right-of-way acquisition, advanced utility relocation, and construction activities.

The Southeast Gateway Line is a new light rail transit (LRT) line that will connect Southeast LA County to downtown Los Angeles (DTLA). This LRT line spans 14.5 miles from the Slauson/A Line Station to the City of Artesia providing a dependable alternative to driving for **2 million people** in Southeast LA County. This project will include:

> **9 new stations**
> **5 parking facilities**
> **1 maintenance facility in Bellflower**

The FY26 Adopted Budget of $315.6 million supports essential activities, including right-of-way acquisitions, early construction works, and community outreach efforts.



Metro has a game-changing opportunity to reshape perceptions and address misconceptions about public transportation in Los Angeles.

By leveraging the upcoming major sporting events, Metro can showcase a legacy world-class transit system that offers Angelenos and visitors an affordable, environmentally friendly service to reach their destinations.

Hosting major events yields economic benefits to a region as they create jobs, promote tourism, consumer spending and investments.

2026 FIFA World Cup

Los Angeles will officially host eight matches for FIFA World Cup 26™, featuring the highly coveted U.S. Men's National Team (USMNT) opening match on June 12, 2026.

- **> 70,000 expected visitors per game**
- **> 35,000 visitors expected to use Metro transit per game**

2027 NFL Super Bowl

The NFL announced that Super Bowl LXI will be hosted in Los Angeles in 2027, with the game played at SoFi Stadium in Inglewood.

2028 Olympics & Paralympics

In the summer of 2028, Los Angeles will welcome the world for an unparalleled Olympic and Paralympic Games experience as top athletes from around the globe compete on the biggest stage in sports.

By some measures, the 2028 Summer Olympic and Paralympic Games will be the largest transportation event held in the United States.

With over **one million** spectator trips expected per day, the anticipated activity is equivalent to hosting seven Super Bowls each day during the Olympics and two Super Bowls each day during the Paralympics.

- **> 50+ Olympic & Paralympic sports**
- **> 80+ venues**
- **> 800+ ticketed events**
- **> Over 3,000 hours of live action**



***1932 Olympics**, Los Angeles, IOC images.*



***1994 World Cup**, Rose Bowl, FIFA images.*

Metro understands that budget equity begins by defining and measuring the outcomes of Metro's investments and using that information to guide financial decisions that benefit those facing the greatest barriers to opportunity and economic mobility. To that end, Metro continues to integrate equity into the annual budget process, year over year.

Equity remains a reiterative process focused on achieving ***fair and just*** outcomes that are not determined by identity, status, or a demographic group. Each year, Metro strives to better reflect the values and needs of the people of LA County.

Budget Equity Principles Highlights

Building on past years' Budget Equity Principles, Metro developed several strategies and identified measurable targets to advance equity in the FY26 Adopted Budget in alignment with Metro's Equity Platform Pillars.

> **Define & Measure:** Use disaggregated data to effectively assess service or programmatic needs and identify disparities in outcomes that Metro investments can address.

- **$1.2M** for the Measure M Decennial Review
- **$1.5M** for Investments in Elevator & Escalator Modernization
- **$2.0M** for Smart, ADA-Accessible Restrooms

> **Listen & Learn:** Invest in culturally competent and effective strategies to engage community residents and organizations to inform and determine interventions (e.g., policy and program) and investments.

- **$2.4M** for Marketing campaign efforts to increase LIFE & GoPass program enrollment & utilization
- **$156K** for the Community-Based Organizations (CBO) Partnering Strategy Progress Report
- **$825K** for Cultural Competency Plans on Major Projects
- **$150K** for Journey Mapping Research
- **$248K** for Public Safety Data Analytics

> **Focus & Deliver:** Prioritize programs and services that benefit the most disadvantaged geographies and people to reduce or close racial, economic, and gender equity gaps.

- **$213K** for Improved Trip Planning & Wayfinding Tools
- **$198K** for Transit Court at Rosa Parks/Willowbrook Station
- **$360K** for WIN-LA Workforce Development Program
- **$1.9M** for Long Beach to East LA Corridor Mobility Investment Plan
- **$7.1M** for Transit Oriented Communities, Joint Development Policy, and Metro's 10,000 Homes Initiative

> **Train & Grow:** Support equitable training and professional development opportunities and align internal policies and processes to elevate the needs and perspectives of frontline personnel and their supervisors.

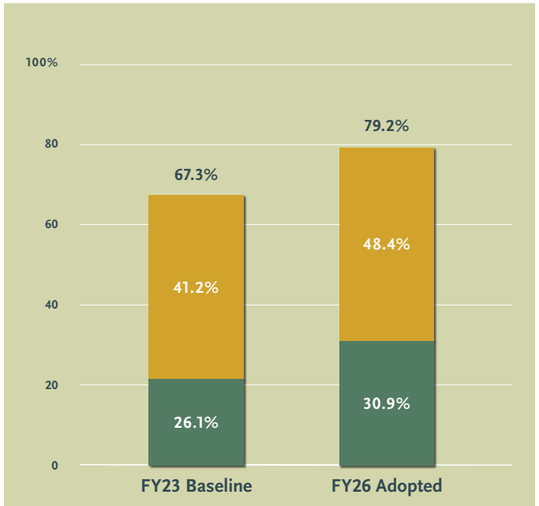
- **$45K** for Program Management
- **$600K** for Strategic Plan Update
- **$1.7M** for Budget Public Outreach
- **$26M** for Transit Ambassador Program

Equity Focus Communities (EFC) Budget Assessment Results

Metro applied the EFC Budget Assessment to quantify the FY26 Adopted Budget's Benefits to EFCs. The Assessment uses the EFC Map, which is based on the concentration of low-income and zero-vehicle households, Black, Indigenous, and People of Color (BIPOC) populations, and requires categorizing the budget into five groupings:

> **Targeted Benefits to EFCs - $3.1B**
> **Indirect Benefits to EFCs - $4.8B**
> **No EFC Benefits or Service**
> **Formula-Based**
> **Administrative or Technical**

Metro's investments that benefit EFCs both targeted and indirect have increased by 11.9 percentage points from the FY23 baseline.

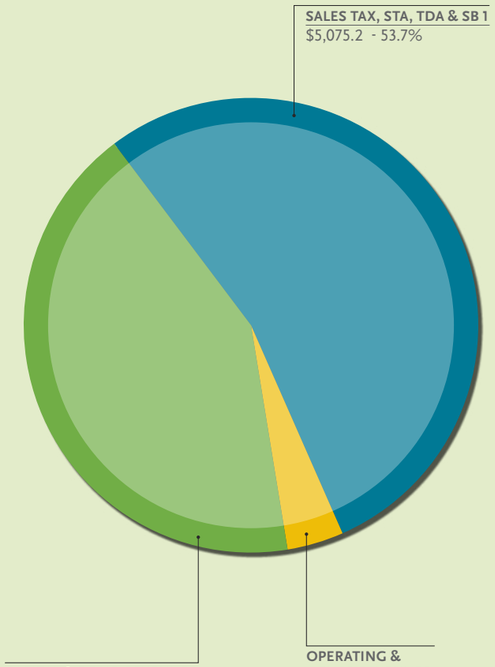


Note: Totals may not add due to rounding

EFC BUDGET ASSESSMENT RESULTS



SUMMARY OF RESOURCES ($ IN MILLIONS)



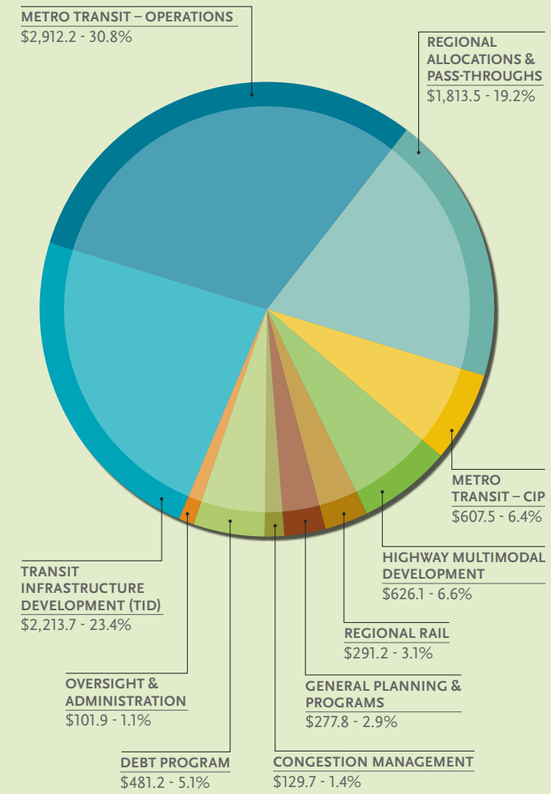
RESOURCE ASSUMPTIONS

- Local sales tax and Transportation Development Act (TDA) revenues are projected to be $4.8 billion, a $387 million, or 7.4% decrease from the FY25 Budget, based on economic analyses and nationally recognized forecasting agencies
- State Transit Assistance (STA) and Senate Bill 1 (SB1) revenues for bus and rail operations and capital in FY26 are expected to be $260.2 million region-wide, representing a 7.0% decrease from the FY25 Budget based on State Controller's Office (SCO) estimates
- Fare revenues are expected to come in at $174.7 million, a slight increase from the FY25 Budget of $174.6 million. Projections are based on estimated year-end actuals, the continuation of fare programs, and a modest 3.8% increase in ridership. The ridership increase is due to the A and D Line system expansion and continuing improvements in safety and customer experience initiatives
- ExpressLanes toll revenues are expected at $107.6 million in FY26, including usage and violation fees from the existing I-10 and I-110 operating segments
- Advertising revenues of $41.5 million are expected in FY26, a 52.3% increase from the FY25 Budget due to increased corporate sponsorships and the new Transportation Communication Network (TCN) revenue stream
- Other revenues are expected to come in at $56.5 million in FY26, and include revenues from bike share, park & ride, leases, vending machines, film, and SAFE. Also from auto registration fees, transit court fees, CNG fuel credits, Measure W revenues, investment income, and other miscellaneous revenues

EXPENDITURES ASSUMPTIONS

- FY26 service plan will increase service to 8.9 million Revenue Service Hours (RSH) across bus, rail, and Metro Micro services. This represents a 2.2% increase over FY25
- Metro will allocate the necessary resources to deliver this planned service while enhancing safety, cleanliness, customer experience, and system reliability
  - Bus: 7.13 million RSH
  - Rail: 1.53 million RSH
  - Metro Micro: 253 thousand RSH
- The bus service plan continues to transform through NextGen, resulting in an all-day network that is faster, more frequent, and more reliable. Efforts will continue to expand NextGen Bus Speed and Reliability initiatives
  - New bus priority lanes
  - Transit signal priority
  - 7.2 thousand RSH planned for the FIFA World Cup 26™
- Metro's rail network will continue to expand and improve. The upgrades are designed to accommodate increased ridership from the D Line Extension and support the ongoing recovery of system-wide rail ridership in FY26
  - 8-minute peak weekday service frequency on the C & K Lines
  - 5-minute peak/10-minute off-peak frequency on the D Line
- The FY26 Adopted Budget includes 12,260 FTEs, an increase of 839 FTEs from FY25. The new additions consist of 606 Represented FTEs and 233 Non-Represented FTEs
- The Consumer Price Index (CPI), a measure of cost inflation by the Bureau of Labor Statistics, is projected to increase 3.0% over FY26

SUMMARY OF EXPENDITURES ($ IN MILLIONS)



BUDGETED RESOURCES ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	% CHANGE
Sales Tax, TDA, & STA/SB1 Revenues	$ 5,481.6	$ 5,075.2	-7.4%
Operating & Other Revenues	371.5	380.2	2.3%
Capital & Bond Resources	3,407.7	3,999.3	17.4%
Resources Total	**$ 9,260.8**	**$ 9,454.7**	**2.1%**

Note
Totals may not add due to rounding.

FTE SUMMARY BY CABINET	FY25 BUDGET	FY26 ADOPTED	CHANGE
Board of Directors	66	66	-
Chief Executive Office	140	145	5
Chief of Staff	49	54	5
Chief People Office	293	330	37
Countywide Planning & Development	210	228	18
Customer Experience Office	392	861	469
Department of Public Safety	437	493	56
Office of Strategic Innovation	16	18	2
Operations	8,855	9,017	162
Program Management	264	308	44
Risk, Corporate Safety, & Asset Mgt.	105	108	3
Strategic Financial Management	594	632	38
Total Agencywide	**11,421**	**12,260**	**839**
Subtotal Represented	**9,398**	**10,004**	**606**
Subtotal Non-Represented	**2,023**	**2,256**	**233**
Total FTEs	**11,421**	**12,260**	**839**

EXPENDITURES BY CABINET ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	% CHANGE
Board of Directors	$ 37.6	$ 44.5	18.5%
Chief Executive Office	63.2	65.1	3.0%
Chief of Staff	50.6	49.9	-1.4%
Chief People Office	130.7	140.5	7.6%
Countywide Planning & Development	1,032.7	874.8	-15.3%
Customer Experience Office	191.4	241.6	26.2%
Department of Public Safety	346.4	376.0	8.5%
Office of Strategic Innovation	28.1	24.8	-11.9%
Operations	2,934.0	3,075.6	4.8%
Program Management	2,209.0	2,486.1	12.5%
Risk, Corporate Safety, & Asset Mgt.	66.6	68.0	2.2%
Strategic Financial Management	2,170.8	2,007.9	-7.5%
Total Expenditures by Cabinet	**$ 9,260.8**	**$ 9,454.7**	**2.1%**

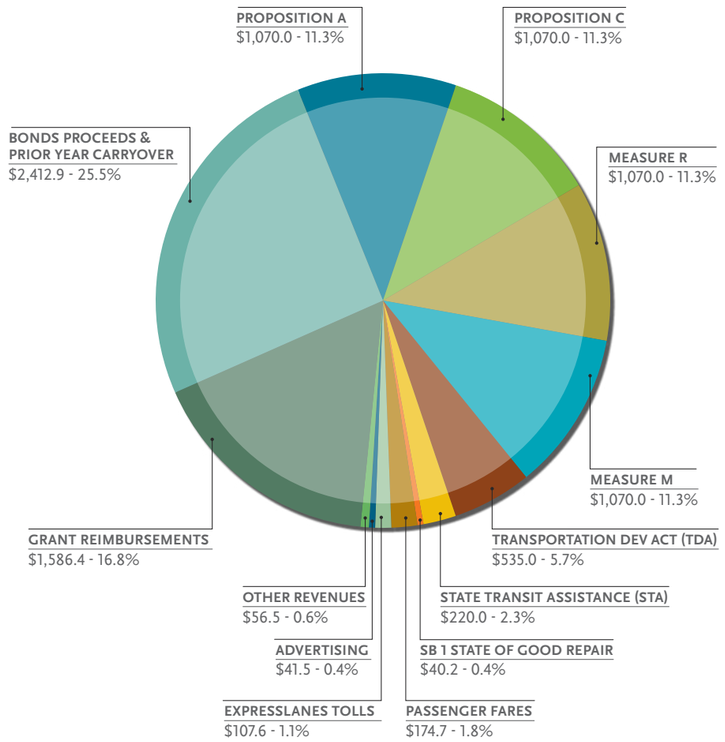
BUDGETED EXPENDITURES ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	% CHANGE
Transit Infrastructure Development (TID)	$ 1,972.4	$ 2,213.7	12.2%
Metro Transit - Operations	2,714.0	2,912.2	7.3%
Metro Transit -CIP	579.2	607.5	4.9%
Regional Allocations & Pass-Throughs	2,078.0	1,813.5	-12.7%
Highway Multimodal Development	682.3	626.1	-8.2%
Regional Rail	256.6	291.1	13.5%
General Planning & Programs	261.7	277.8	6.1%
Congestion Management	124.7	129.7	4.0%
Debt Program	498.4	481.2	-3.4%
Oversight & Administration	93.3	101.9	9.2%
Total Expenditures	**$ 9,260.8**	**$ 9,454.7**	**2.1%**

Note
Totals may not add due to rounding.

Summary of Resources

REVENUES ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE
SALES TAX, TDA & STA REVENUES				
Proposition A	$ 1,156.0	$ 1,070.0	$ (86.0)	-7.4%
Proposition C	1,156.0	1,070.0	(86.0)	-7.4%
Measure R	1,156.0	1,070.0	(86.0)	-7.4%
Measure M	1,156.0	1,070.0	(86.0)	-7.4%
Transportation Development Act (TDA)	578.0	535.0	(43.0)	-7.4%
State Transit Assistance (STA)/SB1 STA [1]	243.9	220.0	(23.9)	-9.8%
Senate Bill 1 (SB1) State of Good Repair [1]	35.8	40.2	4.4	12.3%
Subtotal Sales Tax, TDA, & STA/SB1 Revenues	**$ 5,481.6**	**$ 5,075.2**	**$ (406.5)**	**-7.4%**
OPERATING & OTHER REVENUES				
Passenger Fares	$ 174.6	$ 174.7	$ 0.2	0.1%
ExpressLanes Tolls	81.7	107.6	25.8	31.6%
Advertising	27.2	41.5	14.2	52.3%
Other Revenues [2]	88.0	56.5	(31.5)	-35.8%
Subtotal Operating & Other Revenues	**$ 371.5**	**$ 380.2**	**$ 8.7**	**2.3%**
CAPITAL & BOND RESOURCES				
Grant Reimbursements [3]	$ 1,440.0	$ 1,586.4	$ 146.3	10.2%
Bond Proceeds & Prior Year Carryover [4]	1,967.7	2,412.9	445.3	22.6%
Subtotal Capital & Bond Resources	**$ 3,407.7**	**$ 3,999.3**	**$ 591.6**	**17.4%**
Total Resources	**$ 9,260.8**	**$ 9,454.7**	**$ 193.8**	**2.1%**

FY26 Summary of Resources: $9,454.7 ($ in Millions)



Notes

(1) Refer to Appendix VIII - Regional Transit Allocations Revenue Estimates for STA/SB1 allocation details.

(2) Other Revenues includes bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, Service Authority for Freeway Emergencies (SAFE) revenues, county buy down, auto registration fees, transit court fees, CNG credits, Measure W revenues, investment income and other miscellaneous revenues.

(3) Includes grant reimbursement of preventative maintenance, operating capital, highway capital and construction costs.

(4) Represents use of bond proceeds and sales tax revenues received and unspent in prior years.

Totals may not add due to rounding.

FY26 Estimated Sales Tax, TDA & STA Revenues

REVENUES ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE
PROPOSITION A				
5% Administration	$ 57.8	$ 53.5	$ (4.3)	-7.4%
25% Local Return	274.6	254.1	(20.4)	-7.4%
35% Rail Development	384.4	355.8	(28.6)	-7.4%
40% Discretionary	-	-	-	-
Transit (95% of 40%)	417.3	386.3	(31.0)	-7.4%
Incentive (5% of 40%)	22.0	20.3	(1.6)	-7.4%
Subtotal Proposition A Estimated Tax Revenue	**$ 1,156.0**	**$ 1,070.0**	**$ (86.0)**	**-7.4%**
PROPOSITION C				
1.5% Administration	$ 17.3	$ 16.1	$ (1.3)	-7.4%
5% Rail/Bus Security	56.9	52.7	(4.2)	-7.4%
10% Commuter Rail	113.9	105.4	(8.5)	-7.4%
20% Local Return	227.7	210.8	(16.9)	-7.4%
25% Freeways/Highways	284.7	263.5	(21.2)	-7.4%
40% Discretionary	455.5	421.6	(33.9)	-7.4%
Subtotal Prop C Estimated Tax Revenue	**$ 1,156.0**	**$ 1,070.0**	**$ (86.0)**	**-7.4%**
MEASURE R				
1.5% Administration	$ 17.3	$ 16.1	$ (1.3)	-7.4%
2% Transportation Capital Metro Rail	22.8	21.1	(1.7)	-7.4%
3% Transportation Capital Metrolink	34.2	31.6	(2.5)	-7.4%
5% Operations - New Rail	56.9	52.7	(4.2)	-7.4%
15% Local Return	170.8	158.1	(12.7)	-7.4%
20% Operations - Bus	227.7	210.8	(16.9)	-7.4%
20% Highway Capital	227.7	210.8	(16.9)	-7.4%
35% Transportation Capital New Rail/Bus BRT	398.5	368.9	(29.6)	-7.4%
Subtotal Measure R Estimated Tax Revenue	**$ 1,156.0**	**$ 1,070.0**	**$ (86.0)**	**-7.4%**
MEASURE M				
0.5% Administration [1]	$ 6.0	$ 5.5	$ (0.4)	-7.4%
1% Regional Rail	11.4	10.5	(0.8)	-7.4%
2% Metro State of Good Repair (SGR)	22.8	21.1	(1.7)	-7.4%
2% Active Transportation Projects (ATP)	22.8	21.1	(1.7)	-7.4%
2% ADA Paratransit/ Metro Discounts	22.8	21.1	(1.7)	-7.4%
5% Rail Operations	56.9	52.7	(4.2)	-7.4%
17% Local Return [1]	193.6	179.2	(14.4)	-7.4%
17% Highway Construction	193.6	179.2	(14.4)	-7.4%
20% Transit Operations	227.7	210.8	(16.9)	-7.4%
35% Transit Construction	398.5	368.9	(29.6)	-7.4%
Subtotal Measure M Estimated Tax Revenue	**$ 1,156.0**	**$ 1,070.0**	**$ (86.0)**	**-7.4%**
TRANSPORTATION DEVELOPMENT ACT (TDA)				
Administration	$ 14.5	$ 13.7	$ (0.8)	-5.2%
2.0% Article 3 (Pedestrians & Bikeways)	11.3	10.4	(0.8)	-7.5%
90.8% Article 4 (Bus Transit)	511.3	473.2	(38.0)	-7.4%
7.3% Article 8 (Transit/Streets & Highways)	40.9	37.6	(3.4)	-8.2%
Subtotal TDA Estimated Tax Revenue	**$ 578.0**	**$ 535.0**	**$ (43.0)**	**-7.4%**
STATE TRANSIT ASSISTANCE (STA)/SENATE BILL 1 (SB1) [2]				
STA/SB1 STA Bus	$ 138.8	$ 125.2	$ (13.7)	-9.8%
STA/SB1 STA Rail	105.1	94.9	(10.2)	-9.7%
SB1 State of Good Repair Bus	20.4	22.8	2.5	12.2%
SB1 State of Good Repair Rail	15.4	17.3	1.9	12.4%
Subtotal STA/SB1 Estimated Tax Revenue	**$ 279.6**	**$ 260.2**	**$ (19.5)**	**-7.0%**
Total Revenues	**$ 5,481.6**	**$ 5,075.2**	**$ (406.5)**	**-7.4%**

Notes

(1) One percent of the 1.5% Administration is used to supplement Local Return. This increases the Local Return total to 17% of net revenues.

(2) Refer to Appendix VIII: Regional Allocations Revenue Estimates Chart for STA/SB1 allocation details.

Totals may not add due to rounding.

Summary of Expenditures by Program

PROGRAM TYPE ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE
TRANSIT INFRASTRUCTURE DEVELOPMENT				
Transit Construction	$ 1,756.9	$ 1,934.3	$ 177.3	10.1%
Transit Planning	215.5	279.4	63.9	29.6%
Total Transit Infrastructure Development	**$ 1,972.4**	**$ 2,213.7**	**$ 241.2**	**12.2%**
METRO TRANSIT - OPERATIONS				
Operations & Maintenance	$ 2,680.5	$ 2,875.0	$ 194.4	7.3%
Regional Operating Services	33.5	37.2	3.7	11.0%
Subtotal Metro Transit - Operations	**$ 2,714.0**	**$ 2,912.2**	**$ 198.1**	**7.3%**
METRO TRANSIT - CAPITAL IMPROVEMENT PROGRAM (CIP)				
Bus & Rail	$ 385.4	$ 423.3	$ 37.8	9.8%
Other Asset	193.7	184.3	(9.5)	-4.9%
Subtotal Metro Transit - Capital Improvement Program (CIP)	**$ 579.2**	**$ 607.5**	**$ 28.4**	**4.9%**
Total Metro Transit	**$ 3,293.2**	**$ 3,519.7**	**$ 226.5**	**6.9%**
REGIONAL ALLOCATIONS & PASS-THROUGHS				
Fare Assistance	$ 34.3	$ 36.4	$ 2.1	6.1%
Local Agencies	1,214.1	993.5	(220.6)	-18.2%
Regional Federal Grants	23.8	21.8	(2.0)	-8.4%
Regional Transit	805.8	761.8	(44.0)	-5.5%
Total Regional Allocations & Pass-Throughs	**$ 2,078.0**	**$ 1,813.5**	**$ (264.5)**	**-12.7%**
Total Highway Multimodal Development	**$ 682.3**	**$ 626.1**	**$ (56.3)**	**-8.2%**
REGIONAL RAIL				
Metro Regional Rail	$ 57.4	$ 109.7	$ 52.3	91.1%
Metrolink	199.2	181.4	(17.8)	-8.9%
Total Regional Rail	**$ 256.6**	**$ 291.1**	**$ 34.5**	**13.5%**
GENERAL PLANNING & PROGRAMS				
Active Transportation, Bike, & Other	$ 92.9	$ 98.5	$ 5.5	5.9%
Financial, Grants Management & Admin	49.4	50.7	1.3	2.5%
Property Management	80.5	86.9	6.4	8.0%
Public-Private Partnership (P3), Unsolicited Proposals & Other	38.9	41.7	2.8	7.3%
Total General Planning & Programs	**$ 261.7**	**$ 277.8**	**$ 16.0**	**6.1%**
CONGESTION MANAGEMENT				
ExpressLanes	$ 55.6	$ 62.1	$ 6.5	11.7%
Freeway Service Patrol (FSP)	40.9	38.2	(2.6)	-6.4%
Motorist Services	14.1	15.8	1.7	12.4%
Rideshare Services	14.2	13.6	(0.7)	-4.6%
Total Congestion Management	**$ 124.7**	**$ 129.7**	**$ 5.0**	**4.0%**
Total Debt Program (1)	**$ 498.4**	**$ 481.2**	**$ (17.1)**	**-3.4%**
Total Oversight & Administration	**$ 93.3**	**$ 101.9**	**$ 8.6**	**9.2%**
Grand Total	**$ 9,260.8**	**$ 9,454.7**	**$ 193.9**	**2.1%**

Notes

(1) Total budget for Debt Program includes all debt service cost (in Debt Service section) plus investment and debt management cost of $3.6M in FY25 and $3.5M in FY26.

Totals may not add due to rounding.

Summary of Expenditures by Cabinet

EXPENDITURES BY CABINET ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE
BOARD OF DIRECTORS				
County Counsel	$ 17.8	$ 24.3	$ 6.5	36.6%
Ethics Office	3.0	2.9	(0.1)	-1.8%
Office of the Board Administration	8.3	8.8	0.5	6.2%
Office of the Inspector General	8.5	8.5	-	-0.3%
Subtotal Board of Directors	**$ 37.6**	**$ 44.5**	**$ 6.9**	**18.5%**
Chief Executive Office	$ 63.2	$ 65.1	$ 1.9	3.0%
Chief of Staff	50.6	49.9	(0.7)	-1.4%
Chief People Office	130.7	140.5	9.9	7.6%
Countywide Planning & Development	1,032.7	874.8	(157.9)	-15.3%
Customer Experience Office	191.4	241.6	50.2	26.2%
Department of Public Safety	346.4	376.0	29.6	8.5%
Office of Strategic Innovation	28.1	24.8	(3.3)	-11.9%
Operations	2,934.0	3,075.6	141.6	4.8%
Program Management	2,209.0	2,486.1	277.1	12.5%
Risk, Corporate Safety, and Asset Management	66.6	68.0	1.5	2.2%
Strategic Financial Management	2,170.8	2,007.9	(162.8)	-7.5%
Total Expenditure by Cabinet	**$ 9,260.8**	**$ 9,454.7**	**$ 193.9**	**2.1%**

Summary of Expenditures by Type

EXPENDITURES BY TYPE ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE
Labor & Benefits	$ 1,965.9	$ 2,194.5	$ 228.6	11.6%
Asset Acquisitions for Transit & Highway Projects	1,817.9	1,728.3	(89.5)	-4.9%
Regional Transit/Highway Subsidies	2,646.2	2,383.1	(263.1)	-9.9%
Contract & Professional Services	1,775.1	2,095.4	320.3	18.0%
Materials & Supplies	356.9	364.9	8.0	2.3%
Public Liability/Property Damage (PL/PD) & Other Insurance	201.4	207.6	6.2	3.1%
Debt Principal/Interest (1)	493.2	476.1	(17.1)	-3.5%
Training & Travel	4.3	4.8	0.5	10.5%
Total Expenditure by Type	**$ 9,260.8**	**$ 9,454.7**	**$ 193.9**	**2.1%**

Notes

(1) Professional services of $1.2M in FY25 and $1.8M in FY26 for debt service that is included in the Debt Service section is reported as Contract & Professional Services in this table.

Totals may not add due to rounding.

Enterprise Fund: Bus & Rail Operations

Summary of Resources, Expenses & Resulting (Deficit)/Surplus

RESOURCES & EXPENSES ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED TOTAL	BUS	RAIL	TRANSIT COURT	REGIONAL ACTIVITIES
TRANSIT OPERATIONS RESOURCES						
Transit Fares & Other Revenues						
Fares [1]	$ 174.6	$ 174.7	$ 134.1	$ 40.6	$ -	$ -
Advertising	27.2	41.5	35.0	6.5	-	-
Other Revenues [2]	10.5	10.6	9.3	-	1.4	-
Subtotal Transit Fare & Other Revenues	**$ 212.3**	**$ 226.8**	**$ 178.4**	**$ 47.0**	**$ 1.4**	**$ -**
Federal & State Grants						
Federal Preventive Maintenance	$ 601.1	$ 481.3	$ 219.3	$ 262.0	$ -	$ -
Federal CMAQ	49.7	82.8	-	82.8	-	-
Federal & State Grants	51.3	55.7	-	55.7	-	-
Subtotal Federal & State Grants	**$ 702.1**	**$ 619.8**	**$ 219.3**	**$ 400.5**	**$ -**	**$ -**
Local Subsidies						
Prop A – (40% Bus) & (35% Rail)	$ 197.5	$ 626.1	$ 405.2	$ 221.0	$ -	$ -
Prop C – (40% Bus/Rail), (5% Security) & Interest	209.7	147.4	77.8	33.7	-	35.9
Measure R – (20% Bus) & (5% Rail)	383.0	415.7	332.9	82.8	-	-
Measure M – (20% Bus), (5% Rail), (2% SGR)	262.2	340.7	288.0	52.7	-	-
TDA Article 4	435.3	223.8	171.3	39.3	-	13.2
STA, SB1 STA & SB1 SGR	306.5	307.0	194.8	112.2	-	-
Toll & Revenue Grant	4.4	4.4	4.4	-	-	-
General Fund & Other Funds	2.2	2.2	-	-	-	2.2
Subtotal Local Subsidies	**$ 1,800.9**	**$ 2,067.3**	**$ 1,474.3**	**$ 541.7**	**$ -**	**$ 51.3**
Total Transit Operations Resources	**$ 2,715.2**	**$ 2,913.9**	**$ 1,872.0**	**$ 989.3**	**$ 1.4**	**$ 51.3**
Transit Capital Resources						
Federal, State & Local Grants	$ 501.6	$ 790.3	$ 151.6	$ 638.7	$ -	$ -
Local & State Sales Tax [3]	1,771.6	1,496.9	359.6	1,137.3	-	-
Other Capital Financing	299.2	560.0	106.6	453.4	-	-
Subtotal Transit Capital Resources	**$ 2,572.4**	**$ 2,847.1**	**$ 617.8**	**$ 2,229.3**	**$ -**	**$ -**
Total Transit Operations & Capital Resources	**$ 5,287.7**	**$ 5,761.0**	**$ 2,489.8**	**$ 3,218.6**	**$ 1.4**	**$ 51.3**
TRANSIT OPERATIONS EXPENSES						
Labor & Benefits	$ 1,675.8	$ 1,844.9	$ 1,204.7	$ 582.0	$ 0.8	$ 57.5
Fuel & Propulsion Power	94.7	83.2	33.6	49.7	-	-
Materials & Supplies	135.5	145.3	106.4	37.1	-	1.8
Contract & Professional Services	499.2	502.8	188.8	284.1	0.3	29.5
PL/PD & Other Insurance	85.3	87.8	72.2	15.7	-	-
Purchased Transportation	82.1	79.6	77.6	-	-	2.0
Allocated Overhead [4]	85.5	108.7	109.9	(19.0)	0.3	17.5
Regional Chargeback	-	-	45.6	14.1	-	(59.7)
Other Expenses [5]	57.3	61.5	33.2	25.6	-	2.6
Total Transit Operations Expenses [6]	**$ 2,715.3**	**$ 2,913.9**	**$ 1,872.0**	**$ 989.3**	**$ 1.4**	**$ 51.3**
Total Transit Capital Expenses Operating	**$ 2,361.7**	**$ 2,705.7**	**$ 584.4**	**$ 2,121.3**	**$ -**	**$ -**
Total Transit Capital Expenses Planning	**$ 210.8**	**$ 141.5**	**$ 33.4**	**$ 108.0**	**$ -**	**$ -**
Total Capital Expenses [7]	**$ 2,572.4**	**$ 2,847.1**	**$ 617.8**	**$ 2,229.3**	**$ -**	**$ -**
Total Transit Operations & Capital Expenses	**$ 5,287.7**	**$ 5,761.0**	**$ 2,489.8**	**$ 3,218.6**	**$ 1.4**	**$ 51.3**
Transit Operations & Capital (Deficit)/Surplus	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Notes

(1) Fare revenues includes $2.2M from TAP card sales.

(2) Other Revenues includes interest income, parking charges, vending revenues, county buy down, transit court and other revenues.

(3) Includes funding from Sales Tax, General Fund, State Repayment of Capital Project Loans and State Proposition 1B fund.

(4) Year-to-year changes in overhead distribution reflect changes in overhead allocation approved by Federal funding partners.

(5) Other Expenses include utilities and credits, taxes, advertisement/settlement. Also travel/mileage/meals, and training/seminar/periodicals.

(6) Presentation of expenses on this schedule follow Generally Accepted Accounting Principles (GAAP). In certain cases, this may differ slightly from Summary of Expenditures tables.

(7) Capital expenses for operations and construction project planning are combined for reporting purposes and include non bus and rail operating items.

Totals may not add due to rounding.

Enterprise Fund: Other

Summary of Resources, Expenses & Resulting (Deficit)/Surplus

RESOURCES & EXPENSES ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED TOTAL	UNION STATION	EXPRESS LANES	BIKE SHARE	PARK & RIDE
OTHER TRANSIT OPERATIONS RESOURCES						
Toll Fares & Other Revenues						
Tolls & Violation Fines	$ 81.7	$ 107.6	$ -	$ 107.6	$ -	$ -
Rental & Lease Income	1.3	3.3	0.5	-	1.6	1.2
Subtotal Toll Fares & Other Revenues	**$ 83.0**	**$ 110.8**	**$ 0.5**	**$ 107.6**	**$ 1.6**	**$ 1.2**
Local Subsidies						
Propositions A & C	$ 6.1	$ 6.9	$ -	$ -	$ -	$ 6.9
General Fund	10.9	12.5	3.5	-	9.0	-
City of LA	14.3	14.4	-	-	14.4	-
Subtotal Local Subsidies	**$ 31.4**	**$ 33.7**	**$ 3.5**	**$ -**	**$ 23.4**	**$ 6.9**
Total Other Transit Operations Resources	**$ 114.3**	**$ 144.6**	**$ 3.9**	**$ 107.6**	**$ 25.0**	**$ 8.1**
Other Transit Operations Expenses						
Labor & Benefits	$ 6.3	$ 6.5	$ 0.5	$ 2.6	$ 1.3	$ 2.0
Materials & Supplies	-	0.1	-	-	0.1	-
Contract & Professional Services	61.7	70.6	2.1	41.5	21.8	5.2
PL/PD & Other Insurance	0.6	0.6	0.6	-	-	-
Allocated Overhead	2.4	2.0	0.2	0.6	0.4	0.8
Other Expenses	1.1	0.6	-	0.2	0.3	0.1
Total Other Transit Operations Expenses	**$ 72.1**	**$ 80.3**	**$ 3.5**	**$ 44.9**	**$ 23.8**	**$ 8.1**
Transit Operations (Deficit)/Surplus [1]	**$ 10.9**	**$ 30.6**	**$ (3.0)**	**$ 62.7**	**$ (22.3)**	**$ (6.9)**
Net Income	**$ 42.2**	**$ 64.3**	**$ 0.5**	**$ 62.7**	**$ 1.2**	**$ -**
OTHER OPERATIONS						
NON-OPERATING EXPENSES						
Toll Grant Revenue to Bus Operations	$ 3.6	$ 5.5	$ -	$ 5.5	$ -	$ -
Congestion Pricing Program	7.9	7.3	-	7.3	-	-
Capital Projects	17.8	1.1	-	1.1	-	-
Congestion Relief Transit Operating Subsidy	4.3	4.5	-	4.5	-	-
Congestion Relief Toll Revenue Grant Program [2]	6.4	6.6	-	6.6	-	-
Total Other Operations Non-Operating Expenses	**$ 40.0**	**$ 24.9**	**$ -**	**$ 24.9**	**$ -**	**$ -**
Change in Net Asset	**$ 2.2**	**$ 39.4**	**$ 0.5**	**$ 37.8**	**$ 1.2**	**$ -**
Net Asset - Beginning of Year	**$ 233.0**	**$ 235.3**	**$ (14.8)**	**$ 251.3**	**$ (1.2)**	**$ -**
Net Asset - End of Year	**$ 235.2**	**$ 274.7**	**$ (14.3)**	**$ 289.0**	**$ -**	**$ -**

Notes

(1) Transit Operations (Deficit)/ Surplus is derived by subtracting Other Transit Operations Expenses Total from Toll Fares & Other Revenues Subtotal.

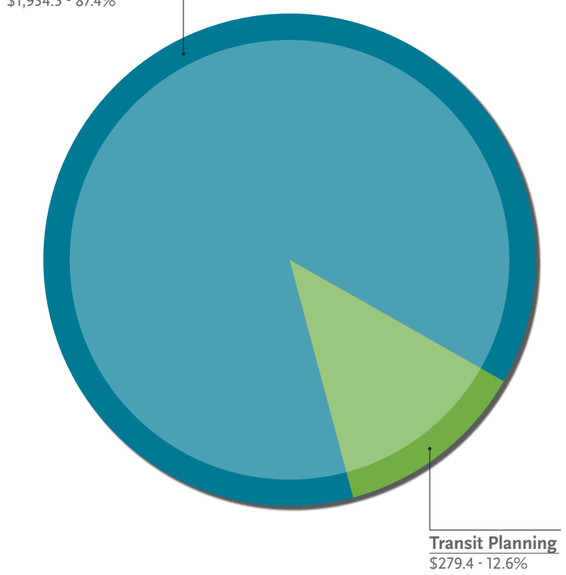
(2) Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.

Totals may not add due to rounding.

TID Summary

TRANSIT INFRASTRUCTURE DEVELOPMENT ($ IN MILLIONS)	FORECASTED EXPENDITURES THRU FY25 [1]	FY26 ADOPTED	LIFE OF PROJECT
TRANSIT EXPANSION			
TRANSIT CONSTRUCTION			
RAIL			
A Line Foothill Extensions 2A & 2B	$ 2,109.1	$ 155.8	$ 2,345.1
D Line Sections 1, 2, & 3	7,826.4	792.9	10,332.0
E Line Expo Light Rail Transit	2,292.2	0.7	2,300.2
East San Fernando Valley Light Rail Transit	470.6	267.2	1,491.5
K Line Crenshaw/LAX Light Rail Transit	2,722.4	11.6	2,740.2
LAX/Metro Transit Center	841.5	22.8	902.2
Regional Connector	1,797.1	5.2	1,874.9
Southeast Gateway Line	235.1	315.6	997.8
BUS			
G Line Bus Rapid Transit (BRT) Improvements	197.6	214.7	668.5
North Hollywood to Pasadena BRT Connector	35.1	84.3	135.2
SYSTEMWIDE [2]	-	63.4	-
Subtotal Transit Construction	**$ 18,527.0**	**$ 1,934.3**	**$ 23,787.4**
Subtotal Transit Planning [3], [4]	**$ 614.7**	**$ 279.4**	**$ 29.7**
Total Transit Infrastructure Development	**$ 19,141.7**	**$ 2,213.7**	**$ 23,817.1**

FY26 TID Budget: $2,213.7 ($ in Millions)



Notes

(1) Forecasted expenditures through FY25 equal actual expenditure through FY24 plus FY25 Budget.

(2) Annually funded.

(3) No Board LOP during the planning phase except for Eastside Light Rail Access Phase 3. All other projects are funded on an annual basis.

(4) Refer to Appendix III for a detailed list of Transit Planning projects included in this category.

Totals may not add due to rounding.

Operations & Maintenance

METRO TRANSIT ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE
Operations	$ 2,714.0	$ 2,912.2	$ 198.1	7.3%
Capital Improvement Program (CIP)	579.2	607.6	28.4	4.9%
Total Metro Transit	**$ 3,293.2**	**$ 3,519.7**	**$ 226.5**	**6.9%**

METRO TRANSIT – OPERATIONS ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE
Bus	$ 1,809.5	$ 1,893.9	$ 84.4	4.7%
Rail	862.1	995.2	133.2	15.4%
Metro Micro (Microtransit)	42.5	23.1	(19.4)	-45.7%
Total Metro Transit - Operations	**$ 2,714.0**	**$ 2,912.2**	**$ 198.1**	**7.3%**

METRO MICRO ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE	% OF TOTAL
Labor	$ 21.4	$ 0.9	$ (20.5)	-95.8%	3.8%
Contract/Vehicle Lease	15.2	22.0	6.8	44.9%	95.3%
Other Metro Operating Expenses	5.9	0.2	(5.7)	-96.8%	0.8%
Total Metro Micro	**$ 42.5**	**$ 23.1**	**$ (19.4)**	**-45.7%**	**100.0%**

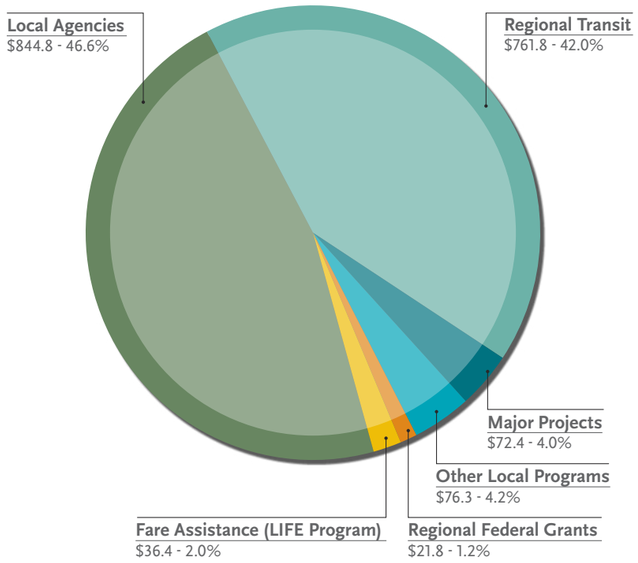
BUS & RAIL ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE	% OF TOTAL
Labor	$ 1,541.7	$ 1,731.1	$ 189.4	12.3%	59.9%
Parts & Supplies	118.9	126.3	7.4	6.2%	4.4%
CNG Fuel/Propulsion Power	94.7	83.2	(11.5)	-12.1%	2.9%
Contract/Professional Services	492.8	488.0	(4.8)	-1.0%	16.9%
Other Operating Expenses	196.9	204.0	7.2	3.6%	7.1%
FTA Cost Allocations	226.6	256.5	29.9	13.2%	8.9%
Total Bus & Rail [1]	**$ 2,671.5**	**$ 2,889.1**	**$ 217.6**	**8.1%**	**100.0%**

Notes

(1) Metro Micro budget not included in FY25 and FY26 Operating costs.

Totals may not add due to rounding.

REGIONAL ALLOCATIONS & PASS-THROUGHS ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE
LOCAL AGENCIES				
LOCAL AGENCY PROGRAMS				
Local Return (Prop A, Prop C, Meas R, Meas M)	$ 866.7	$ 802.2	$ (64.5)	-7.4%
Transportation Development Act Articles 3 & 8	54.7	42.6	(12.1)	-22.1%
Subtotal Local Agency Programs	**$ 921.4**	**$ 844.8**	**$ (76.6)**	**-8.3%**
MAJOR PROJECTS				
Inglewood Transit Connector & Other South Bay Projects	$ 179.5	$ 62.0	$ (117.5)	-65.5%
Alameda Corridor East Grade Separation Phase 2	14.0	-	(14.0)	-100.0%
Sankofa Park Project	1.1	-	(1.1)	-100.0%
Antelope Valley Line Projects	16.3	10.4	(5.9)	-36.2%
Subtotal Major Projects	**$ 211.0**	**$ 72.4**	**$ (138.6)**	**-65.7%**
OTHER LOCAL PROGRAMS				
Active Transportation, Transit Projects & Programs	$ 28.8	$ 33.1	$ 4.3	14.9%
Call for Projects	40.2	30.9	(9.3)	-23.1%
Congestion Reduction Demonstration (CRD)	6.4	6.6	0.2	3.1%
Federal Pass-through	5.5	5.6	0.1	1.8%
Transit Oriented Development Planning Grants	0.7	0.1	(0.6)	-85.7%
Subtotal Other Local Programs	**$ 81.7**	**$ 76.3**	**$ (5.4)**	**-6.6%**
Total Local Agencies	**$ 1,214.1**	**$ 993.5**	**$ (220.6)**	**-18.2%**
REGIONAL TRANSIT				
Municipal & Local Operators	$ 616.0	$ 558.6	$ (57.4)	-9.3%
Access Services	189.8	203.2	13.4	7.1%
Total Regional Transit	**$ 805.8**	**$ 761.8**	**$ (44.0)**	**-5.5%**
Total Regional Federal Grants	**$ 23.8**	**$ 21.8**	**$ (2.0)**	**-8.4%**
Total Fares Assistance (LIFE Program) (1)	**$ 34.4**	**$ 36.4**	**$ 2.1**	**6.1%**
Total Regional Allocations & Pass-Throughs	**$ 2,078.0**	**$ 1,813.5**	**$ (264.5)**	**-12.7%**



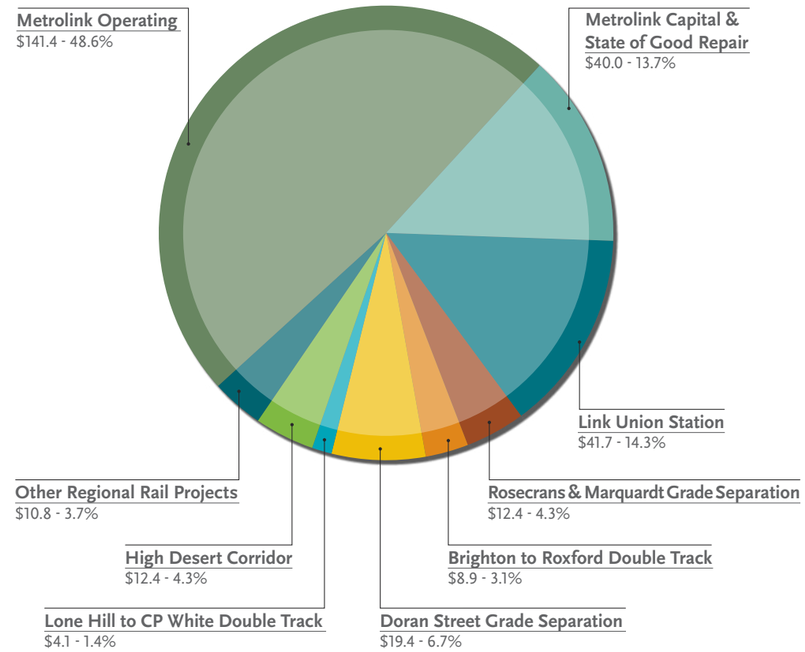
FY26 Regional Allocations & Pass-Throughs Budget: $1,813.5 ($ in Millions)

Notes

(1) Low-Income Fare is Easy (LIFE) program provides additional fare discounts to eligible low-income riders.

Totals may not add due to rounding.

REGIONAL RAIL ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE
METRO REGIONAL RAIL				
Link Union Station	$ 10.8	$ 41.7	$ 30.9	287.4%
Rosecrans & Marquardt Grade Separation	6.0	12.4	6.4	105.4%
Brighton to Roxford Double Track	6.8	8.9	2.1	31.5%
High Desert Corridor	10.8	12.4	1.6	15.2%
Doran Street Grade Separation	7.9	19.4	11.6	146.5%
Lone Hill to CP White Double Track	6.8	4.1	(2.6)	-39.0%
Other Metro Regional Rail	8.4	10.8	2.3	27.4%
Subtotal Metro Regional Rail	**$ 57.4**	**$ 109.7**	**$ 52.3**	**91.1%**
METROLINK				
Metolink Operating	$ 139.9	$ 141.4	$ 1.5	1.1%
Metrolink Capital & State of Good Repair (1)	59.3	40.0	(19.3)	-32.5%
Subtotal Metrolink	**$ 199.2**	**$ 181.4**	**$ (17.8)**	**-8.9%**
Total Regional Rail	**$ 256.6**	**$ 291.1**	**$ 34.5**	**13.4%**



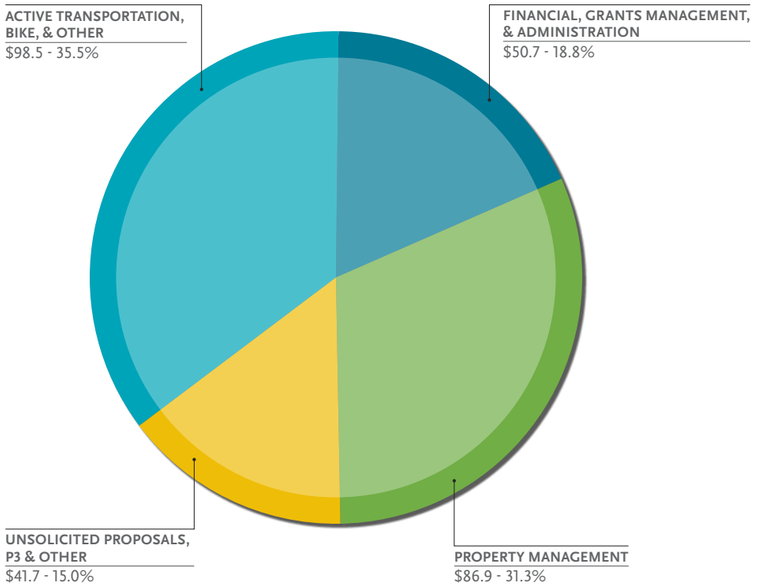
FY26 Regional Rail Budget: $291.1 ($ in Millions)

Notes

(1) FY25 Budget includes $29.3M for Working Capital Fund.

Totals may not add due to rounding.

GENERAL PLANNING & PROGRAMS ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE
ACTIVE TRANSPORTATION, BIKE, & OTHER				
Active Transportation including Bike	$ 53.1	$ 53.2	$ 0.1	0.2%
First/Last Mile (FLM)	4.3	7.7	3.5	81.4%
Sustainability	21.2	21.7	0.5	2.4%
System Connectivity Program & Studies	14.4	15.8	1.5	10.4%
Subtotal Active Transportation, Bike & Other	**$ 92.9**	**$ 98.5**	**$ 5.5**	**5.9%**
FINANCIAL, GRANTS MANAGEMENT & ADMINISTRATION				
Financial Planning & Grants Management	$ 20.5	$ 23.7	$ 3.2	15.6%
Administrative & Planning Support	29.0	27.0	(2.0)	-6.9%
Subtotal Financial, Grants Management, & Administration	**$ 49.4**	**$ 50.7**	**$ 1.3**	**2.6%**
PROPERTY MANAGEMENT				
Art & Design	$ 1.6	$ 1.3	$ (0.3)	-18.8%
Joint Development	17.6	23.3	5.7	32.4%
Parking	6.7	9.0	2.4	35.8%
Property Maintenance & Contract Management	29.1	28.2	(0.9)	-3.1%
Transit Oriented Communities	9.4	6.0	(3.3)	-35.1%
Union Station	16.1	19.0	2.9	18.0%
Subtotal Property Management	**$ 80.5**	**$ 86.9**	**$ 6.4**	**8.0%**
Subtotal Unsolicited Proposals, P3 & Other	**$ 38.9**	**$ 41.7**	**$ 2.8**	**7.2%**
Total General Planning & Programs	**$ 261.7**	**$ 277.8**	**$ 16.0**	**6.1%**



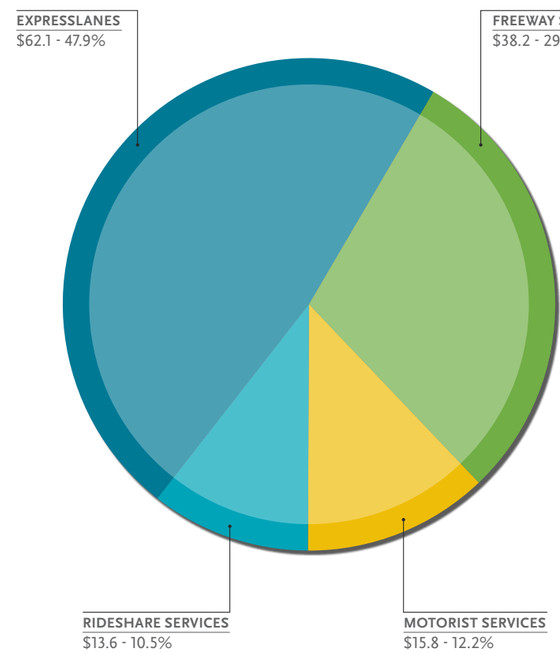
FY26 General Planning & Programs Budget: $277.8 ($ in Millions)

Notes

(1) Please refer to Appendix III for Other Operating Capital projects that lie within General Planning and Programs.

Totals may not add due to rounding.

CONGESTION MANAGEMENT ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE
ExpressLanes	$ 55.6	$ 62.1	$ 6.5	11.7%
Freeway Service Patrol	40.9	38.2	(2.6)	-6.4%
Motorist Services	14.1	15.8	1.7	12.4%
Rideshare Services	14.2	13.6	(0.7)	-4.6%
Total Congestion Management	**$ 124.7**	**$ 129.7**	**$ 5.0**	**4.0%**



FY26 Congestion Management Budget: $129.7 ($ in Millions)

Note

Totals may not add due to rounding.

Current Year Debt Service Expenses

FUNDING DEMAND OF DEBT SERVICE ($ IN THOUSANDS)	FY25 BUDGET BUS	FY25 BUDGET RAIL	FY25 BUDGET HIGHWAY	FY25 BUDGET TOTAL	FY26 ADOPTED BUS	FY26 ADOPTED RAIL	FY26 ADOPTED HIGHWAY	FY26 ADOPTED TOTAL
RESOURCES								
Proposition A 35% Rail Set Aside [1]	$ -	$ 103.4	$ -	$ 103.4	$ -	$ 93.3	$ -	$ 93.3
Proposition A 40% Discretionary	0.9	-	-	0.9	0.5	-	-	0.5
Proposition C 40% Discretionary	5.3	40.7	-	46.1	4.3	32.6	-	36.9
Proposition C 10% Commuter Rail	-	3.6	-	3.6	-	3.6	-	3.6
Proposition C 25% Street & Highways	-	-	110.6	110.6	-	-	108.3	108.3
Measure R Transit Capital - New Rail 35%	-	264.9	-	264.9	-	277.1	-	277.1
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	2.0	-	2.0	-	1.6	-	1.6
Measure R Highway Capital 20%	-	-	0.6	0.6	-	-	-	-
Measure R BAB Federal Subsidy	-	9.1	-	9.1	-	-	-	-
Measure M Transit Construction 35%	-	25.2	-	25.2	-	25.3	-	25.3
Measure M Highway Construction 17%	-	-	1.0	1.0	-	-	1.0	1.0
Total Funding Demand of Debt Service	**$ 6.3**	**$ 449.1**	**$ 112.2**	**$ 567.6**	**$ 4.7**	**$ 433.5**	**$ 109.3**	**$ 547.6**
Total (Premium)/Discount Amortization [2]	**$ (0.8)**	**$ (57.6)**	**$ (14.4)**	**$ (72.8)**	**$ (0.6)**	**$ (55.3)**	**$ (13.9)**	**$ (69.8)**
Total Debt Service Expense [3]	**$ 5.5**	**$ 391.5**	**$ 97.8**	**$ 494.8**	**$ 4.1**	**$ 378.2**	**$ 95.4**	**$ 477.8**
Debt Service (Deficit)/Surplus	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Long-Term Enterprise Fund Debt Principal Obligations

OUTSTANDING DEBT PRINCIPAL BALANCE ($ IN THOUSANDS)	BEGINNING FY25 BALANCE BUS	BEGINNING FY25 BALANCE RAIL	BEGINNING FY25 BALANCE HIGHWAY	BEGINNING FY25 BALANCE TOTAL	BEGINNING FY26 BALANCE BUS	BEGINNING FY26 BALANCE RAIL	BEGINNING FY26 BALANCE HIGHWAY	BEGINNING FY26 BALANCE TOTAL
Proposition A	$ 6.2	$ 671.1	$ -	$ 677.2	$ 3.1	$ 623.0	$ -	$ 626.0
Proposition C	50.8	420.9	1,050.4	1,522.0	41.6	351.4	1,052.9	1,446.0
Measure R	-	2,620.6	-	2,620.6	-	2,448.5	-	2,448.5
Total Outstanding Debt Principal Balance [4]	**$ 56.9**	**$ 3,712.5**	**$ 1,050.4**	**$ 4,819.9**	**$ 44.7**	**$ 3,422.9**	**$ 1,052.9**	**$ 4,520.5**

Notes

(1) Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: $4.6M in FY25 and $10.9M in FY26.

(2) Amortizing the difference between the market value and the face value of the debt instrument over the life of the debt.

(3) The Debt Service Expense Total excludes Union Station Gateway (USG) Building General Revenue Bonds of $11.3M debt service. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process.

(4) The Debt Service Expense and Outstanding Principal Balance excludes USG Building General Revenue Bonds of $11.3M debt service and $22.4M Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process.

Totals may not add due to rounding.

FY26 Adopted Debt Policy: Tax Revenue Sources for Debt Servicing

TAX REVENUE SOURCE FOR DEBT SERVICING ($ IN MILLIONS)	FY26 NET SALES TAX REVENUE	FY26 DEBT SERVICE [1]	ANNUAL DEBT SERVICE MAXIMUM [2]	MAXIMUM ADDITIONAL BOND ISSUANCE ALLOWED	% OF ALLOWABLE REVENUE USED	DEBT POLICY LIMIT % TO SALES TAX REVENUE
PROPOSITION A (PA)						
Proposition A 35% Rail Set Aside	$ 355.8	$ 76.9	$ 309.5	$ 3,410.5	24.8%	87.7%
Proposition A 40% Discretionary [3]	406.6	0.5	-	-	100.0%	-
PROPOSITION C (PC)						
Proposition C 10% Commuter Rail	$ 105.4	$ 2.7	$ 42.2	$ 579.0	6.4%	40.0%
Proposition C 25% Street & Highways	263.5	105.9	158.1	765.2	67.0%	60.0%
Proposition C 40% Discretionary	421.6	32.1	168.6	2,001.6	19.0%	40.0%
MEASURE R (MR)						
Measure R Transit Capital - New Rail 35%	$ 368.9	$ 261.3	$ 320.9	$ 519.6	81.4%	87.0%
Measure R Highway Capital 20%	210.8	-	126.5	1,102.2	0.0%	60.0%
Measure R Transit Capital - Metrolink 3%	31.6	-	27.5	239.7	0.0%	87.0%
Measure R Transit Capital - Metro Rail 2%	21.1	1.6	18.3	145.5	8.7%	87.0%
MEASURE M (MM)						
Measure M Transit Construction 35%	$ 368.9	$ -	$ 320.9	$ 4,704.8	0.0%	87.0%
Measure M Highway Construction 17%	179.2	-	155.9	2,285.2	0.0%	87.0%
Measure M Metro Active Trans. Program 2%	21.1	-	18.3	268.8	0.0%	87.0%
Measure M Metro State of Good Repair 2%	21.1	-	18.3	268.8	0.0%	87.0%
Measure M Regional Rail 1%	10.5	-	9.2	134.4	0.0%	87.0%

Notes

(1) All of the debt service amounts are for long-term debt. Short-term debt is not included because they are used as an interim financing tool and are paid off with the issuance of long-term bonds.

(2) This is a calculation of the annual debt service maximum allowed per the Board approved Debt Policy.

(3) No further debt issuance is permitted pursuant to the Debt Policy.

Totals may not add due to rounding.

Estimated Fund Balances for the Year Ending June 30, 2026

FUND TYPE ($ IN MILLIONS)	FY26 ESTIMATED ENDING FUND BALANCE
Proposition A	
Discretionary Transit (95% of 40%) (1), (4)	$ 321.9
Discretionary Incentive (5% of 40%) (1)	48.6
Rail (35%) (1), (4)	-
Interest	61.8
Total Proposition A	**$ 432.3**
Proposition C	
Discretionary (40%) (1)	$ 62.2
Security (5%) (1)	6.7
Commuter Rail (10%) (1)	51.3
Street & Highway (25%)	175.4
Interest	56.6
Total Proposition C	**$ 352.2**
Measure R	
Administration (1.5%)	$ 16.0
Transit Capital - Metrolink (3%)	(127.0)
Transit Capital - Metro Rail (2%)	16.4
Transit Capital - New Rail (35%) (2)	(190.1)
Highway Capital (20%) (2), (3)	(17.2)
New Rail Operations (5%) (1)	-
Bus Operations (20%) (1)	162.4
Total Measure R	**$ (139.5)**
Measure M	
Administration (0.5%)	$ 2.7
Local Return (17%)	0.3
Metro Rail Operations (5%) (1)	-
Transit Operations (20%) (1)	182.9
ADA Paratransit for the Disabled, Metro Discounts for Seniors & Students (2%)	-
Transit Construction (35%) (2)	(810.2)
Metro State of Good Repair (2%)	(3.7)
Highway Construction (17%) (3)	408.3
Metro Active Transportation Program (2%) (1)	73.4
Regional Rail (1%)	10.5
Total Measure M	**$ (135.8)**
Transportation Development Act (TDA)	
Article 3 (1)	$ 26.2
Article 4 (1)	111.5
Article 8 (1)	39.2
Interest (1)	30.1
Total TDA	**$ 207.2**
State Transit Assistance (STA)	
Revenue Share (1)	$ 2.3
Population Share (1)	-
Total STA	**$ 2.3**
The Road Recovery and Accountability Act of 2017 (SB1-SGR)	
Revenue Share (1)	$ 18.4
Population Share (1)	-
Total SB1-SGR	**$ 18.4**
The Road Recovery and Accountability Act of 2017 (SB1-STA)	
Revenue Share (1)	$ 6.6
Population Share (1)	-
SB1-STA Total	**$ 6.6**
SAFE Fund Total (3)	**$ 46.3**
Other Special Revenue Funds Total (3)	**$ 620.0**
General Fund	
Administration - Propositions A & C & TDA	$ (46.0)
Low Carbon Fuel Standards (LCFS) 80% (3)	10.2
General Fund/Other (4)	(49.8)
General Fund Total	**$ (85.6)**
FY25 Estimated Ending Fund Balance Total	**$ 1,324.2**
Less: Mandatory Operating Reserve (4)	**$ (240.1)**
FY25 Estimated Ending Fund Balance After Reserve (5)	**$ 1,084.1**

Notes

(1) Committed - previously allocated to Metro, Municipal Operators, and cities.

(2) Deficits in MR35, MR20, and MM35 can be mitigated by bond proceeds based on project activities and actual cash flow demand.

(3) Restricted by legislation and Board-approved projects and programs.

(4) Required by the Board-approved Financial Stability Policy.

(5) The budgetary fund balance represents the estimated net position at the end of FY26. The estimated FY26 fund balance does not cover all the existing and known encumbrance/commitments. Refer to Appendix V and Appendix VI. The remaining $5,501.6M in LOP funds are committed to Board-approved SGR, Asset Improvement, and Transit Improvement/ Modernization projects.

Totals may not add due to rounding.

Please refer to footnotes on page 48.

Statement of Revenues, Expenditures & Changes in Fund Balances for the Years Ending June 30, 2025 & 2026

GOVERNMENT FUNDS ($ IN MILLIONS)	SPECIAL REVENUE FUNDS FY25 BUDGET	SPECIAL REVENUE FUNDS FY26 ADOPTED	GENERAL FUNDS FY25 BUDGET	GENERAL FUNDS FY26 ADOPTED	TOTAL FY25 BUDGET	TOTAL FY26 ADOPTED
REVENUES						
Sales Tax (1)	$ 5,497.8	$ 5,084.1	$ -	$ -	$ 5,497.8	$ 5,084.1
Intergovernmental Grants (2)	226.7	268.3	51.0	51.9	277.7	320.2
Investment Income	0.1	0.1	2.8	2.9	2.9	3.0
Lease & Rental	-	-	15.9	16.1	15.9	16.1
Licenses & Fines	-	-	0.8	0.8	0.8	0.8
Federal Fuel Credits & Other	-	-	38.2	11.6	38.2	11.6
Total Revenues	**$ 5,724.6**	**$ 5,352.5**	**$ 108.7**	**$ 83.3**	**$ 5,833.3**	**$ 5,435.8**
EXPENDITURES						
Subsidies	$ 2,471.7	$ 2,200.9	$ 48.6	$ 53.1	$ 2,520.3	$ 2,254.0
Operating Expenditures	579.9	554.6	306.0	323.6	885.9	878.2
Debt & Interest Expenditures	-	-	-	-	-	-
Debt Principal Retirement	-	-	-	-	-	-
Total Expenditures	**$ 3,051.6**	**$ 2,755.5**	**$ 354.6**	**$ 376.7**	**$ 3,406.2**	**$ 3,132.2**
TRANSFERS						
Transfers In	$ 241.2	$ 162.3	$ 195.4	$ 178.7	$ 436.6	$ 341.0
Transfers (Out)	(4,560.2)	(4,557.4)	(53.5)	(51.6)	(4,613.7)	(4,609.0)
Proceeds from Financing	-	145.3	-	-	-	145.3
Total Transfers	**$ (4,319.0)**	**$ (4,249.8)**	**$ 141.9**	**$ 127.1**	**$ (4,177.1)**	**$ (4,122.7)**
Net Change in Fund Balances	**$ (1,646.0)**	**$ 1,652.8**	**$ (104.0)**	**$ (166.3)**	**$ (1,750.0)**	**$ (1,819.1)**
Fund Balances - Beginning of Year	$ 4,708.6	$ 3,062.6	$ 184.5	$ 80.6	$ 4,893.1	$ 3,143.2
Fund Balances - End of Year (3)	**$ 3,062.6**	**$ 1,409.8**	**$ 80.6**	**$ (85.6)**	**$ 3,143.2**	**$ 1,324.2**

Notes

(1) Includes TDA, STA, SB1, and SAFE revenues in addition to Propositions A and C, Measures R and M sales tax revenues.

(2) Federal/State/Local grants and Special Revenue Funds (SRF) are restricted on reimbursement basis as grants for projects of Regional Rail, TID, Freeway Service Patrol, Pass-Through and miscellaneous Planning projects.

(3) The budgetary fund balance represents the estimated net position at the end of FY26. The estimated FY26 fund balance does not cover all the existing and known encumbrance/commitments. Refer to Appendix V and Appendix VI. The remaining $5,501.6M in LOP funds are committed to Board-approved SGR, Asset Improvement, and Transit Improvement/ Modernization projects.

Totals may not add due to rounding.

Summary of FTE by Cabinet Detail

FTE BY CABINET DETAIL	FY25 BUDGET	FY26 ADOPTED	CHANGE	% CHANGE
Board of Directors				
County Counsel	3	3	-	0.0%
Ethics Office	9	9	-	0.0%
Office of the Board Administration	30	30	-	0.0%
Office of the Inspector General	24	24	-	0.0%
Subtotal Board of Directors	**66**	**66**	**-**	**0.0%**
Chief Executive Office	140	145	5	3.6%
Chief of Staff	49	54	5	10.2%
Chief People Office	293	330	37	12.6%
Countywide Planning & Development	210	228	18	8.6%
Customer Experience Office	392	861	469	119.6%
Department of Public Safety	437	493	56	12.8%
Office of Strategic Innovation	16	18	2	12.5%
Operations	8,855	9,017	162	1.8%
Program Management	264	308	44	16.7%
Risk, Corporate Safety, & Asset Management	105	108	3	2.9%
Strategic Financial Management	594	632	38	6.4%
Total FTEs	**11,421**	**12,260**	**839**	**7.3%**
Total Metro Represented	**9,398**	**10,004**	**606**	**6.4%**
Total Metro Non-Represented	**2,023**	**2,256**	**233**	**11.5%**
Total Metro	**11,421**	**12,260**	**839**	**7.3%**





PUBLIC TRANSPORTATION SERVICES CORPORATION

Public Transportation Services Corporation (PTSC) is a nonprofit public benefit corporation. PTSC was created in December 1996 in order to transfer certain functions performed by the LACMTA and its employees related to those functions to this new corporation. The PTSC conducts essential public transportation activities including planning, programming funds for transportation projects within Los Angeles County, construction, providing certain business services to the County's Service Authority for Freeway Emergencies (SAFE) & the Southern California Regional Rail Authority (SCRRA), and providing security services to the operation of the Metro Bus and Rail systems. PTSC allows the corporation employees to participate in the California Public Employees Retirement System (PERS).

Statement of Revenues, Expenses & Changes in Retained Earnings for the Years Ending June 30, 2025 & 2026

PTSC ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED
Revenues	$ 662.7	$ 782.4
Expenditures	662.7	782.4
Increase (decrease) in retained earnings	-	-
Retained Earnings – Beginning of Year	-	-
Retained Earnings – End of Year	**$ -**	**$ -**

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (SAFE)

The Los Angeles County Service Authority for Freeway Emergencies (SAFE) was established in Los Angeles County in 1988. SAFE is a separate legal authority created under state law and is responsible for providing motorist aid services in Los Angeles County. SAFE currently operates, manages, and funds:

- **The Los Angeles County Kenneth Hahn Call Box System**
- **SoCAL 511 – Mobile Call Box program (motorist aid)**
- **SoCAL 511 – Traveler Information System**

SAFE receives funding from a dedicated $1 surcharge assessed on each vehicle registered within Los Angeles County.

Statement of Revenues, Expenses & Changes in Fund Balances for the Years Ending June 30, 2025 & 2026

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED
Revenues	$ 8.8	$ 8.9
Expenditures	7.7	8.5
Excess (deficiency) of revenue over expenditure	1.1	0.4
Other financing & sources (uses) – transfer out	-	-
Fund Balances – Beginning of Year	44.8	45.9
Retained Earnings – End of Year	**$ 45.9**	**$ 46.3**

Note

Totals may not add due to rounding.



STATISTIC	BUS FY25 BUDGET (1)	BUS FY26 ADOPTED	BUS % CHANGE	RAIL FY25 BUDGET (1)	RAIL FY26 ADOPTED	RAIL % CHANGE	TOTAL FY25 BUDGET (1)	TOTAL FY26 ADOPTED	TOTAL % CHANGE
SERVICE PROVIDED (000)									
Revenue Service Hours (RSH)	7,143	7,131	-0.2%	1,304	1,529	17.2%	8,447	8,660	2.5%
Revenue Service Miles (RSM)	72,608	72,491	-0.2%	26,219	30,691	17.1%	98,827	103,182	4.4%
SERVICE CONSUMED (000)									
Unlinked Boardings	257,012	264,290	2.8%	74,596	80,000	7.2%	331,608	344,290	3.8%
Passenger Miles	903,099	926,240	2.6%	416,372	445,267	6.9%	1,319,471	1,371,507	3.9%
OPERATING REVENUE (000)									
Fare Revenue (2)	$ 133,696	$ 133,696	0.0%	$ 38,804	$ 38,804	0.0%	$ 172,500	$ 172,500	0.0%
Advertising/Other	$ 33,200	$ 44,300	33.4%	$ 3,200	$ 6,400	100.0%	$ 36,400	$ 50,700	39.3%
Total Operating Revenue	**$ 166,896**	**$ 177,996**	**6.7%**	**$ 42,004**	**$ 45,204**	**7.6%**	**$ 208,900**	**$ 223,200**	**6.8%**
OPERATING COST DATA (000)									
Transportation	$ 577,040	$ 612,065	6.1%	$ 106,624	$ 114,110	7.0%	$ 683,664	$ 726,175	6.2%
Maintenance	$ 504,737	$ 521,267	3.3%	$ 389,240	$ 446,909	14.8%	$ 893,977	$ 968,176	8.3%
Regional	$ 40,522	$ 45,559	12.4%	$ 12,562	$ 14,123	12.4%	$ 53,084	$ 59,682	12.4%
Other & Support Cost	$ 659,341	$ 683,709	3.7%	$ 347,942	$ 414,140	19.0%	$ 1,007,283	$ 1,097,849	9.0%
Total Operating Cost	**$ 1,781,639**	**$ 1,862,599**	**4.5%**	**$ 856,368**	**$ 989,283**	**15.5%**	**$ 2,638,007**	**$ 2,851,882**	**8.1%**
Subsidy Data (000)	**$ 1,614,744**	**$ 1,684,604**	**4.3%**	**$ 814,364**	**$ 944,078**	**15.9%**	**$ 2,429,107**	**$ 2,628,682**	**8.2%**
PER BOARDING STATISTICS									
Fare Revenue	$ 0.52	$ 0.50	-3.7%	$ 0.52	$ 0.50	-4.2%	$ 0.52	$ 0.50	-3.7%
Operating Cost	$ 6.93	$ 7.05	1.7%	$ 11.48	$ 12.37	7.7%	$ 7.96	$ 8.28	4.1%
Subsidy	$ 6.28	$ 6.37	1.5%	$ 10.92	$ 11.80	8.1%	$ 7.33	$ 7.64	4.2%
Passenger Miles	3.51	3.50	-0.3%	5.58	5.57	-0.3%	3.98	3.98	0.0%
Fare Recovery %	7.5%	7.2%	-4.3%	4.5%	3.9%	-13.4%	6.5%	6.0%	-7.5%
PER RSH STATISTICS									
Revenue	$ 23.37	$ 24.96	6.8%	$ 32.21	$ 29.57	-8.2%	$ 24.73	$ 25.77	4.2%
Boardings	35.98	37.06	3.0%	57.20	52.33	-8.5%	39.26	39.76	1.3%
Passenger Miles	126.43	129.89	2.7%	319.25	291.28	-8.8%	156.20	158.38	1.4%
Transportation Cost	$ 80.78	$ 85.83	6.2%	$ 81.75	$ 74.65	-8.7%	$ 80.93	$ 83.86	3.6%
Maintenance Cost	$ 70.66	$ 73.10	3.4%	$ 298.44	$ 292.36	-2.0%	$ 105.83	$ 111.80	5.6%
Regional Cost	$ 5.67	$ 6.39	12.6%	$ 9.63	$ 9.24	-4.1%	$ 6.28	$ 6.89	9.7%
Other & Support Cost	$ 92.31	$ 95.88	3.9%	$ 266.78	$ 270.92	1.6%	$ 119.24	$ 126.78	6.3%
Total Cost	**$ 249.43**	**$ 261.20**	**4.7%**	**$ 656.60**	**$ 647.16**	**-1.4%**	**$ 312.29**	**$ 329.33**	**5.5%**
Subsidy (000)	**$ 226.06**	**$ 236.24**	**4.5%**	**$ 624.40**	**$ 617.59**	**-1.1%**	**$ 287.56**	**$ 303.55**	**5.6%**
PER PASSENGER MILE STATISTICS									
Revenue	$ 0.18	$ 0.19	4.0%	$ 0.10	$ 0.10	0.0%	$ 0.16	$ 0.16	0.0%
Transportation Cost	$ 0.64	$ 0.66	3.4%	$ 0.26	$ 0.26	0.0%	$ 0.52	$ 0.53	2.2%
Maintenance Cost	$ 0.56	$ 0.56	0.0%	$ 0.93	$ 1.00	7.4%	$ 0.68	$ 0.71	4.2%
Regional Cost	$ 0.04	$ 0.05	9.6%	$ 0.03	$ 0.03	0.0%	$ 0.04	$ 0.04	0.0%
Other & Support Cost	$ 0.73	$ 0.74	1.1%	$ 0.84	$ 0.93	11.3%	$ 0.76	$ 0.80	4.9%
Total Cost	**$ 1.97**	**$ 2.01**	**1.9%**	**$ 2.06**	**$ 2.22**	**8.0%**	**$ 2.00**	**$ 2.08**	**4.0%**
Subsidy	**$ 1.79**	**$ 1.82**	**1.7%**	**$ 1.96**	**$ 2.12**	**8.4%**	**$ 1.84**	**$ 1.92**	**4.1%**
FTE'S PER HUNDRED (3)									
Operators per RSH	4.55	4.66	2.4%	2.78	2.51	-9.5%	4.34	4.18	-3.7%
Mechanics per RSM	0.12	0.12	0.0%	0.12	0.12	0.0%	0.12	0.12	0.0%
Service Attendants RSM	0.08	0.08	0.0%	0.08	0.09	13.7%	0.08	0.08	0.0%
Maintenance of Way (MOW)	-	-	0.0%	3.56	4.00	12.4%	3.56	4.00	12.4%
Transit Operations Supervisors/RSH	0.66	0.68	3.6%	2.73	2.46	-9.7%	1.01	1.00	-1.1%

SERVICE LEVEL DETAILS

SERVICE HOURS	FY25 BUDGET (1)	FY26 ADOPTED	CHANGE
REVENUE			
Bus			
Local & Rapid	6,470,277	6,458,376	(11,900)
J Line (Silver)	119,023	119,023	-
G Line (Orange)	99,186	99,186	-
Purchased Transportation	454,463	454,463	-
Subtotal Bus	**7,142,948**	**7,131,048**	**(11,900)**
Rail			
A Line (Blue)	515,305	611,385	96,080
C Line (Green)	110,482	111,190	708
K Line (Crenshaw/LAX)	96,607	111,190	14,583
E Line (Expo)	301,608	301,608	-
B Line (Red) / D Line (Purple)	280,238	393,279	113,041
Subtotal Rail	**1,304,239**	**1,528,652**	**224,413**
Metro Micro	271,440	253,003	(18,437)
Total Revenue Service Hours	**8,718,628**	**8,912,703**	**194,076**
PRE-REVENUE			
Purple Line Extension (Phase 1)	29,433	5,887	(23,547)
Purple Line Extension (Phase 2)	-	24,008	24,008
A Line to Pomona Extension	113,036	-	(113,036)
K Line (Crenshaw/LAX)	9,132	-	(9,132)
Total Pre-Revenue Service Hours	**151,601**	**29,895**	**(121,706)**
Total Service Hours	**8,870,228**	**8,942,598**	**72,370**

SERVICE MILES	FY25 BUDGET (1)	FY26 ADOPTED	CHANGE
REVENUE			
Bus			
Local & Rapid	63,715,079	63,597,892	(117,187)
J Line (Silver)	2,615,666	2,615,666	-
G Line (Orange)	1,190,924	1,190,924	-
Purchased Transportation	5,086,192	5,086,192	-
Subtotal Bus	**72,607,861**	**72,490,673**	**(117,187)**
Rail			
A Line (Blue)	11,477,660	13,617,710	2,140,051
C Line (Green)	3,051,185	3,070,746	19,561
K Line (Crenshaw/LAX)	1,575,944	1,813,837	237,894
E Line (Expo)	4,971,124	4,971,124	-
B Line (Red) / D Line (Purple)	5,143,085	7,217,684	2,074,599
Subtotal Rail	**26,218,998**	**30,691,102**	**4,472,104**
Metro Micro	2,714,400	2,530,030	(184,370)
Total Revenue Service Miles	**101,541,258**	**105,711,805**	**4,170,547**
PRE-REVENUE			
Purple Line Extension (Phase 1)	540,177	108,035	(432,142)
Purple Line Extension (Phase 2)	-	440,614	440,614
K Line (Crenshaw/LAX)	148,965	-	(148,965)
A Line to Pomona Extension	2,517,707	-	(2,517,707)
Total Pre-Revenue Service Miles	**3,206,849**	**548,650**	**(2,658,199)**
Total Service Miles	**104,748,107**	**106,260,455**	**1,512,348**

BOARDINGS (000)	FY25 BUDGET	FY26 ADOPTED	CHANGE
Bus			
Local & Rapid	234,732	243,131	8,399
J Line (Silver)	5,101	5,419	318
G Line (Orange)	5,461	4,695	(766)
Purchased Transportation	11,718	11,045	(673)
Subtotal Bus	**257,012**	**264,290**	**7,278**
Rail			
A Line (Blue)	20,707	27,483	6,776
C Line (Green)	6,216	7,221	1,006
K Line (Crenshaw/LAX)	1,026	2,087	1,061
E Line (Expo)	20,348	19,047	(1,301)
B Line (Red) / D Line (Purple)	26,300	24,162	(2,138)
Subtotal Rail	**74,596**	**80,000**	**5,404**
Metro Micro	759	759	-
Total Boardings	**332,367**	**345,049**	**12,682**

PASSENGER MILES (000)	FY25 BUDGET	FY26 ADOPTED	CHANGE
Bus			
Local & Rapid	775,208	802,946	27,738
J Line (Silver)	45,743	48,592	2,849
G Line (Orange)	32,931	28,311	(4,620)
Purchased Transportation	49,216	46,391	(2,825)
Subtotal Bus	**903,099**	**926,240**	**23,141**
Rail			
A Line (Blue)	130,302	172,940	42,638
C Line (Green)	21,298	24,744	3,446
K Line (Crenshaw/LAX)	1,891	3,847	1,956
E Line (Expo)	128,267	120,064	(8,203)
B Line (Red) / D Line (Purple)	134,614	123,673	(10,942)
Subtotal Rail	**416,372**	**445,267**	**28,895**
Metro Micro	2,511	2,511	-
Total Passenger Miles	**1,321,982**	**1,374,018**	**52,037**

Notes (page 56)

(1) FY25 Budget RSH and RSM updated with FY25 year-end estimate.

(2) FY26 Fare Revenues do not include $2.2M from TAP card sales.

(3) Does not include purchased transportation bus miles/hours.

Totals may not add due to rounding.

Notes (page 57)

(1) FY25 Budgeted RSH and RSM reflect a FY25 year-end estimate; therefore it may deviate from the RSH budget outlined in last year's budget book.

Totals may not add due to rounding.

ACTIVITIES	FY25 BUDGET [1] $000	FY25 BUDGET [1] $/RSH	FY26 ADOPTED $000	FY26 ADOPTED $/RSH	CHANGE $000	CHANGE $/RSH
TRANSPORTATION						
Wages & Benefits	$ 516,396	$ 77.21	$ 548,934	$ 82.22	$ 32,538	$ 5.01
Materials & Supplies	1,031	0.15	1,094	0.16	63	0.01
Services & Other	75	0.01	160	0.02	85	0.01
Field Supervision	18,723	2.80	18,565	2.78	(157)	(0.02)
Control Center	11,698	1.75	12,713	1.90	1,016	0.16
Training Transp	23,339	3.49	24,422	3.66	1,083	0.17
Scheduling & Planning	5,778	0.86	6,176	0.93	398	0.06
Total Transportation	**$ 577,040**	**$ 86.27**	**$ 612,064**	**$ 91.67**	**$ 35,026**	**$ 5.40**
DIVISION MAINTENANCE						
Wages & Benefits	$ 221,505	$ 33.12	$ 239,830	$ 35.92	$ 18,325	$ 2.80
Materials & Supplies	64,867	9.70	68,700	10.29	3,834	0.59
Services & Other	117	0.02	181	0.03	64	0.01
Fuel	52,200	7.80	36,783	5.51	(15,417)	(2.30)
Fueling Contractor Reimbursement	-	-	-	-	-	-
Subtotal Division Maintenance	**$ 338,689**	**$ 50.64**	**$ 345,494**	**$ 51.75**	**$ 6,806**	**$ 1.11**
CENTRAL MAINTENANCE						
Wages & Benefits	$ 43,493	$ 6.50	$ 47,157	$ 7.06	$ 3,663	$ 0.56
Materials & Supplies	9,958	1.49	11,687	1.75	1,729	0.26
Services & Other	308	0.05	208	0.03	(100)	(0.01)
Subtotal Central Maintenance	**$ 53,759**	**$ 8.04**	**$ 59,052**	**$ 8.84**	**$ 5,292**	**$ 0.81**
OTHER MAINTENANCE						
Facilities	$ 72,126	$ 10.78	$ 73,436	$ 11.00	$ 1,310	$ 0.22
Support	25,600	3.83	25,328	3.79	(272)	(0.03)
Non-Revenue Vehicles	14,383	2.15	17,763	2.66	3,380	0.51
Training	2,785	0.42	2,938	0.44	153	0.02
Subtotal Other Maintenance	**$ 114,894**	**$ 17.18**	**$ 119,465**	**$ 17.89**	**$ 4,571**	**$ 0.72**
Total Maintenance	**$ 507,342**	**$ 75.85**	**$ 524,011**	**$ 78.48**	**$ 16,669**	**$ 2.63**
OTHER OPERATING						
Transit Security	$ 105,786	$ 15.82	$ 92,546	$ 13.86	$ (13,239)	$ (1.95)
Customer Experience [2]	58,416	8.73	74,489	11.16	16,073	2.42
Workers' Compensation	98,300	14.70	97,107	14.54	(1,194)	(0.15)
Casualty & Liability	70,634	10.56	72,506	10.86	1,872	0.30
Revenue	14,373	2.15	18,149	2.72	3,776	0.57
Utilities	21,520	3.22	22,798	3.41	1,278	0.20
Building Costs	9,565	1.43	9,030	1.35	(535)	(0.08)
Service Development	2,164	0.32	2,671	0.40	507	0.08
Other Metro Operations	22,705	3.39	29,398	4.40	6,693	1.01
Safety	5,589	0.84	5,936	0.89	347	0.05
Transitional Duty Program	2,061	0.31	2,191	0.33	129	0.02
Copy Services	1,122	0.17	1,040	0.16	(82)	(0.01)
Total Other Operating	**$ 412,235**	**$ 61.63**	**$ 427,859**	**$ 64.08**	**$ 15,625**	**$ 2.45**
SUPPORT FUNCTIONS						
Procurement	$ 42,037	$ 6.28	$ 44,082	$ 6.60	$ 2,045	$ 0.32
Informational & Technology Services	43,556	6.51	47,940	7.18	4,384	0.67
Communications	14,883	2.23	15,837	2.37	954	0.15
Finance & Budget	28,148	4.21	29,592	4.43	1,445	0.22
Chief Executive Office	30,753	4.60	37,201	5.57	6,448	0.97
Human Resources	22,295	3.33	21,806	3.27	(488)	(0.07)
Construction	5,197	0.78	6,490	0.97	1,294	0.20
Real Estate	3,359	0.50	4,035	0.60	676	0.10
Management Audit Services	3,000	0.45	2,835	0.42	(165)	(0.02)
Board Oversight	3,500	0.52	3,467	0.52	(33)	-
Subtotal Support Functions	**$ 196,726**	**$ 29.41**	**$ 213,285**	**$ 31.95**	**$ 16,560**	**$ 2.53**
Total Local & Rapid Bus	**$ 1,693,342**	**$ 253.17**	**$ 1,777,219**	**$ 266.19**	**$ 83,877**	**$ 13.01**
PURCHASED TRANSPORTATION						
PT Contracted Service	$ 72,644	$ 159.85	$ 68,487.45	$ 150.70	$ (4,157)	$ (9.15)
Security	7,188	15.82	6,299	13.86	(888)	(1.95)
PT Administration	8,465	18.63	10,593	23.31	2,128	4.68
Total Purchased Transportation	**$ 88,297**	**$ 194.29**	**$ 85,380**	**$ 187.87**	**$ (2,917.00)**	**$ (6.42)**
Grand Total Bus Costs [1], [3]	**$ 1,781,639**	**$ 249.43**	**$ 1,862,599**	**$ 261.20**	**$ 80,960**	**$ 11.77**
METRO MICRO						
Services & Other	$ 42,518	$ 156.18	$ 23,090	$ 91.27	$ (19,428)	$ (64.91)
Total Metro Micro	**$ 42,518**	**$ 156.18**	**$ 23,090**	**$ 91.26**	**$ (19,428)**	**$ (64.92)**

REVENUE SERVICE HOURS (RSH)	FY25 BUDGET	FY26 ADOPTED	CHANGE
Directly Operated	6,688	6,677	(11)
Purchased Transportation	454	454	-
Total Bus RSH (in 000s) [3]	**7,142**	**7,131**	**(11)**
Metro Micro RSH	**272**	**253**	**(19)**

Notes

(1) FY25 Budgeted RSH reflect a FY25 year-end estimate.

(2) Contains customer care programs such as Transit Ambassadors and other Homeless Outreach programs.

(3) Metro Micro is not included in Bus Program, RSH is not included with Total Bus RSH.

Totals may not add due to rounding.

Notes

(1) FY25 Budgeted RSH reflect a FY25 year-end estimate.

(3) Metro Micro is not included in Bus Program, RSH is not included with Total Bus RSH.

Totals may not add due to rounding.

ACTIVITIES	FY25 BUDGET $000	FY25 BUDGET $/RSH	FY26 ADOPTED $000	FY26 ADOPTED $/RSH	CHANGE $000	CHANGE $/RSH
TRANSPORTATION						
Wages & Benefits	$ 77,026	$ 59.06	$ 83,645	$ 54.72	$ 6,619	$ (4.30)
Materials & Supplies	509	0.39	540	0.35	31	(0.04)
Services	5	-	65	0.04	60	0.04
Control Center	23,125	17.73	23,832	15.59	707	(2.14)
Training	5,958	4.57	6,028	3.94	70	(0.63)
Total Transportation	**$ 106,624**	**$ 81.75**	**$ 114,110**	**$ 74.65**	**$ 7,486**	**$ (7.10)**
VEHICLE MAINTENANCE						
Wages & Benefits	$ 118,759	$ 91.06	$ 150,253	$ 98.29	$ 31,494	$ 7.23
Materials & Supplies	18,465	14.16	18,768	12.28	303	(1.88)
Subtotal Vehicle Maintenance	**$ 137,225**	**$ 105.21**	**$ 169,021**	**$ 110.57**	**$ 31,796**	**$ 5.36**
WAYSIDE MAINTENANCE						
Wages & Benefits	$ 55,434	$ 42.5	$ 64,190	$ 41.99	$ 8,756	$ (0.51)
Materials & Supplies	4,720	3.62	4,920	3.22	200	(0.40)
Services	1,141	0.87	1,524	1.00	383	0.13
Propulsion Power	46,051	35.31	49,829	32.60	3,778	(2.71)
Subtotal Wayside Maintenance	**$ 107,346**	**$ 82.31**	**$ 120,463**	**$ 78.80**	**$ 13,117**	**$ (3.51)**
OTHER MAINTENANCE						
Facilities	$ 138,191	$ 106.0	$ 150,876	$ 98.70	$ 12,685	$ (7.25)
Support	3,528	2.70	3,283	2.15	(245)	(0.55)
Non-Revenue Vehicles	3,671	2.81	4,059	2.66	388	(0.15))
Subtotal Other Maintenance	**$ 145,389**	**$ 111.47**	**$ 158,219**	**$ 103.50**	**$ 12,830**	**$ (7.97)**
Total Maintenance	**$ 389,959**	**$ 298.99**	**$ 447,703**	**$ 292.87**	**$ 57,744**	**$ (6.12)**
OTHER OPERATING						
Transit Security	$ 165,239	$ 126.69	$ 207,305	$ 135.61	$ 42,066	$ 8.92
Customer Experience (2)	31,359	24.04	64,027	41.88	32,669	17.84
Workers' Compensation	20,833	15.97	20,573	13.46	(260)	(2.51)
Casualty & Liability	13,967	10.71	13,258	8.67	(709)	(2.04)
Revenue	25,368	19.45	26,570	17.38	1,202	(2.07)
Utilities	11,829	9.07	12,290	8.04	461	(1.03)
Building Costs	988	0.76	1,170	0.77	182	0.01
Service Development	5,730	4.39	5,514	3.61	(216)	(0.78)
Other Metro Operations	15,721	12.05	16,382	10.72	661	(1.33)
Safety	9,005	6.90	5,986	3.92	(3,019)	(2.98)
Transitional Duty Program	528	0.40	568	0.37	40	(0.03)
Copy Services	123	0.09	267	0.17	144	0.1
Total Other Operating	**$ 300,689**	**$ 230.55**	**$ 373,910**	**$ 244.60**	**$ 73,221**	**$ 14.05**
SUPPORT FUNCTIONS						
Procurement	$ 21,546	$ 16.52	$ 21,203	$ 13.87	$ (343)	$ (2.65)
Informational & Technology Services	6,164	4.73	6,202	4.06	38	(0.67)
Communications	8,324	6.38	8,130	5.32	(194)	(1.06)
Finance & Budget	6,290	4.82	4,384	2.87	(1,906)	(1.95)
Chief Executive Office	1,021	0.78	705	0.46	(316)	(0.32)
Human Resources	2,882	2.21	3,245	2.12	363	(0.09)
Construction	250	0.19	407	0.27	157	0.08
Real Estate	11,930	9.15	7,719	5.05	(4,211)	(4.10)
Management Audit Services	325	0.25	729	0.48	404	0.23
Board Oversight	364	0.28	835	0.55	471	0.27
Total Support Functions	**$ 59,096**	**$ 45.31**	**$ 53,560**	**$ 35.04**	**$ (5,536)**	**$ (10.27)**
Grand Total Rail Costs	**$ 856,368**	**$ 656.60**	**$ 989,283**	**$ 647.16**	**$ 132,915**	**$ (9.44)**
Total Rail RSH (in 000s)		**1,304**		**1,528**		**224**

Notes

(1) FY25 Budgeted RSH reflect a FY25 year-end estimate.

(2) Contains customer care programs such as Transit Ambassadors and other Homeless Outreach programs.

Totals may not add due to rounding.



PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY25 [1]	FY26 ADOPTED	LIFE OF PROJECT
TRANSIT CONSTRUCTION			
Bus			
G Line Bus Rapid Transit Improvements			
G Line Improvements: Construction	$ 194,048.2	$ 214,721.2	$ 668,450.0
G Line Improvements: Planning	3,560.6	-	-
Subtotal G Line Bus Rapid Transit Improvements	**$ 197,608.8**	**$ 214,721.2**	**$ 668,450.0**
North Hollywood to Pasadena BRT			
North Hollywood to Pasadena BRT Connector: Construction [2]	$ 14,453.6	$ 82,848.7	$ 135,183.7
North Hollywood to Pasadena BRT Connector: Planning	20,611.3	1,491.6	-
Subtotal North Hollywood to Pasadena BRT	**$ 35,064.9**	**$ 84,340.3**	**$ 135,183.7**
Subtotal Bus	**$ 232,673.7**	**$ 299,061.6**	**$ 803,633.7**
Rail			
A Line Foothill Extension Light Rail Transit Phase 2A			
A Line Foothill Extension: Insurance Betterment [4]	$ 2,079.9	$ -	$ 2,079.9
A Line Foothill Extension: Construction [4]	646,572.3	-	708,833.0
A Line Foothill Extension: Planning [4]	426.9	-	-
A Line Foothill Extension: Maintenance Facility - Metro 75% [4]	207,118.7	-	207,437.4
A Line Foothill Extension: Closeout	5,150.0	50.0	5,200.0
Azusa A Line Retaining Wall Repair	27.8	467.0	1,330.0
Light Rail Vehicle [4]	60,340.9	-	-
Subtotal A Line Foothill Extension 2A	**$ 921,716.5**	**$ 517.0**	**$ 924,880.2**
A Line Foothill Extension Light Rail Transit Phase 2B			
A Line Foothill Extension 2B: Planning [4]	$ 30,990.0	$ -	$ -
A Line Foothill Extension 2B: Construction	1,098,083.8	148,163.5	1,406,870.8
A Line Foothill Extension 2B: Alignment Integration	1,250.0	7,143.1	13,346.8
Light Rail Vehicle [4]	57,100.0	-	-
Subtotal A Line Foothill Extension Light Rail Transit 2B	**$ 1,187,423.8**	**$ 155,306.6**	**$ 1,420,217.5**
D Line Westside Extension Section 1			
D Line Business Interruption Fund	$ 16,868.8	$ 1,566.7	$ 18,435.4
D Line Insurance Betterment [4]	6,505.1	-	6,505.1
D Line Public Safety Center [5]	-	-	2,000.0
D Line Section 1: Construction	2,954,825.6	59,115.5	3,353,879.6
D Line Section 1: Planning Phase 1 [4]	8,504.7	-	-
D Line Section 1: Planning Phase 2 [4]	36,890.4	-	-
D Line Section 1: Alignment Integration	6,721.3	15,478.7	22,200.0
Division 20 Portal Widening & Turnback Facility	896,680.9	86,757.1	1,056,479.6
Division 20 Shop Expansion [3]	3,249.3	363.2	-
Non-Revenue Vehicle [4]	853.9	-	854.0
Subtotal D Line Westside Extension Section 1	**$ 3,931,100.0**	**$ 163,281.2**	**$ 4,460,353.7**
D Line Westside Extension Section 2			
Beverly Hills North Portal	$ 35.5	$ -	$ 35.5
D Line Section 2: Business Interruption Fund	1,156.6	1,666.7	2,833.3
D Line Section 2: Construction	2,025,664.9	273,708.0	2,574,969.3
D Line Section 2: Planning	3,402.5	-	-
D Line Section 2: System Integration	2,531.8	4,040.7	14,700.0
Subtotal D Line Westside Extension Section 2	**$ 2,032,791.4**	**$ 279,415.3**	**$ 2,592,538.1**
D Line Section 3			
D Line Section 3: Business Interruption Fund	$ 766.7	$ 1,293.5	$ 2,460.2
D Line Section 3: Construction	1,860,868.2	348,864.7	3,276,623.3
D Line Section 3: Planning [4]	875.1	-	-
Subtotal D Line Section 3	**$ 1,862,509.9**	**$ 350,158.2**	**$ 3,279,083.5**
E Line Expo			
Division 22 Paint & Body Shop [4]	$ 10,321.8	$ -	$ 11,000.0
E Line Expo Phase 1: Light Rail Vehicle [4]	66,906.7	-	-
E Line Expo Phase 1: Expo Authority [4]	847,094.6	-	967,400.0
E Line Expo Phase 1: Metro Incurred [4]	61,861.8	-	-
E Line Expo Phase 2: Insurance Betterment [4]	2,462.9	-	2,462.9
E Line Expo Phase 2: Light Rail Vehicle [4]	195,269.2	-	-
E Line Expo Phase 2: Closeout	2,519.3	720.7	5,100.0
E Line Expo Phase 2: Construction [4]	924,614.5	-	1,295,058.0
E Line Expo Phase 2: Holdback [4]	39,093.0	-	-
E Line Expo Phase 2: Non-Holdback [4]	123,101.2	-	-
E Line Expo Phase 2: Planning [4]	396.1	-	-
E Line Expo Phase 2: Betterments [4]	3,050.5	-	3,050.5
E Line Expo Phase 2: Bikeway [4]	15,499.7	-	16,102.2
Subtotal E Line Expo	**$ 2,292,191.5**	**$ 720.7**	**$ 2,300,173.6**
East San Fernando Valley Light Rail Transit			
East San Fernando Valley: Business Interruption Fund	$ 680.0	$ 2,465.8	$ 3,645.8
East San Fernando Valley: Planning	20,086.8	-	-
East San Fernando Valley: Construction [2]	449,783.6	264,773.7	1,487,826.0
Subtotal East San Fernando Valley Light Rail Transit	**$ 470,550.4**	**$ 267,239.5**	**$ 1,491,471.8**
K Line Crenshaw/LAX			
K Line (Crenshaw/LAX) Business Interruption Fund	$ 24,270.0	$ -	$ 24,270.0
K Line Crenshaw/LAX: Fare Gates [4]	7,689.9	-	7,800.0
K Line Crenshaw/LAX: Insurance Betterment [4]	5,275.7	-	5,275.7
K Line Crenshaw/LAX: Light Rail Transit: Catch-All	48,192.7	8,807.3	57,000.0
K Line Crenshaw/LAX: Light Rail Transit: Construction	2,418,073.5	2,786.6	2,447,900.0
K Line Crenshaw/LAX: Light Rail Transit: Planning Phase 1 [4]	5,526.2	-	-
K Line Crenshaw/LAX: Light Rail Transit: Planning Phase 2 [4]	20,022.9	-	-
K Line Crenshaw/LAX: Pre-Revenue Service	36,588.2	-	40,956.0
Southwestern Maintenance Yard [4]	156,782.7	-	157,000.0
Subtotal K Line Crenshaw/LAX	**$ 2,722,421.7**	**$ 11,593.9**	**$ 2,740,201.7**
LAX/Metro Transit Center			
LAX/Metro Transit Center: Planning [4]	$ 55,790.5	$ -	$ -
LAX/Metro Transit Center: Construction [4]	784,038.8	22,593.6	898,581.0
LAX/Metro Transit Center: Station Integration [4]	1,622.2	211.7	3,666.6
Subtotal LAX/Metro Transit Center	**$ 841,451.4**	**$ 22,805.3**	**$ 902,247.6**
Regional Connector			
Regional Connector: Business Interruption Fund	$ 3,504.6	$ -	$ 3,504.6
Regional Connector: Catch-All	7,185.2	2,814.8	10,000.0
Regional Connector: Insurance Betterment [4]	4,006.8	-	4,006.8
Regional Connector: System Integration [4]	3,113.8	-	3,113.8
Regional Connector: Construction	1,693,812.5	2,373.7	1,794,839.8
Regional Connector: Construction Non-FFGA	57,680.0	-	59,389.2
Regional Connector: Planning [4]	27,768.8	-	-
Subtotal Regional Connector	**$ 1,797,071.7**	**$ 5,188.5**	**$ 1,874,854.2**
Southeast Gateway Line			
Southeast Gateway Line: Planning	$ 146,539.6	$ 5,240.4	$ -
Southeast Gateway Line: Construction [2]	88,600.0	310,348.2	997,750.2
Subtotal Southeast Gateway Line	**$ 235,139.6**	**$ 315,588.7**	**$ 997,750.2**
Subtotal Rail	**$ 18,294,367.9**	**$ 1,571,814.9**	**$ 22,983,772.1**

Notes

(1) Forecasted expenditures through FY25 are actual expenditures through FY24 plus FY25 Budget.

(2) LOP budget is for pre-construction phase only.

(3) Project is cumulatively funded on an annual basis until the Board adopts a life-of-project budget.

(4) Project completed or in closeout phase.

(5) New project.

Totals may not add due to rounding.

Notes

(1) Forecasted expenditures through FY25 are actual expenditures through FY24 plus FY25 Budget.

(2) LOP budget is for pre-construction phase only.

(4) Project completed or in closeout phase.

Totals may not add due to rounding.

Appendix V: Transit Infrastructure Development Project List

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY25 [1]	FY26 ADOPTED	LIFE OF PROJECT
SYSTEMWIDE [6]			
Anticipated Measure R & M Projects [7]	$ -	$ 60,000.0	$ -
Metro Business Solutions Center	-	3,380.0	-
Subtotal Systemwide	**$ -**	**$ 63,380.0**	**$ -**
Total Transit Construction	**$ 18,527,041.6**	**$ 1,934,256.4**	**$ 23,787,405.9**
TRANSIT PLANNING [8]			
C / K Line Extension to Torrance	$ 88,734.7	$ 60,688.3	$ -
Countywide BRT Planning	2,532.3	3,585.6	-
E Line Eastside LRT Phase 2	124,928.6	87,375.5	-
East San Fernando Valley LRT (shared corridor)	3,023.6	726.2	-
Eastside Light Rail Access Phases 1 & 2	15,003.7	-	-
Eastside Light Rail Access Phase 3 [9]	28,751.8	161.4	29,703.1
K Line Northern	40,245.2	9,359.2	-
North San Fernando Valley BRT [10]	8,237.4	-	-
Rail & Bus Operations Control Center Upgrade	17,875.6	17,285.7	-
Sepulveda Corridor	251,565.1	76,343.7	-
SGV Transit Feasibility Study	4,000.5	1,399.6	-
Vermont Transit Corridor	29,766.3	22,503.4	-
Subtotal Transit Planning	**$ 614,664.9**	**$ 279,428.6**	**$ 29,703.1**
Total Transit Expansion	**$ 19,141,706.5**	**$ 2,213,685.0**	**$ 23,817,109.0**

Notes

(1) Forecasted expenditures through FY25 are actual expenditures through FY24 plus FY25 Budget.

(6) Annually funded.

(7) Separate board authorization is required for new projects or LOP budget changes.

(8) No Board LOP during planning phase; project is funded on an annual basis.

(9) LOP authorized by the Board.

(10) The planning phase of this project has been completed; Construction is being implemented through the Capital Improvement and Street/Signal Projects.

Totals may not add due to rounding.

Appendix V: Highway Project List

PROJECT DESCRIPTION ($ IN MILLIONS)	FY25 BUDGET	FY26 ADOPTED	$ CHANGE	% CHANGE
MR/MM PROJECTS				
Countywide Soundwall Constructions	$ 29.2	$ 5.0	$ (24.2)	-82.9%
Highway Demand Based Program (SG)	0.1	2.6	2.5	2500.0%
Highway Efficiency Program	34.4	58.5	24.1	70.1%
Highway Operational Improvements in Arroyo Verdugo Subregion	5.0	10.0	5.0	100.0%
Highway Operational Improvements in Las Virgenes/ Malibu Subregion	2.2	6.2	4.0	186.5%
I-105 ExpressLane from I-405 to I-605	179.4	156.1	(23.4)	-13.0%
Sepulveda Pass Transit Corridor (Ph 1 - I-405 ExpressLane)	7.6	6.6	(1.0)	-12.6%
Interstate 405, I-110, I-105 and SR-91 Ramp & Interchange Improvements (South Bay)	30.0	12.6	(17.5)	-58.2%
I-5 Capacity Enhancement from SR-134 to SR-170	4.5	0.2	(4.3)	-96.0%
Interstate 5 Capacity Enhancement from I-605 to Orange County Line	12.0	12.4	0.4	3.7%
Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	53.0	86.2	33.1	62.4%
Interstate 5/St. Route 14 Capacity Enhancement (North County)	1.0	1.1	0.1	10.0%
Interstate 605 corridor "Hot Spot" Interchanges (Gateway Cities)	110.7	66.5	(44.2)	-39.9%
Interstate 710 South and/or Early Action Projects (Gateway Cities)	37.7	47.9	10.2	27.0%
South Bay Highway Operational Improvements	0.5	5.3	4.8	950.0%
SR-57/SR-60 Interchange Improvements	82.7	30.9	(51.8)	-62.6%
SR-71 Gap from I-10 to Rio Rancho Road	28.5	29.8	1.3	4.6%
SR-710 N Corridor Mobility Improvements	5.2	24.1	18.9	366.6%
State Route 138 Capacity Enhancements (North County)	5.1	3.0	(2.1)	-41.6%
SR-14 Safety Improvements	4.0	5.2	1.2	29.0%
Transportation System & Mobility Improvement Program (South Bay)	5.5	12.0	6.5	117.9%
Subtotal MR/MM Projects	**$ 638.4**	**$ 582.1**	**$ (56.4)**	**-8.8%**
Other Highway Projects				
Caltrans Property Maintenance	$ 1.3	$ 2.0	$ 0.7	52.6%
Highway Planning	3.2	4.0	0.8	24.5%
I-210 Barrier Replacement	1.7	0.6	(1.2)	-66.9%
I-405 Carpool Lane	0.5	0.6	0.1	29.8%
NextGen Bus Lanes	37.1	36.7	(0.4)	-1.0%
Subtotal Other Highway Projects	**43.9**	**44.0**	**0.1**	**0.2%**
Total Highway Multimodal Development	**$ 682.3**	**$626.1**	**$ (56.3)**	**-8.2%**

Note

Totals may not add due to rounding.

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY25 [4]	FY26 ADOPTED	LIFE OF PROJECT
BUS & RAIL			
Bus - Fleet Procurement			
40' Battery Electric Zero Emission Buses	$ 75,882.5	$ 21,465.9	$ 163,534.0
40' Battery Electric Zero Emission Buses & En-Route Charging Infrastructure [1]	1,509.7	4,111.4	-
60' Battery Electric Zero Emission Buses	69,520.9	7,460.8	80,003.3
60' Battery Electric Zero Emission Buses - Grant Funded	7,100.8	194.8	8,109.5
Battery Electric Buses & Chargers [1]	1,142.0	1,708.0	-
40' Compressed Natural Gas Buses	389,211.0	598.9	420,913.3
60' Compressed Natural Gas Buses	141,398.1	372.4	149,311.4
Subtotal Bus - Fleet Procurement	**$ 685,765.1**	**$ 35,912.1**	**$ 821,871.6**
Bus - Facilities Improvements			
Bus Division Improvements IV	$ 13,556.1	$ 2,215.0	$ 28,000.0
Division 1 Street Closure	6,329.7	1,953.4	9,500.0
Division 18, ZEB Charging Infrastructure [1]	500.0	16,207.1	-
Division 7, ZEB Charging Infrastructure [1]	500.0	22,180.2	-
Division 8 Charging Infrastructure	8,000.0	2,491.5	65,150.0
Electric Bus Charging Infrastructure J (Silver) Line	24,075.6	8,356.9	50,000.0
Zero Emission Bus Infrastructure Transition - Various Divisions [1]	2,000.0	3,162.1	-
Resilience Charging System	5,000.4	2,417.3	22,450.0
Environmental Compliance Capital Project (FY23-FY27)	21,935.1	13,049.7	35,000.0
Fire Alarm Panel Replacement Throughout Metro Facilities	2,287.6	1,513.2	9,830.0
Metro G Line (Orange) Reclaimed Water Project	534.0	118.7	655.4
Operations Central Instruction (OCI) Campus	3,500.0	9,787.7	24,500.0
Subtotal Bus - Facilities Improvements	**$ 88,218.6**	**$ 83,452.9**	**$ 245,085.4**
Bus - Fleet Maintenance			
Bus Engine Replacements	$ 9,122.9	$ 3,362.3	$ 13,518.0
Bus Maintenance Equipment Acquisition	1,664.4	1,291.7	3,900.0
New Flyer/El Dorado Bus Midlife	112,237.6	46,216.6	205,000.0
Collision Avoidance Demo [1]	1,533.5	-	-
Subtotal Bus - Fleet Maintenance	**$ 124,558.4**	**$ 50,870.6**	**$ 222,418.0**
Rail - Facilities Improvements			
A Line (Blue) & E Line (Expo) Tunnel Artwork	$ 219.1	$ -	$ 453.0
Metro A Line (Blue) Artwork	292.7	81.0	477.2
Metro Art Enhancement	93.0	-	147.0
Metro B Line (Red) & Metro D Line (Purple) Art Refurbishment	888.6	484.6	3,257.7
Metro C Line (Green) Art Refurbishments	736.4	478.1	3,022.3
Division 1,2,18 CCTV Parking Lot Improvements	100.0	100.0	4,000.0
Elevator Modernization & Escalator Replacement	2,651.5	1,855.8	126,692.0
ETEL/PTEL Replacement	1,360.8	362.8	2,440.0
EV Charging Station & Metro Rail	82.2	6.4	175.3
Facilities Tools & Equipment [2]	-	150.0	3,644.0
Logistics Equipment Replacement	662.6	-	1,500.0
Metro C Line (Green)/L Line (Gold) Backup Battery Replacement	937.5	832.4	1,871.5
Rail Facility Improvements	17,982.5	1,715.0	24,400.0
Station Experience Improvements	5,814.3	9,604.5	50,125.0
Union Station Fencing [2]	-	4,561.0	6,465.8
Subtotal Rail - Facilities Improvements	**$ 31,821.2**	**$ 20,231.6**	**$ 228,670.9**

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY25 [4]	FY26 ADOPTED	LIFE OF PROJECT
Rail - Fleet Procurement			
Heavy Rail Vehicle Procurement	$ 67,389.3	$ 36,143.0	$ 130,901.0
HR5000 Heavy Rail Vehicle Procurement	97,845.8	34,888.4	777,588.0
LRV Design, Procure & Management	29,959.7	-	30,850.0
P3010 Light Rail Vehicle (LRV) Project Plus Options	812,300.4	344.3	866,303.5
P3030 New LRV Procurement [1]	-	3,197.6	-
Subtotal Rail - Fleet Procurement	**$ 1,007,495.2**	**$ 74,573.2**	**$ 1,805,642.5**
Rail - Fleet Maintenance			
A650 COH Phase Two	$ -	$ 3,005.2	$ 23,734.9
A650 Door & HVAC Overhaul [2]	-	400.0	22,823.5
A650 Low Voltage Power Supply & Friction Brake Overhaul	6,238.4	4,748.9	11,000.0
A650 Heavy Rail Vehicle Refurbishment	27,753.1	27,433.4	264,662.6
Heavy Rail Vehicle Midlife	77,288.9	7,001.5	105,109.6
P2000 Light Rail Midlife Modernization	146,174.5	11,238.3	180,853.9
P2000 Vehicle Component Replacement	3,213.1	2,360.0	16,100.0
P2550 Light Rail Vehicle	30,604.6	820.8	35,007.5
P2550 Light Rail Vehicle Mid-Life Overhaul	87,661.7	28,217.5	206,340.8
P3010 Fleet Component Overhaul	4,063.5	14,429.1	50,532.0
P3010 Fleet-Friction Brake Overhaul	6,837.3	6,447.1	35,990.0
RFS Wheel Measurement Machine [2]	-	400.0	8,663.6
Subtotal Rail - Fleet Maintenance	**$ 389,835.2**	**$ 106,501.8**	**$ 960,818.6**
Wayside Systems			
Closed Circuit TV (CCTV) System Upgrade	$ 2,277.3	$ 290.2	$ 15,630.0
Correct Side Door Opening	541.7	1,037.7	32,000.0
Digital Rail Radio System	19,002.2	713.5	25,000.0
Distributed Energy Resources	-	455.0	3,000.0
Division 20 Bungalow A Replacement	5,128.9	1,149.9	15,000.0
Emergency Power Replacement	117.7	75.0	10,100.0
Fiber Optic Main Loop Upgrade	2,941.5	-	4,250.0
Foothill Back Up Generators	513.6	569.4	2,750.0
Harbor Hump Direct Fixation Replacement	384.1	730.5	3,015.3
Heavy Rail Supervisory Control & Data Acquisition Systems (SCADA) Replacement	15,462.8	417.6	15,882.5
Metro B Line (Red) SEG-2 SCADA Equipment Replacement	1,371.6	1,913.4	8,270.0
Metro B Line (Red) Seg-3 SCADA Equipment	1,122.1	1,481.8	8,300.0
Metro B Line (Red) Segment 1 SCADA Equipment Replacement	377.8	221.8	1,700.0
Metro L Line (Gold) Eastside SCADA Equipment Replacement	203.6	544.3	3,900.0
Light Rail Protective Relay	347.4	843.6	12,600.0
Maintenance of Way Tools & Equipment	3,109.0	118.9	3,325.8
Maintenance of Way Tools & Equipment FY26-28 [2]	-	150.0	2,783.0
Maintenance of Way Training Facility	286.0	600.0	10,000.0
Metro A Line (Blue) TC Cases & Hawk	250.0	600.0	18,600.0
Metro A Line (Blue) & E Line (Expo) Light Rail Speed Improvement [1]	287.8	287.7	-
Metro A Line (Blue) 7th/Metro Substation Replacement	1,145.8	1,304.9	7,860.0
Metro A Line (Blue) Gate Mechanism Replacement	210.8	662.9	5,950.0
Metro A Line (Blue) North & E Line (Expo) East CTS [2]	-	50.0	75,000.0
Metro B (Red) & D Line (Purple) to NOHO CTS Replacement [2]	-	50.0	64,500.0
Metro G Line (Orange) Communication Transmission System (CTS) Nodes Replacement	584.6	113.6	5,650.0
Metro B Line (Red) & D Line (Purple) CTS Upgrade	123.8	3,000.0	65,350.0
Metro A Line (Blue) Resignaling Rehabilitation	114,892.7	239.8	118,290.0
Metro A Line (Blue) Train Control Non-Vital Relay	2,979.6	1,693.1	20,455.9

Notes

(1) Project is annually funded until the LOP budget is adopted by the Board.

(2) New project proposed for Board adoption.

(4) Forecasted expenditures through FY25 are actual expenditures through FY24 plus FY25 Budget for FY26 Adopted Budget Book.

Totals may not add due to rounding.

Notes

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PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY25 [4]	FY26 ADOPTED	LIFE OF PROJECT
Metro B Line (Red) Vital Processor Upgrade	4,801.5	3,682.5	70,100.0
Metro L Line (Gold) Electronic Code 5/Vital Harmon Logic Processor Upgrade	458.2	664.3	5,580.0
Metro A Line (Blue) Trip System Replacement	2,306.5	137.7	8,306.9
Metro A Line (Blue), E Line (Expo) & L Line (Gold) LED Tunnel Lights	40.7	133.2	6,800.0
Metro A Line (Blue)/ L Line (Gold) Train Control Battery Replacement	638.9	-	1,685.5
Metro B (Red) & D Line (Purple) Auxiliary RM CCTV Alarm	-	100.0	12,180.8
Metro B Line (Red) Auxiliary Power [1]	797.9	1,029.3	-
Metro B Line (Red) Backup Batteries FY22-FY25	1,809.1	997.1	5,640.0
Metro B Line (Red) Electronic Access Control	1,825.6	267.7	2,319.0
Metro B Line (Red) Fire Control Panel Upgrade	1,696.7	364.0	19,000.0
Metro B Line (Red) Mainline Fastener Replacement	9,068.5	5,647.7	36,980.0
Metro C Line (Green) Mainline Fastener Replacement	2,896.6	1,683.2	17,100.0
Metro B Line (Red) Program Station Stop Replacement	2,112.5	145.3	2,860.0
Metro B Line (Red) Protective Relay	-	370.0	9,759.8
Metro B Line (Red) Segment 1 Substation Replacement [1]	40.9	233.0	-
Metro B Line (Red) Train to Wayside Communication (TWC) Rehab	1,060.0	539.8	1,800.0
Metro C Line (Green) Track Circuits & TWC System Refurbishments	25,662.5	197.4	28,851.2
Metro C Line (Green) Arroyo Seco Hill Stabilization	655.2	595.8	10,660.0
Metro C Line (Green) Mainline Turnout Tie Replacement	923.1	1,100.1	5,991.7
Metro C Line (Green) OCS Replacement	10,673.1	5,972.0	38,350.0
OCS Tools & Equipment	310.7	500.0	3,700.0
Overhead Catenary System (OCS) Inspection System	251.7	534.6	1,259.0
Metro C Line (Green) Substation Replacement	547.1	365.8	98,500.0
Metro C Line (Green) Switch Machine Overhaul	1,041.5	653.3	2,763.7
Metro D Line (Purple) Track & Tunnel Intrusion Detection (TTID) [2]	-	50.0	20,000.0
Metro E Line (Expo) Traction Power System Break/Relays Replacement [2]	-	-	17,500.0
Metro L Line (Gold) Weight Poles & Air Brake	721.9	543.6	9,200.0
Metro L Line (Gold) Gate Mechanism	1,166.1	1,444.2	4,690.0
Metro L Line (Gold) Uninterruptible Power Supply (UPS) Replace	88.0	179.2	1,400.0
Rail Communication System UPS Backup & Battery Replacement	146.9	310.9	10,300.0
Monrovia Station Crossing Upgrade Pilot	655.1	197.7	1,700.0
Predictive Remote Monitoring [2]	-	37.5	4,150.0
Substation Test Equipment/Tools	9.0	50.0	1,970.0
Systemwide Corrosion Control	1,213.7	1,281.4	21,350.0
Systemwide Corrosion Protection	6,171.2	-	13,000.0
Train Control DC St&by Power	612.2	798.2	3,700.0
Train Control Tools & Equipment [2]	-	75.0	1,300.0
Transit Passenger Info System (TPIS) Station Replacement - Expo I/PGL	713.3	480.4	1,390.0
Tunnel Fan & Damper Replacement [1]	40.7	233.0	-
VHF Rail Radio System Replacement [1]	523.7	825.3	-
Subtotal Wayside Systems	**$ 255,342.5**	**$ 51,734.6**	**$ 1,061,000.1**
Total Bus & Rail	**$ 2,583,036.2**	**$ 423,276.8**	**$ 5,345,506.9**
NON-MEASURE R (MR)/MEASURE M (MM) MAJOR CONSTRUCTION			
Add TPSS Metro C Line (Green) 3 Car Capacity [1]	$ 2,250.0	$ -	$ -
FY25 Platform Extension Metro C Line (Green) [1]	5,983.4	7,195.2	-
Industrial Park Study [1]	1,090.0	2,106.6	-
Metro Center Street Project	133,423.2	1,454.4	156,688.3
Rail to Rail Construction	137,770.8	5,425.9	166,384.0
Rosa Parks/Willowbrook Station	125,529.9	400.2	128,348.4
Traction Power Substation (TPSS) K Line [1]	766.6	20,062.6	-
Subtotal Non MR/MM Major Construction	**$ 406,814.0**	**$ 36,644.9**	**$ 451,420.7**

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY25 [4]	FY26 ADOPTED	LIFE OF PROJECT
OTHER ASSET IMPROVEMENTS			
Non-Revenue Vehicles			
AQMD 1196 Rule Non-Revenue Vehicle Replacement	$ 4,774.4	$ 446.1	$ 9,400.0
Facilities Maintenance Vehicles & Equipment	553.2	250.0	1,550.0
FY20 Non-Revenue Vehicle Replacement	6,500.0	173.0	8,800.0
FY22 Emergency Generator Replacements	2,075.5	1,037.4	4,130.0
FY22 Non-Revenue Vehicle Equipment Replacement	904.7	10.0	1,520.0
FY23 Non-Revenue Vehicle Replacements	1,696.2	37.0	13,700.0
FY25 Non-Revenue Vehicle Equipment Replacement	289.6	7,476.0	16,450.0
FY26 Non-Revenue Vehicle Equipment Expansion [2]	-	389.1	13,454.5
FY26 Non-Revenue Vehicle Equipment Replacement [2]	-	2,826.7	74,677.9
Maintenance of Way (MOW) Vehicles & Equipment	1,071.8	298.4	6,100.0
FY23 Emergency Generator Replacements	974.0	975.0	1,950.0
Vehicle Operations (VO) Laptops [1]	282.3	100.0	-
Subtotal Non-Revenue Vehicles	**$ 19,121.7**	**$ 14,018.7**	**$ 151,732.4**
Regional & Hubs			
Building Renovation Plan	$ 42,005.2	$ 834.1	$ 42,842.0
Bus Division Improvements V	2,818.0	1,784.4	35,000.0
Call Point Security Blue Light Boxes	1,203.2	516.6	13,950.0
Cashroom Processing Equipment	-	-	750.0
Chatsworth Metrolink Station ADA Improvements	4,831.0	1,874.6	7,354.7
Countywide Transit Signal Priority (TSP) Upgrade & Expansion	7,153.1	3,466.8	10,620.0
NextGen Cloud Based Transit Signal Priority (TSP)	4,242.4	1,153.4	15,000.0
Non-Revenue Fleet EV Charging [2]	-	400.0	14,772.0
E PPR Bus Stop Electrical Signage	200.0	-	585.0
Energy Resiliency C Line & Div. 18 [2]	-	550.0	1,465.0
EV Parking Equipment	-	1,850.0	2,000.0
Fare Capping [1]	8,905.7	-	-
Faregate Retrofit Phase 2 [2]	-	15,300.0	15,300.0
Faregates Pilot	14,406.6	-	14,400.0
Fire Detection System Renovation	693.0	856.3	5,950.0
High Security Fencing & Installation [2]	-	4,500.0	20,000.0
Gateway New LED Lighting	82.6	20.0	2,588.7
Metro Operations Downtown Hub [2]	-	16,236.8	102,000.0
Metrolink Pedestrian Connection	283.7	-	825.0
Muni Bus Mobile Validators (BMV) Replacement	4,911.5	-	4,912.0
Muni Ticket Vending Machine Installations	442.4	-	1,728.0
Passenger Screen-Facility Hardening	2,141.6	-	3,448.8
Patsaouras Bus Plaza Station Improvements	50,549.9	15.0	50,913.0
Public Plug-In Charge Stations	927.7	-	973.0
Rail Facility Maintenance & IM	3,690.4	1,400.0	35,000.0
Station Experience - Cameras	15.0	-	1,500.0
Systemwide Signage	12,987.5	1,517.6	24,100.0
TAP Plus (Capital) [2]	29,000.0	10,750.0	66,423.9
TAP Plus Salesforce Integration	500.0	2,000.0	5,000.0
TAP-to-Exit Expansion	999.0	-	1,000.0
Tapforce Conversion	248.7	950.0	1,200.0
Ticket Vending Machine (TVM) Software Upgrade	783.4	-	1,729.8
Track & Tunnel Intrusion Detection	10,939.5	-	11,372.0
UFS Disaster Recovery	3,271.4	-	8,085.0
USG & Bus Division UPS & HVAC	756.8	354.8	1,600.0
USG Building Drainage Piping	626.5	227.8	11,260.0
USG Electrical & Security System	2,265.4	200.0	25,000.0

Notes

(1) Project is annually funded until the LOP budget is adopted by the Board.

(2) New project proposed for Board adoption.

(4) Forecasted expenditures through FY25 are actual expenditures through FY24 plus FY25 Budget for FY26 Adopted Budget Book.

Totals may not add due to rounding.

Notes

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(2) New project proposed for Board adoption.

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PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY25 [4]	FY26 ADOPTED	LIFE OF PROJECT
USG Plaza & East Portal Floor [2]	-	75.0	6,350.0
Video Management Security (VMS) Intelligence System	5,268.2	-	5,268.2
Subtotal Regional & Hubs	**$ 217,149.3**	**$ 66,833.3**	**$ 572,266.2**
TECHNOLOGY			
2nd Generation Bus Mobile Validators (BMV)	$ 13,142.7	$ -	$ 18,100.0
Advanced Transportation Management System II (ATMS) Bus System Replacement	2,222.6	11,207.3	117,000.0
Advanced Transportation Management System II (ATMS) System Integration [2]	-	2,000.0	50,000.0
Agency Information Security & Compliance Program	7,140.3	513.3	7,814.0
Camera Bus Lane Enforcement	3,177.4	2,001.6	11,000.0
LAUS CCTV Camera Upgrades	700.0	700.0	2,071.0
CCTV Expansion [2]	-	4,447.2	4,447.2
Connected Facilities Project	1,927.6	329.8	7,454.2
Core Server & TVM Upgrade	13,300.5	-	13,300.0
Cyber Security Infrastructure	600.0	-	1,257.2
Cyber Security Management	1,087.5	635.0	3,365.2
Cyber Security Program	840.0	500.0	5,300.0
Data Center Modernization	2,600.0	200.0	5,500.0
Data Governance Program	1,571.3	347.3	2,550.0
Division 9 Building Automation Integration [2]	-	450.0	2,614.3
Enterprise Asset Management System (EAMS)	50,398.1	14,779.3	68,750.0
Enterprise Safety Management	1,990.6	496.7	2,488.0
Enterprise Telephone & United Messaging System	7,440.9	725.0	9,646.0
ESOC Alert Notifications [2]	-	1,420.0	3,550.0
Financial & Budget System Integration	3,257.7	300.0	4,200.0
Hastus v2022 Upgrade	3,115.3	2,230.1	5,421.0
Human Capital System Project	2,874.0	500.0	3,980.0
Integrated Data & Communications System Replacement	10,181.5	4,500.0	44,436.1
IT Ent Data Warehouse Implementation [2]	-	900.0	3,050.0
IT Platform Refresh Program 26-27 [2]	-	1,015.7	3,000.0
IT Service Management	1,405.0	850.0	4,475.0
IT Workstation Refresh Program 26-27 [2]	-	1,604.5	3,000.0
IT Workstation Refresh Program FY24-FY25	2,705.5	-	3,000.0
LAUS North Patio Security Fencing	700.0	700.0	1,593.5
Logistics Equipment Replacement Phase 2 [2]	588.5	1,227.1	7,496.0
Oracle E-Business System Upgrade	2,562.1	-	2,636.0
Payroll Cloud Integration [2]	-	100.0	10,000.0
Payroll System Replacement Program	10,010.4	8,040.5	22,856.0
Platform Refresh FY24-FY25	1,702.7	-	3,000.0
Print Shop Press & Cutter	1,275.7	-	1,911.2
Real Estate Management System	1,467.3	235.0	1,748.0
Technology Enhancement For Customer Experience	1,408.9	154.9	2,226.8
Transit Security Communication Enhancement [2]	-	2,412.5	2,412.5
Union Station Gateway (USG) Building Data Center	828.5	556.3	3,450.0
Vendor Portal Integration	-	100.0	2,000.0
Vendor Portal Modernization	626.1	492.6	911.9
Visual Route Training Software [2]	-	100.9	3,140.0
Subtotal Technology	**$ 152,848.8**	**$ 66,772.6**	**$ 476,151.1**
Total Non-MR/MM Major Construction & Other Asset Improvements	**$ 795,933.7**	**$ 184,269.4**	**$ 1,651,570.4**
Total CIP Budget	**$ 3,378,969.9**	**$ 607,546.2**	**$ 6,997,077.3**

Notes

(2) New project proposed for Board adoption.

(4) Forecasted expenditures through FY25 are actual expenditures through FY24 plus FY25 Budget for FY26 Adopted Budget Book.

Totals may not add due to rounding.

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY25 [4]	FY26 ADOPTED	LIFE OF PROJECT
OTHER OPERATING CAPITAL [3]			
4540 MBS Eqpt. & Expansion [5]	$ -	$ 7,653.4	$ 7,656.3
Bike Hub Capital Improvements	-	685.4	4,400.0
Bike Locker Capital Improvements	2,252.0	761.3	3,000.0
Bike Share TAP Integration	1,406.7	499.0	1,650.0
LA Union Station Access Control System Upgrade	-	-	1,100.0
LA Union Station ADA West [2]	-	3,500.0	10,500.0
LA Union Station Building Information Modeling & Survey	1,850.0	-	3,850.0
LA Union Station Digital Signage Upgrades	1,700.0	1,050.0	2,750.0
LA Union Station Electrical System Upgrade	1,975.0	-	6,325.0
LA Union Station Parking Equipment [2]	-	500.0	6,600.0
LA Union Station Plumbing Infrastructure	3,500.0	-	3,500.0
LA Union Station Plumbing Infrastructure Phase 3 [2]	-	4,800.0	7,750.0
LA Union Station S. Patio Plumbing/Pavers	11,550.0	-	13,500.0
LA Union Station Public Safety Address System	1,915.0	2,030.0	3,905.0
LA Union Station Restore/Abate Window System [2]	-	250.0	1,250.0
LA Union Station Stationwide HVAC Upgrades [2]	-	1,750.0	6,550.0
LA Union Station Ticket Concourse Eyebrow Roof Replacement [2]	-	1,000.0	1,000.0
Metro Bike Share Replenishment	1,687.0	-	2,000.0
Parking Guidance System	3,323.6	475.8	5,025.0
Station-Wide Tile Replacement	248.4	50.0	1,000.0
Total Other Operating Capital	**$ 31,407.8**	**$ 25,004.8**	**$ 93,311.3**

Notes

(2) New project proposed for Board adoption.

(3) Projects captured under General Planning & Programs.

(4) Forecasted expenditures through FY25 are actual expenditures through FY24 plus FY25 Budget for FY26 Adopted Budget Book.

(5) LOP increase.

Totals may not add due to rounding.

BUS INVESTMENTS ($ IN THOUSANDS)	FY25 BUDGET	FY26 BUDGET	$ CHANGE	% CHANGE	LIFE OF PROJECT
Operations & Maintenance					
Directly Operated Service Delivery - Labor	$ 375,488.7	$ 367,409.5	$ (8,079.2)	-2.2%	$ -
Directly Operated Service Delivery - Parts, Supplies, CNG, Other	894,101.4	990,035.3	95,933.9	10.7%	-
Cleanliness	110,409.8	115,473.5	5,063.8	4.6%	-
Public Safety					
Security (LE/Private/Metro)	$ 120,236.0	$ 111,909.4	$ (8,326.6)	-6.9%	$ -
Transit Ambassador Program	4,744.0	5,071.4	327.4	6.9%	-
Homeless Outreach	5,636.0	5,897.5	261.5	4.6%	-
Mental Health/Crisis Intervention [1]	2,170.0	751.8	(1,418.3)	-65.4%	-
Subtotal Public Safety	$ 132,786.0	$ 123,630.1	$ (9,156.0)	-6.9%	$ -
Other Operating & Support					
Workers Compensation	$ 93,325.1	$ 92,259.3	$ (1,065.8)	-1.1%	$ -
PLPD	45,136.9	45,294.0	157.2	0.3%	-
Customer Care Call Center	24,780.1	26,729.8	1,949.8	7.9%	-
Supply Chain, Warehouse & Inventory Management	60,789.5	64,541.0	3,751.5	6.2%	-
Purchased Transportation	72,644.2	68,487.5	(4,156.7)	-5.7%	-
Subtotal Other Operating & Support	$ 296,675.8	$ 297,311.6	$ 635.9	0.2%	$ -
Total Operations & Maintenance	$ 1,809,461.6	$ 1,893,860.0	$ 84,398.3	4.7%	$ -
NextGen					
Bus Mobile Validators (BMV) – All Door Boarding	$ 1,729.5	$ -	$ (1,729.5)	-100.0%	$ 18,100.0
Homeless Outreach	2,500.0	2,001.6	(498.4)	-19.9%	11,000.0
Transit Signal Priority	3,579.1	4,620.3	1,041.2	29.1%	25,620.0
NextGen Bus Priority Lanes [2]	4,793.2	4,772.2	(21.0)	-0.4%	-
NextGen Curb Improvements [2]	8,133.0	7,736.4	(396.6)	-4.9%	-
NextGen Bus Stops and Shelters [2]	16,404.7	16,429.2	24.5	0.1%	-
Bus Termini and Layover Improvement [2]	3,000.0	3,570.8	570.8	19.0%	-
NextGen Bus Lanes [2]	4,771.6	4,209.2	(562.4)	-11.8%	-
Subtotal NextGen	$ 44,911.1	$ 43,339.6	$ (1,571.5)	-3.5%	$ 54,720.0
Bus Capital Improvements					
Bus Fleet Procurement					
40' Battery Electric Zero Emission Buses	$ 41,139.4	$ 21,465.9	$ -	-47.8%	$ 163,534.0
40' Compressed Natural Gas Buses	696.6	598.9	(97.7)	-14.0%	420,913.3
60' Battery Electric Zero Emission Buses	2,021.9	7,460.8	5,439.0	269.0%	80,003.3
60' Battery Electric Zero Emission Buses - Grant Funded	684.8	194.8	(490.0)	-71.6%	8,109.5
60' Compressed Natural Gas Buses	449.4	372.4	(77.1)	-17.2%	149,311.4
40' Battery Electric Zero Emission Buses & En-Route Charging Infrastructure	1,500.0	4,111.4	2,611.4	174.1%	-
Battery Electric Buses & Chargers	1,142.0	1,708.0	566.0	49.6%	-
Subtotal Bus Fleet Procurement	$ 47,634.0	$ 35,912.1	$ (11,721.9)	-24.6%	$ 821,871.6
Bus Facilities Improvements					
Bus Division Improvements IV	$ 4,793.9	$ 2,215.0	$ (2,578.8)	-53.8%	$ 28,000.0
Division 1 Street Closure	1,900.7	1,953.4	52.7	2.8%	9,500.0
Metro G Line (Orange) Reclaimed Water Project	97.3	118.7	21.5	22.1%	655.4
Electric Bus Charging Infrastructure J (Silver) Line	16,468.8	8,356.9	(8,111.9)	-49.3%	50,000.0
Division 8 Charging Infrastructure	8,000.0	2,491.5	(5,508.5)	-68.9%	65,150.0
Resilience Charging System	5,000.4	2,417.3	(2,583.2)	-51.7%	22,450.0
Division Zero Emission Bus Infrastructure Transition [2]	2,000.0	3,162.1	1,162.1	58.1%	-
Environmental Compliance Capital Project (FY23-FY27)	4,972.6	13,049.7	8,077.1	162.4%	35,000.0
Fire Alarm Panel Replacement Throughout Metro Facilities	1,176.6	1,513.2	336.6	28.6%	9,830.0
Energy Resiliency	2,722.1	-	(2,722.1)	-100.0%	1,465.0
Division 7, ZEB Charging Infrastructure [2]	500.0	22,180.2	21,680.2	4336.0%	-
Division 18, ZEB Charging Infrastructure [2]	500.0	16,207.1	15,707.1	3141.4%	-
Subtotal Bus Facilities Improvements	$ 48,132.4	$ 73,665.2	$ 25,532.8	53.0%	$ 222,050.4
Bus Fleet Maintenance					
Bus Engine Replacements	$ 3,313.4	$ 3,362.3	$ 48.9	1.5%	$ 13,518.0
New Flyer/El Dorado Bus Midlife	45,287.9	46,216.6	928.7	2.1%	205,000.0
Bus Maintenance Equipment Acquisition	1,000.0	1,291.7	291.7	29.2%	3,900.0
Collision Avoidance Demo [2]	-	-	-	-	-
Subtotal Bus Fleet Maintenance	$ 49,601.3	$ 50,870.6	$ 1,269.3	2.6%	$ 222,418.0
Regional & Hubs					
Passenger Screen-Facility Hardening	$ 78.5	$ -	$ (78.5)	-100.0%	$ 3,448.8
Validators for Muni Buses	15.0	15.0	-	0.0%	4,912.0
Patsaouras Bus Plaza Station Improvements	2,818.0	1,786.2	(1,031.8)	-36.6%	50,913.0
Bus Division Improvements V	2,818.0	1,784.4	(1,033.6)	-36.7%	35,000.0
Bus Stop Lighting [2]	340.3	250.0	(90.3)	-26.5%	-
Subtotal Regional & Hubs	$ 6,069.8	$ 3,835.6	$ (2,234.3)	-36.8%	$ 94,273.8
Technology					
Advanced Transportation Management System II (ATMS) Replacement	$ 1,807.3	$ 11,207.3	$ 9,400.0	520.1%	$ 117,000.0
Subtotal Technology	$ 1,807.3	$ 11,207.3	$ 9,400.0	520.1%	$ 117,000.0
Non MR/MM Major Construction					
Rosa Parks/Willowbrook Station	$ 748.3	$ 400.2	$ (348.1)	-46.5%	$ 128,348.4
Subtotal Non MR/MM Major Construction	$ 748.3	$ 400.2	$ (348.1)	-46.5%	$ 128,348.4
Total Bus Capital Improvements	$ 153,993.2	$ 175,891.0	$ 21,897.8	14.2%	$ 1,605,962.1
Bus Transit Construction & Planning					
Transit Construction					
G Line (Orange) Bus Rapid Transit (BRT) Improvements	$ 107,178.7	$ 214,721.2	$ 107,542.6	100.3%	$ 668,450.0
North Hollywood to Pasadena BRT Connector	114,599.3	84,340.3	(30,259.0)	-26.4%	135,183.7
Subtotal Transit Construction	$ 221,778.0	$ 299,061.6	$ 77,283.6	34.8%	$ 803,633.7
Transit Planning					
Countywide BRT Planning	$ 2,430.6	$ 3,585.6	$ 1,155.0	47.5%	$ -
North San Fernando Valley BRT	1,180.0	-	(1,180.0)	-100.0%	-
San Gabriel Valley (SGV) Feasibility Study	715.5	1,399.6	684.1	95.6%	-
Vermont Transit Corridor	20,029.7	22,503.4	2,473.7	12.4%	-
Other Bus Planning & Studies	38.6	31.8	(6.8)	-17.6%	-
Subtotal Transit Planning	$ 24,394.4	$ 27,520.4	$ 3,126.0	12.8%	$ -
Total Bus Transit Construction & Planning	$ 246,172.4	$ 326,582.0	$ 80,409.6	32.7%	$ 803,633.7
LIFE Program/Bus	$ 27,145.8	$ 28,782.3	$ 1,636.5	6.0%	$ -
Total Bus Investments	$ 2,281,684.1	$ 2,468,454.9	$ 186,770.8	8.2%	$ 2,464,315.9

Notes (pages 72 & 73)

(1) Reduction reflects transition over to Department of Public Safety.

(2) Project is annually funded until the Life of Project (LOP) budget is adopted by the Board.

Totals may not add due to rounding.

FY26 Revenue Estimates

STATE & LOCAL ($ IN THOUSANDS)		FY26 ESTIMATED REVENUE	CARRYOVER FY24 BUDGET VS ACTUAL	INTEREST FY24 ACTUAL	FY26 TOTAL FUNDS AVAILABLE	FY25 TOTAL FUNDS
TRANSPORTATION DEVELOPMENT ACT						
Planning & Administration						
Planning - Metro		$ 5,350.0	$ -	$ -	$ 5,350.0	$ 5,780.0
Planning - SCAG		4,012.5	-	-	4,012.5	4,335.0
Administration - Metro		4,378.9	-	-	4,378.9	4,378.9
Subtotal Planning & Administration		**$ 13,741.4**	**$ -**	**$ -**	**$ 13,741.4**	**$ 14,493.9**
Article 3 Pedestrian & Bikeways	2.0%	$ 10,425.2	$ (1,598.5)	$ 427.8	$ 9,254.4	$ 11,812.3
Article 4 Bus Transit	90.8%	473,243.7	(72,564.4)	19,417.7	420,097.0	535,884.1
Article 8 Streets & Highways	7.2%	37,589.8	(5,763.8)	1,542.3	33,368.3	42,918.7
Total Transportation Development Act		**$ 535,000.1**	**$ (79,926.7)**	**$ 21,387.8**	**$ 476,461.1**	**$ 605,108.9**
PROPOSITION A [1]						
Administration	5.0%	$ 53,500.0	$ (5,348.4)	$ -	$ 48,151.6	$ 61,768.9
Local Return [2]	25.0%	254,125.0	-	-	254,125.0	274,550.0
Rail Development	35.0%	355,775.0	(35,566.7)	-	320,208.3	410,763.1
Bus Transit [3], [4]	40.0%					
95% of 40% Capped at CPI of 3.0%		296,353.2	-	-	296,353.2	287,721.6
95% of 40% Over CPI		89,916.8	-	-	89,916.8	129,594.4
Subtotal Bus Transit		**$ 386,270.0**	**$ -**	**$ -**	**$ 386,270.0**	**$ 417,316.0**
5% of 40% Incentive		20,330.0	(2,032.4)	-	18,297.6	23,472.2
Total Proposition A		**$ 1,070,000.0**	**$ (42,947.5)**	**$ -**	**$ 1,027,052.5**	**$ 1,187,870.2**
PROPOSITION C [1]						
Administration	1.5%	$ 16,050.0	$ (1,604.4)	$ -	$ 14,445.6	$ 18,530.7
Rail/Bus Security	5.0%	52,697.5	(5,267.9)	-	47,429.6	60,842.3
Commuter Rail	10.0%	105,395.0	(10,535.8)	-	94,859.2	121,684.7
Local Return [2]	20.0%	210,790.0	-	-	210,790	227,732.0
Freeways & Highways	25.0%	263,487.5	(26,339.6)	-	237,148.0	304,211.7
Discretionary	40.0%	421,580.0	(42,143.3)	-	379,436.7	486,738.7
Total Proposition C		**$ 1,070,000.0**	**$ (85,891.0)**	**$ -**	**$ 984,109.1**	**$ 1,219,740.1**
STATE TRANSIT ASSISTANCE [5]						
Bus (PUC 99314 Rev Base Share)		$ 69,251.1	$ 38,010.6	$ 3,460.6	$ 110,722.4	$ 111,893.0
Rail (PUC 99313 Population Share)		52,490.0	4,691.5	2,152.3	59,333.7	84,324.1
Total State Transit Assistance		**$ 121,741.1**	**$ 42,702.1**	**$ 5,612.9**	**$ 170,056.1**	**$ 196,217.1**
SB1 STATE TRANSIT ASSISTANCE [5], [6]						
Bus (PUC 99314 Rev Base Share) [7]		$ 55,906.1	$ 30,548.0	$ 2,835.2	$ 89,289.3	$ 90,954.0
Rail (PUC 99313 Population Share)		42,374.9	3,394.7	1,763.3	47,533.0	68,535.8
Total SB1 State Transit Assistance		**$ 98,281.0**	**$ 33,942.7**	**$ 4,598.5**	**$ 136,822.3**	**$ 159,489.8**
SB1 STATE OF GOOD REPAIR [6]						
Bus (PUC 99314 Rev Base Share) [7]		$ 22,848.3	$ 9,707.3	$ 1,082.3	$ 33,637.9	$ 22,898.5
Rail (PUC 99313 Population Share)		17,318.3	1,257.4	170.3	18,746.0	16,914.5
Total SB1 State Of Good Repair		**$ 40,166.6**	**$ 10,964.7**	**$ 1,252.6**	**$ 52,383.9**	**$ 39,813.0**
MEASURE R [1]						
Administration	1.5%	$ 16,050.0	$ (1,606.9)	$ 1,659.0	$ 16,102.2	$ 19,098.9
Transit Capital - "New Rail"	35.0%	368,882.5	(36,931.1)	17,893.7	349,845.1	424,837.2
Transit Capital - Metrolink	3.0%	31,618.5	(3,165.5)	447.2	28,900.2	36,828.1
Transit Capital - Metro Rail	2.0%	21,079.0	(2,110.4)	1,596.7	20,565.4	24,678.3
Highway Capital	20.0%	210,790.0	(21,103.5)	5,078.3	194,764.8	246,542.5
Operations "New Rail"	5.0%	52,697.5	(5,275.9)	4,327.8	51,749.4	62,503.8
Operations Bus	20.0%	210,790.0	(21,103.5)	17,845.5	207,532.0	249,828.1
Local Return [2]	15.0%	158,092.5	-	-	158,092.5	170,799.0 0
Total Measure R		**$ 1,070,000.0**	**$ (91,296.8)**	**$ 48,848.2**	**$ 1,027,551.4**	**$ 1,235,116.0**

Notes

(1) Sales tax is projected to be $1,070.0M per ordinance.

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

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

(4) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover amounts per Board Policy are transferred to Prop C 40% to fund various Board-approved regional discretionary programs.

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

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

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

Totals may not add due to rounding.

STATE & LOCAL ($ IN THOUSANDS)		FY26 ESTIMATED REVENUE	CARRYOVER FY24 BUDGET VS ACTUAL	INTEREST FY24 ACTUAL	FY26 TOTAL FUNDS AVAILABLE	FY25 TOTAL FUNDS
MEASURE M [1]						
Local Return Supplemental & Administration						
Administration	0.5%	$ 5,510.5	$ (561.0)	$ 340.2	$ 5,289.7	$ 6,442.6
Supplemental Transfer to Local Return [2], [8]	1.0%	10,539.5	-	-	10,539.5	11,386.6
Subtotal Local Return Supplemental & Administration		**$ 16,050.0**	**$ (561.0)**	**$ 340.2**	**$ 15,829.2**	**$ 17,829.2**
Local Return Base [2], [8]	16.0%	$ 168,632.0	$ -	$ -	$ 168,632.0	$ 182,185.6
Metro Rail Operations	5.0%	52,697.5	(5,364.8)	993.4	48,326.1	61,340.2
Transit Operations (Metro & Municipal Providers)	20.0%	210,790.0	(21,459.4)	15,957.0	205,287.7	248,860.5
ADA Paratransit/Metro Discounts for Seniors & Students	2.0%	21,079.0	(2,145.9)	531.3	19,464.4	24,383.9
Transit Construction	35.0%	368,882.5	(37,553.9)	2,099.9	333,428.6	428,781.5
Metro State of Good Repairs	2.0%	21,079.0	(2,145.9)	1,666.9	20,600.0	24,871.3
Highway Construction	17.0%	179,171.5	(18,240.5)	30,483.9	191,415.0	219,506.3
Metro Active Transportation Program	2.0%	21,079.0	(2,145.9)	3,387.5	22,320.5	25,452.2
Regional Rail	1.0%	10,539.5	(1,073.0)	364.5	9,831.0	12,368.0
Total Measure M		**$ 1,070,000.0**	**$ (90,690.3)**	**$ 55,824.7**	**$ 1,035,134.4**	**$ 1,245,578.9**
Total Funds Available		**$ 5,075,188.7**	**$ (303,142.6)**	**$ 137,524.7**	**$ 4,909,570.8**	**$ 5,888,933.8**
Total Planning & Admin Allocations		**$ 104,851.9**	**$ (9,120.7)**	**$ 1,999.2**	**$ 97,730.4**	**$ 120,335.0**

Notes

(1) Sales tax is projected to be $1,070.0M per ordinance.

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

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

Totals may not add due to rounding.

Appendix IX: Abbreviations

ADA	Americans with Disabilities Act
AQMD	Air Quality Management District
ATMS	Advanced Transportation Management System
BAB	Build America Bonds
BIPOC	Black, Indigenous, & People of Color
BMV	Bus Mobile Validator
BRT	Bus Rapid Transit
CBO	Community-Based Organization
CCTV	Closed-Circuit Television
CEO	Chief Executive Office
CIP	Capital Improvement Program
CIS	Community Intervention Specialist
CNG	Compressed Natural Gas
CP	Control Point
CPI	Consumer Price Index
CPR	Cardiopulmonary Resuscitation
CTS	Communication Transmission System
CX	Customer Experience
DHS	Department of Health Services
DPS	Department of Public Safety
EAMS	Enterprise Asset Management System
EFC	Equity Focus Communities
EOL	End-of-Line
ETEL	Emergency Telephone
EV	Electric Vehicle
EZBB	Equitable Zero-Based Budget
FAP	Formula Allocation Procedure
FFGA	Full Funding Grant Agreement
FLM	First/Last Mile
FTE	Full-Time Equivalent
FY	Fiscal Year
HVAC	Heating, Ventilation, & Air Conditioning
I	Interstate
LACMTA	Los Angeles County Metropolitan Transportation Authority
LAUS	LA Union Station
LAX	Los Angeles International Airport
LE	Law Enforcement
LED	Light-Emitting Diode
LIFE	Low-Income Fare is Easy
LOP	Life of Project
LRT	Light Rail Transit
LRV	Light Rail Vehicle
MBS	Mortgage-Backed Securities
Metro Micro	Microtransit
Metro	Metropolitan Transportation Authority
Metrolink	Southern California Regional Rail Authority
MM	Measure M
MOW	Maintenance of Way
MR	Measure R
MTS	Metro Transit Security
OCI	Operations Central Instructions
OCS	Overhead Catenary System
P3	Public-Private Partnership
PA	Proposition A
PC	Proposition C
PERS	Public Employees' Retirement System
PGL	Pasadena Gold Line
PL/PD	Public Liability/Property Damage
PTSC	Public Transportation Services Corporation
RM	Route Mile
RSH	Revenue Service Hour
RSM	Revenue Service Mile
SAFE	Service Authority for Freeway Emergencies
SB1	Senate Bill 1 (The Road Repair Accountability Act of 2017)
SCADA	Supervisory Control and Data Acquisition
SCO	State Controller's Office
SCRRA	Southern California Regional Rail Authority
SEED-LA	LA Transportation School
SGR	State of Good Repair
SR	State Route
STA	State Transit Assistance
SX	Station Experience
TAP	Transit Access Pass
TDA	Transportation Development Act
TID	Transportation Infrastructure Development
TPIS	Transit Passenger Info System
TPSS	Traction Power Substation
TSP	Transit Signal Priority
TTID	Track & Tunnel Intrusion Detection
TVM	Ticket Vending Machine
TWC	Train to Wayside Communications
UFS	Universal Fare System
UPS	Uninterruptible Power Supply
USG	Union Station Gateway
VA	Veterans Affairs
VMS	Video Management Security
VMT	Vehicle Miles Traveled
VO	Vehicle Operations
WIN-LA	Workforce Initiative Now – Los Angeles
ZEB	Zero Emission Buses



U Line, Car 156 *on the University Line, circa 1910.*

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