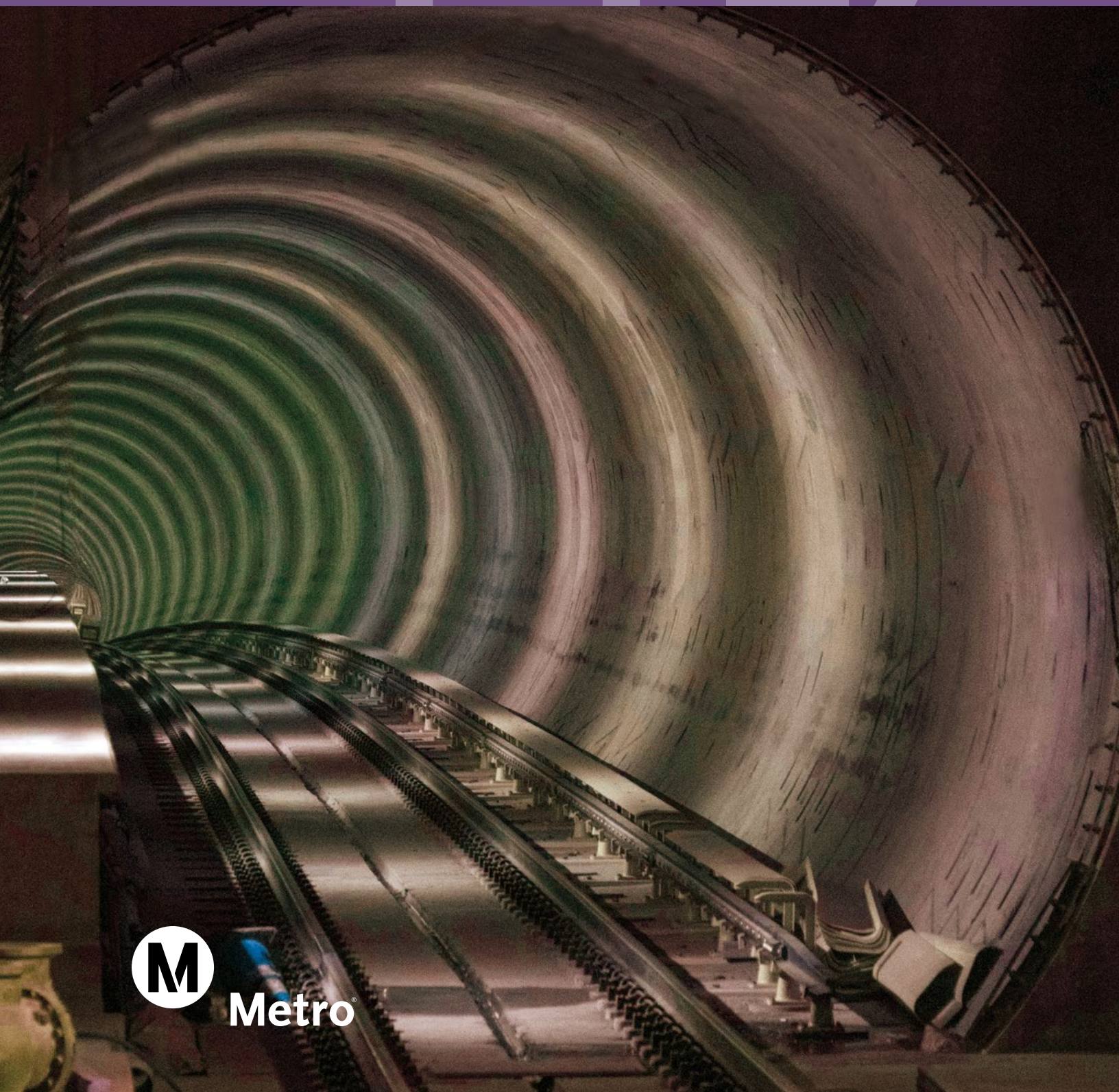
Los Angeles County
Metropolitan Transportation Authority

Adopted Budget

July 1, 2026 – June 30, 2027

FY27



Metro®

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It is often said that budgets are statements of values – and Metro's values are focused on delivering a transit experience that is better for everyone – safer, cleaner, more reliable and easier to use. We are reinventing the way Metro operates and have raised our own expectations for safety, accountability and accessibility. At Metro, costs of construction and operations are rising, in an environment with fewer resources at the local, state, and federal level.

In moments like these, tough choices need to be made, and to ensure that we get the best possible outcomes, we need to lean into our values and all the things that make us Proud to be One Metro.

Metro's Fiscal Year 2027 (FY27) budget plan stays true to our values as we focus on the five key outcomes of the One Metro Strategic Implementation Plan: 2025 – 2028.

By Putting People First, Metro Sees Improved Customer Experience and Workplace Culture

Going into this budget cycle, Metro faces a large structural budget deficit, driven primarily by increases in construction costs and the need to devote more resources to maintain safe and reliable service on our growing rail system. What's more, several key grant programs the agency relies upon for capital and operating expenditures have been reduced at the state and federal level. While closing this budget gap was challenging, thanks to our focus on cost efficiency and optimization, we are submitting a balanced budget in 2027 that preserves the service that millions of Angelenos depend on. We are particularly proud that we can preserve our core service levels, as several other transportation authorities across the country have been forced to reduce their services from these challenges facing local governments. In FY27, we will maintain 7.13 million revenue service hours (RSH) on bus and 1.45 million RSH on rail, integrating an expanded level of service for our new stations on the A and D Lines. By maintaining this level of service, we are honoring our commitment to the people of LA County, even in these tough fiscal times.

Metro Advances Safety Gains Following the Launch of Phase 1 of Our New Public Safety Department

Metro is reinventing the way public safety is delivered on transit through our new Department of Public Safety (DPS), which will take a key step forward in FY27: hiring the first sworn officers for the LA Metro Police Department. Already, Metro's safety strategy is showing results – violent and societal crimes have decreased for the past two years, and our customers report feeling safer as a result. By focusing on maintaining an engaged and visible presence of uniformed personnel, enhancing access control and strengthening partnerships to address societal issues that impact the transit environment including homelessness, addiction and untreated mental illness, we are making measurable progress. But there's still a long way to go.

We don't just want to make our system statistically safer – we want it to feel safer. In FY27, Metro DPS will work to integrate modern transit policing, physical security, crisis intervention, fare compliance, emergency management, and community-centered engagement into a single coordinated public safety ecosystem. Utilizing both an enforcement and a care-based approach, we expect to build on the gains we've made over the past two years so that Angelenos can go Metro with confidence, day or night.

Metro Sees Improved Customer Experience and Workplace Culture

More than 13,000 people work for Metro, and they are the backbone, not only of our agency, but of LA County's regional economy. They help millions of people get to work, school, and everything that makes living in LA great. And they are proud to be part of One Metro that improves countless lives across Southern California. Because of them, customer satisfaction rose to 87% in 2026, higher than it's been in years – but we know we can do better.

The FY27 budget invests in our workforce through employee engagement and recognition programs, workplace safety programs, and our continued effort to help fill vacancies and build our service. We'll continue to focus on the things that make Metro better for our riders by investing $308.7 million in cleaning, a 1.2% increase over FY26, and $29.6 million for improved lighting, accessible restrooms, and the modernization of our elevators and escalators through our Station Experience program.

Metro's Transit Revolution Continues, Reaching New Destinations Throughout LA County

No other transit agency in America has expanded at the pace and scale of Metro over the past 40 years, and that's all thanks to LA County voters' dedication to building our Metro system. Rail and BRT routes, once just lines on a map, have become a reality. More than a dozen projects funded by Measures R and M are now complete, and in FY27, we will continue delivering on LA County's transit revolution. Both sections 2 and 3 of the D Line will either be substantially complete or in pre-revenue testing by the end of FY27, and we will also deliver major improvements to our G Line, one of the most successful bus rapid transit lines in America.

What's more, we will continue to make progress on three major transit projects in construction: the East San Fernando Valley Light Rail Project, the North Hollywood to Pasadena Bus Rapid Transit Project and the Vermont Bus Rapid Transit Project. Through these improvements, we'll make transit markedly better across LA County, and we look forward to welcoming all our new riders on these transformative projects.

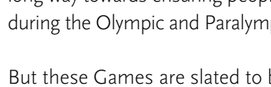
Metro Gets Ready for a Gold Medal Transportation Experience During the 2028 Games and Beyond

All the projects we've built and programs we've instituted over the years have had one purpose: making Metro better for everyone in LA County. But these projects will also help us do something extraordinary: host the 2028 Olympic and Paralympic Games. The last time LA hosted the Olympics in 1984, Metro did not have a rail system – but more than 40 years later, we have one of the largest and busiest rail systems in the country. That system will help us facilitate up to 15 million Games visitors, and it's imperative that we give them the best possible experience on our system. Our significant system expansion, which we are delivering for the people of Los Angeles, will go a long way towards ensuring people can get where they need to go during the Olympic and Paralympic Games.

But these Games are slated to be the largest, most spectacular, global sporting event the world has ever seen, so we must also create additional capacity to get the more than 1 million additional people a day to the venues. That work is not included in this budget yet. Why? Because these are America's Games and it requires an investment from the federal government, which we continue to advocate for. To put a finer point on this: Metro is not diverting funding from everyday service to the Games. Rather, Metro is building a system that is better for Angelenos and advocating for additional funding to serve the temporary Olympic and Paralympic Games needs.

Taken together, all the projects and initiatives contained within Metro's FY27 Budget will help us reach our strategic goals and keep our agency moving forward. They put people first and they keep our agency in a strong position as we tackle the challenges of the years ahead. Thank you for your continued support, and I invite you to join us on Metro and experience our reinvention for yourself.

With gratitude,



Stephanie Wiggins
Chief Executive Officer



Board of Directors



1

Karen Bass
Chair
Mayor of the City of Los Angeles



2

Kathryn Barger
First Vice Chair
LA County Board Supervisor
Fifth Supervisorial District



3

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



4

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



5

Jacquelyn Dupont-Walker
Appointee of Mayor of the City of Los Angeles



6

Janice Hahn
LA County Board Supervisor
Fourth Supervisorial District



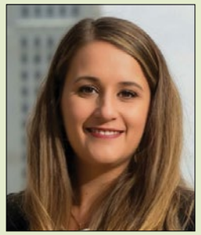
7

Lindsey Horvath
LA County Board Supervisor
Third Supervisorial District



8

Holly J. Mitchell
LA County Board Supervisor
Second Supervisorial District



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



10

Rex Richardson
Appointee of LA County City Selection Committee - SE Long Beach sector



11

Hilda L. Solis
LA County Board Supervisor
First Supervisorial District



12

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

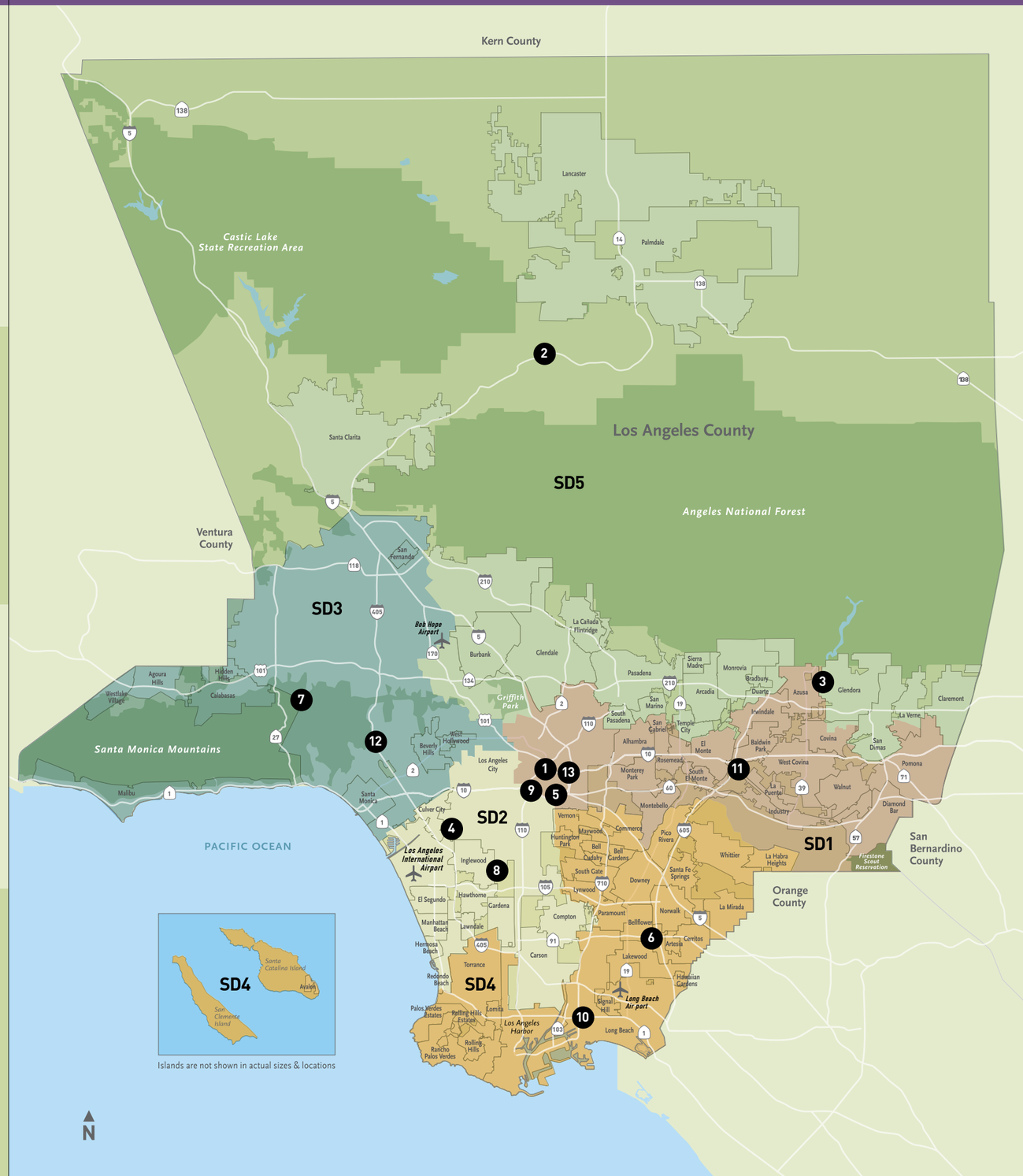


13

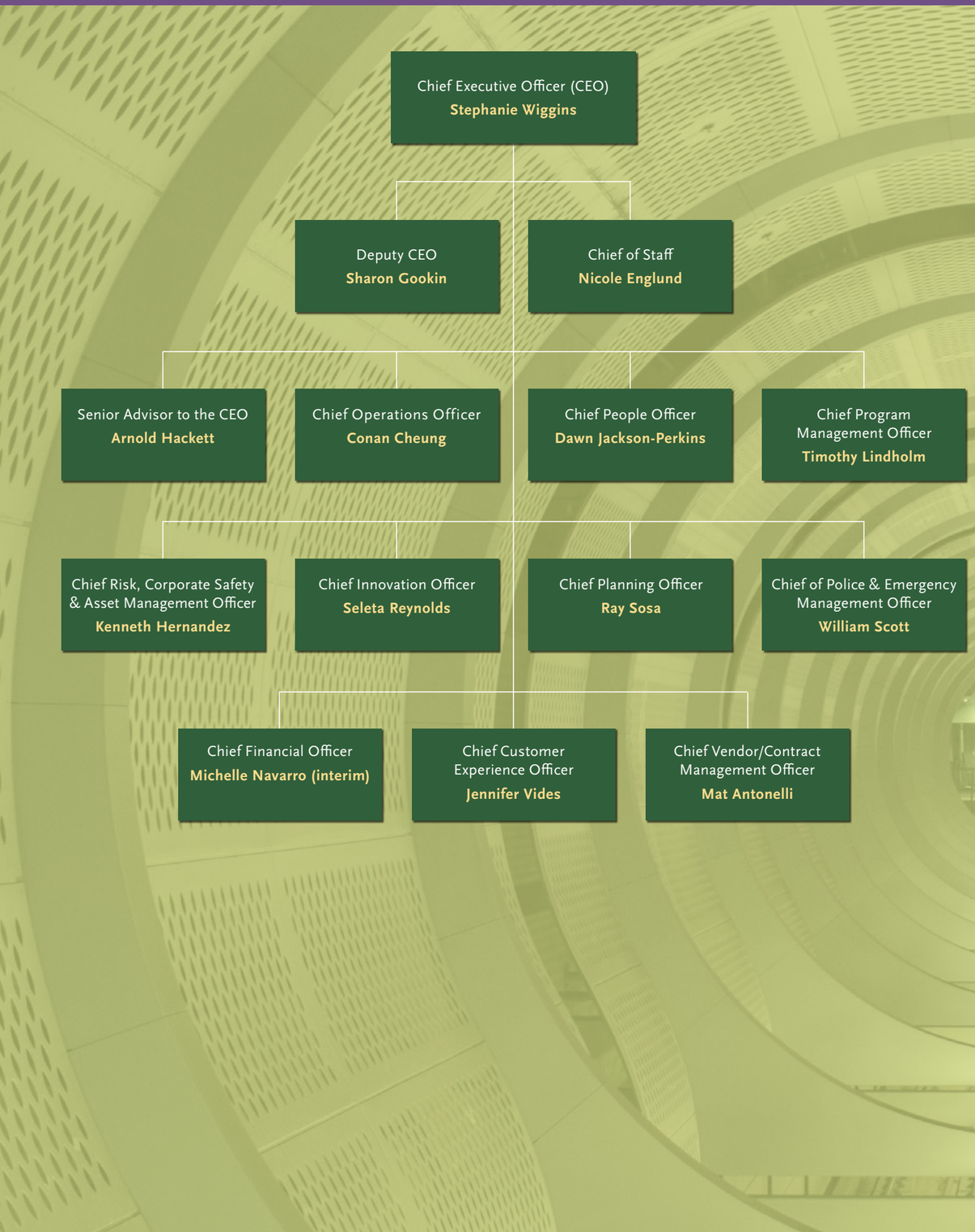
Gloria Roberts
Caltrans District Seven Director
Non-Voting, Governor Appointee

Note

Represents the composition of the Board of Directors that adopted the FY27 Budget in May 2026.



Management Organizational Chart



1990

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

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

1995

C LINE OPENS (C)
Norwalk to Redondo Beach

B LINE EXTENDED (B)
Wilshire / Vermont

B LINE EXTENDED (B)
Hollywood / Vine

2000

B LINE EXTENDED (B)
North Hollywood

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

2005

G LINE OPENS (G)
North Hollywood to Warner Center

D LINE OPENS (D)
Wilshire / Western

L LINE EXTENDED (L)
Atlantic Station

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

2010

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

G LINE EXTENDED (G)
Chatsworth

2015

E LINE PHASE 2 (E)
Santa Monica

L LINE EXTENSION (L)
APU / Citrus College

2020

K LINE OPENS (K)

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

2025

A LINE (FOOTHILL) EXTENSION (A)
Pomona

K LINE - LAX / METRO TRANSIT CENTER (K)

D LINE EXTENSION - *Section 1* (D)

G LINE IMPROVEMENTS (G)

D LINE EXTENSION - *Sections 2 & 3* (D)

NORTH HOLLYWOOD TO PASADENA (□)
BRT Connector

VERMONT TRANSIT CORRIDOR BRT (□)

2030

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT (○)

2035

SOUTHEAST GATEWAY LINE - *Southern Segment* (○)

C LINE / K LINE EXTENSION TO TORRANCE (C)

E LINE EASTSIDE LIGHT RAIL TRANSIT - *Phase 2* (E)

SEPULVEDA PASS TRANSIT CORRIDOR (alt 5) (○)
Measure M Target

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 CONVERSION TO LIGHT RAIL

HISTORIC DOWNTOWN STREETCAR (○)

Like many other transit agencies, Metro is recovering from the aftermath of the pandemic with limited transit funding and building off of the new norm. Metro is evolving to address the changing mobility needs for riders, with care-based safety strategies at the forefront and overall improvements to the transit experience. With mounting financial challenges ahead, Metro must maximize its resources by evaluating current operations and reinventing its approach.

The FY27 Adopted Budget totals $9.7 billion, representing a 2.5% increase over the prior year. This growth remains modest and below the current inflation rate of approximately 3%, underscoring Metro's commitment to fiscal discipline even while addressing contractual obligations, system expansion, and rising operating costs. Simultaneously, the budget continues to advance critical multi-year capital investments already underway, while emphasizing efficiency, cost containment, and the preservation of the existing workforce.



Guided by the CEO's direction, the budget:

> **Balances equity-centered decision-making with disciplined fiscal stewardship**
> **Prioritizes essential operations**
> **Preserves service quality**
> **Aligns resources to the agency's core mission**

At the center of this approach is the continued application of the Equitable Zero-Based Budget (EZBB) process:

> Systematically evaluating programs and expenditures to ensure alignment with service outcomes, equity goals, and fiscal constraints
> Strengthening transparency

The FY27 Adopted Budget is also shaped by an unprecedented level of public engagement, ensuring that investments reflect the priorities of our riders, such as:

> **Focused investments** continue to enhance the customer experience by advancing a safer, cleaner, and more reliable system by:
- Updating lighting at stations
- Modernizing elevators and escalators
- Expanding Throne Restrooms
- Continuing TAP-to-Exit Program and taller faregates to strengthen access control

> **Metro's multi-layered safety strategy** integrates traditional security with care-based services, supporting a system that is both secure and welcoming

> **External risks**
- Federal funding uncertainties
- Tariff-related impacts on procurement and persistent inflation may affect cost assumptions and project timelines

> **Internal pressures**
- Ongoing rail expansion and increasing capital needs
- Constraints on available operating resources
- Preparations for upcoming mega events add further uncertainty with a lack of additional funding

Overall, the FY27 Adopted Budget reflects a thoughtful and responsible path forward by building on the recovery and progress from recent years even in an uncertain fiscal environment. As Metro charts a course toward long-term financial stability, we are reinventing our operations and honoring our commitment to the people of LA County, by preserving our core service.

Metro's multi-layered safety strategy focuses on a care-based approach by deploying the right resources to address specific safety concerns.

The FY27 Adopted Budget for Public Safety Resource Deployment is $448.2 million, reflecting a 6.4% increase from the prior year, driven by expanded resource deployment efforts.

Care-Based Services

> Brings together all of Metro's care-centered public safety programs
- *Metro Ambassadors* help riders navigate the system, provide general assistance, report safety issues, and deliver emergency medical support when needed
- *Community Intervention Specialists* focus on preventing and de-escalating gang-related incidents at select stations
- *Homeless Outreach and Management Engagement (HOME)* teams connect people experiencing homelessness with essential services and support
- *Metro Crisis Response Teams* respond to behavioral health-related incidents

The Adopted Budget is $87.5 million, a 1.7% increase from the prior year, primarily due to salary and wage adjustments per the Collective Bargaining Agreements (CBAs) for the Metro Ambassadors.

Metro Department of Public Safety (DPS)

> Metro's Department of Public Safety (DPS) is establishing an in-house police force through a multi-year phased approach

The Adopted Budget of $25.8 million, a 408.1% increase from the prior year, includes 52 sworn officers and 22 DPS support staff.

Law Enforcement

> Enhances visibility to deter crime and responds to service calls throughout the transit system
> In FY27, Metro will continue its contracts with the Los Angeles Police Department (LAPD) and the Los Angeles County Sheriff's Department (LASD)

The Adopted Budget of $209.5 million, a 1.4% decrease from the prior year, reflects the phased transition from contracted services to Metro DPS.

Metro Transit Security (MTS)

> MTS officers conduct fare and code-of-conduct compliance through rider education, technology enhancements, and enforcement actions (removals, warnings, and citations)
> Bus and Train Safety Teams are deployed to enhance the safety of operators and riders by preventing and responding to crime across the system

The Adopted Budget of $78.3 million, a 5.5% increase from the prior year, represents MTS's annual salary and wage adjustments per the CBAs.

Private Security

> Offers infrastructure protection of Metro properties
> Contract Security (CS) Officers help ensure safety and compliance by inspecting station facilities, preventing unauthorized access, and assisting with train offloading at terminal stations

The Adopted Budget of $47.1 million, an 8.9% increase from the prior year, reflects the added deployment and special events.







The CEO-established Station Experience (SX) unit continues to be highly effective.

Building on this achievement, SX is coordinating its expansion efforts within Metro with a focus on safety, cleanliness, and enhancing the overall customer experience. Metro prioritizes community input, addressing concerns such as improved lighting, mobile ADA-accessible restrooms, and the modernization of elevators/escalators to enhance safety and accessibility.

The FY27 Adopted Budget allocates $29.6 million for initiatives such as the TAP-to-Exit Program, taller faregates and enhancements at additional Metro stations across LA County.

Cleaning

The FY27 Adopted Budget allocates $308.7 million for cleaning efforts, reflecting a 1.2% or $3.6 million increase over FY26. This budget includes three shifts, seven days a week and the following:

- Daily bus cleaning across four terminals (Maple Lot, El Monte, Washington/Fairfax, and 18th St.)
- End-of-Line (EOL) cleaning will continue for nine terminals with advanced deep-cleaning protocols to elevate cleaning standards
- “Hot Spot” cleaning enhancements that began in FY23 will continue at 17 stations

TAP-to-Exit Program and Taller Faregates

The TAP-to-Exit Program and installation of taller faregates are key measures to enhance access control and fare compliance contributing to a safer system. The program was first introduced at the North Hollywood end-of-line station for the B Line, and has expanded to:

- **Union Station (B/D Lines)**
- **Downtown Santa Monica Station (E Line)**
- **Pomona North Station (A Line)**
- **Wilshire/La Cienega Station (D Line)**

Additionally, Metro has launched taller, modern faregates at 26 stations across the system that improve accessibility for customers with bikes, strollers and other items:

- **Firestone, Glendora, Hollywood/Western**
- **La Verne Fairplex, Lake, LAX/Metro Transit Center**
- **North Hollywood, Pershing Square, Pomona North**
- **San Dimas, Vermont/Santa Monica, 7th St/Metro Center**
- **Willowbrook/Rosa Parks, Wilshire/Vermont, Douglas**
- **Westlake/MacArthur Park, Wilshire/La Brea, Norwalk**
- **Wilshire/Fairfax, Wilshire/La Cienega, Civic Center**
- **Wilshire/Normandie, Wilshire/Western, Allen**
- **Aviation/Imperial, Sierra Madre Villa**

The FY27 Adopted Budget Outreach and Engagement process was rooted in community-driven insights and the "Listen and Learn" equity pillar.

This year, participation reached record-breaking levels, with over 7,580 submissions and 5,000 unique comments gathered through the award-winning My Metro Budget Activity and the new, youth-focused My Metro Priorities.

Notably, engagement from youth under 18 increased by 850%, ensuring the next generation of riders are directly shaping the transit system they will rely on for decades to come.

Through this robust feedback, Metro continues to prioritize the community’s core pillars:

- **Safety**
- **Cleanliness**
- **Reliability**

Outreach and engagement efforts resulted in:

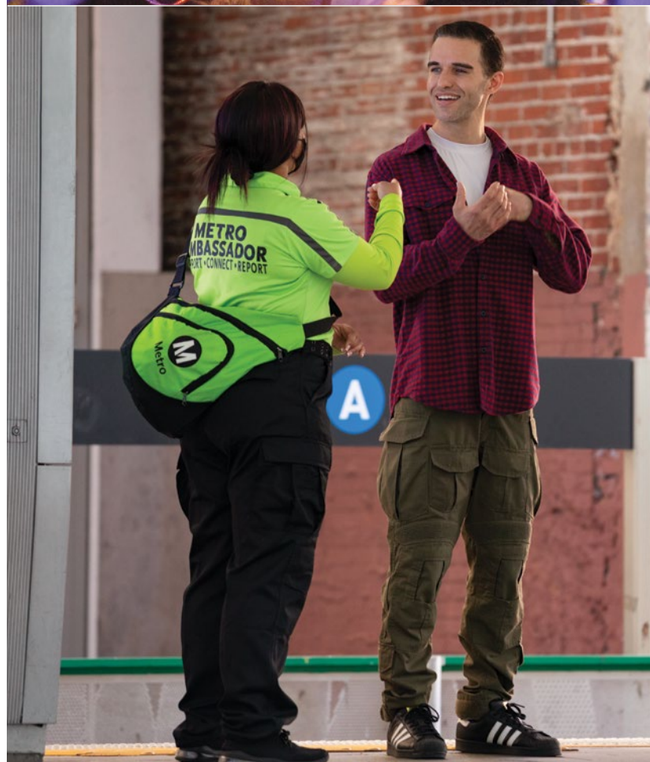
- **7,500+** responses between:
  - My Metro Budget Activity (5,950+)
  - My Metro Priorities (1,550+)
- **5,000+** written comments
- **28** Key Stakeholder meetings
- **Digital reach** to hundreds of thousands of residents

Through traditional and care-based safety initiatives, optimizing maintenance and cleanliness, as well as enhancing the passenger environment through the Station Experience Program, Metro is transitioning from recovery to reinvention, delivering the world-class transit system our riders deserve.

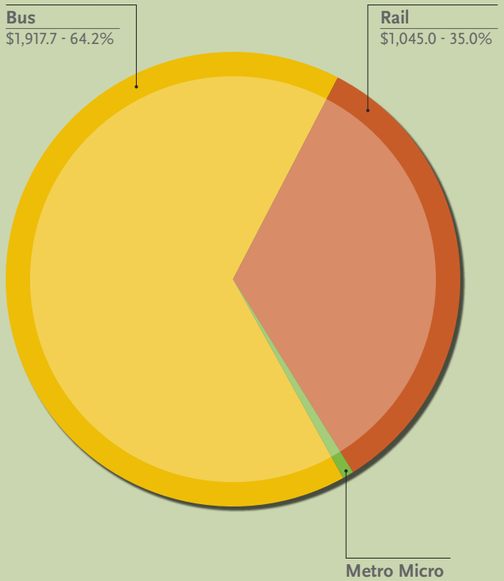
The FY27 Adopted Budget reflects Metro's commitment to what we heard and includes increased investments in the following areas:

- **Multi-Layered, Care-Based Approach to Public Safety**
- **Transit Ambassadors**
- **Station Experience Expansion**
- **Expanding Cleaning Efforts**
- **Updating Lighting at Stations**
- **Mobile ADA-Accessible Restrooms**
- **TAP-to-Exit and Taller Faregates**





FY27 Adopted Budget Transit Operations: $2,986.4 ($ in Millions)



The Board-approved service plan serves as the foundation for estimating operational costs for the upcoming fiscal year.

The FY27 Adopted Budget for Transit Operations is $3.0 billion, reflecting a $70.5 million or 2.4% increase from FY26. This budget supports a total of 8.8 million Revenue Service Hours (RSH) across bus, rail, and Metro Micro Pilot.

- Metro prioritizes expanding rail service, advancing the NextGen Bus Plan, and sustaining the flexible, on-demand Metro Micro Pilot
- Metro will allocate the necessary resources to deliver this planned service while enhancing safety, cleanliness, customer experience, and system reliability

The FY27 Adopted Budget for Bus is $1.9 billion, reflecting a $22.0 million, or 1.2% increase from FY26. This budget supports 7.13 million RSH and other bus investments, such as:

- **Bus Operations & Maintenance**
- **NextGen Bus Plan**

The FY27 Adopted Budget for Metro Micro Pilot is $23.8 million, a $1.3 million (5.9%) increase from FY26, driven by providing important first-last mile connections. This budget supports 253 thousand RSH while maintaining current service levels and geographical coverage.



Making sustained investment in Metro's rail service stands as one of the organization's highest strategic priorities.

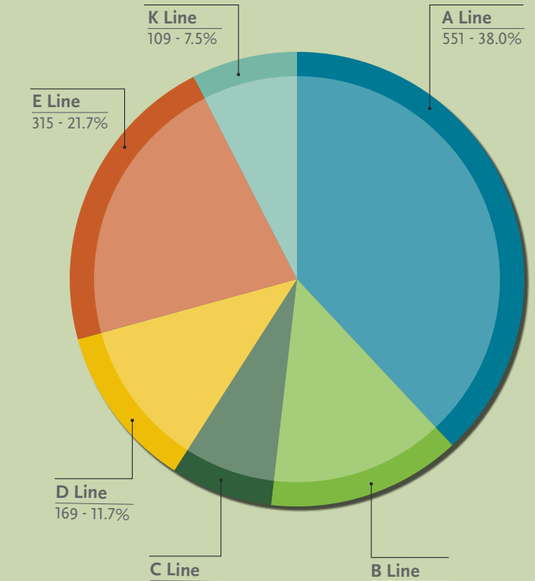
The FY27 Adopted Budget for Rail is $1.0 billion, reflecting a $47.2 million or 4.7% increase from FY26. This budget:

- Supports rail service levels to meet current demand
- Expands service to increase access to communities throughout the region
- Includes 1.45 million Rail Revenue Service Hours (RSH) for:
  - ***Four*** light rail lines (A, C, E, K)
  - ***Two*** heavy rail lines (B, D)

Additionally, Metro continues to invest in its rail expansion projects across LA County. Metro has dedicated another $1.3 billion in its FY27 Adopted Budget for these projects which are conducted in phases. They are as follows:

- **A Line Foothill Extension**
- **D Line Subway Extension**
- **East San Fernando Valley Light Rail Transit Project**
- **Southeast Gateway Line**

FY27 Adopted Rail Service Hours: 1,449 (hours in thousands)






AECOM
Clarence St
SCHOOL
SPEED
LIMIT
25
HEAD

Rail Expansion

The A Line Foothill Extension has extended rail service to the east beyond Azusa by opening ***four new stations*** in the fall of 2025. The remaining segment of the 12.3 miles will further extend Metro A Line to Claremont. The final phase, extending service east of Pomona, is expected to be completed by late 2031.

The FY27 Adopted Budget of $94.4 million supports design work for the last stretch of the A Line Foothill Extension beyond Pomona and the completion of closeout items on Glendora to Pomona stretch.

The D Line Subway Extension consists of three sections of the D Line subway extension, expanding westward from its current terminus at Wilshire/Western. This new addition to Metro's network will add ***seven new stations***.

The FY27 Adopted Budget of $685.4 million will support the wrap-up in Section 1, ongoing tunneling, station box, and trackwork construction activities related to Sections 2 and 3:

- **Section 1:** Wilshire/La Brea Station, Wilshire/Fairfax Station and Wilshire/La Cienega Station; opened in spring 2026
- **Section 2:** Wilshire/Rodeo Station and Century City/ Constellation Station; slated to open spring 2027
- **Section 3:** Westwood/UCLA Station and Westwood/VA Hospital Station; slated to open fall 2027

Additionally, the Division 20 Portal Widening project involves the construction of a new turnback facility to accommodate the headway requirements for the entire D Line and the shared trunk between B and D Lines.

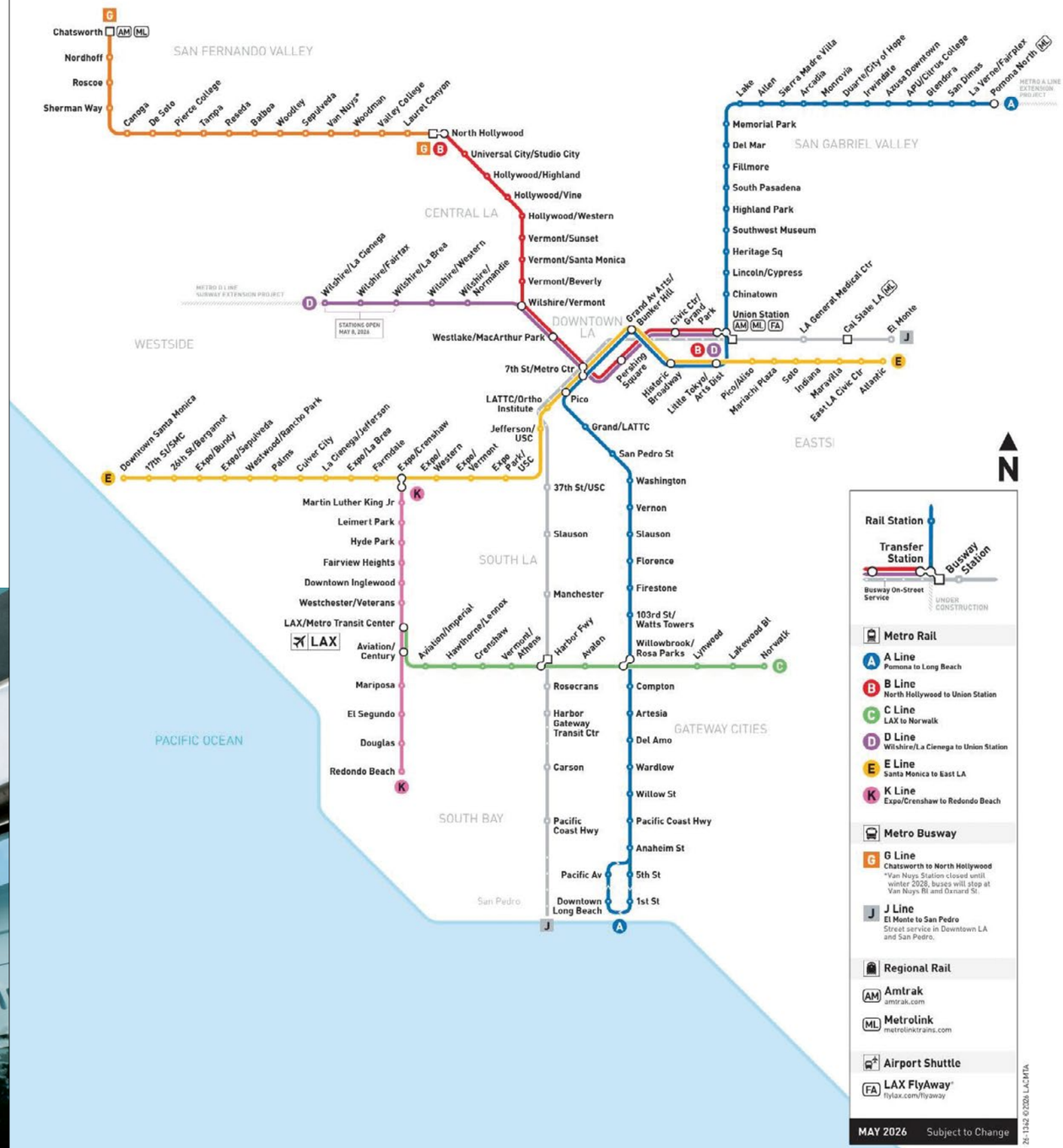
The East San Fernando Valley Light Rail Transit Project spans a total of 6.7 miles with ***11 new transit stations,*** extending from the G Line Van Nuys station to San Fernando Road in Pacoima. This project improves access to jobs, schools, and healthcare while reducing vehicle-related emissions.

The FY27 Adopted Budget of $320.7 million supports right-of-way acquisition and construction activities for this project.

The Southeast Gateway Line is a proposed light rail transit (LRT) line that will connect the Slauson A Line Station in Los Angeles to Pioneer Station in Artesia. This segment stretches 14.5 miles and will include ***nine stations*** serving multiple communities across Southeast Los Angeles County, improving regional connectivity.

The FY27 Adopted Budget of $189.9 million supports right-of-way acquisitions and early construction work.





Metro's focus remains delivering a gold medal transportation experience to all spectators visiting Los Angeles for the 2026 FIFA World Cup games and several other mega events scheduled for the next few years.

Los Angeles is the host city of several major sporting events, providing Metro the platform to display its ***first-rate*** transit system by offering a safe, affordable and environmentally friendly service to Angelenos and visitors alike in reaching their destinations.



FIFA World Cup 2026™
The fiscal year kicks off with the remaining World Cup games. Metro will allocate $25.0 million from its FY26 and FY27 Adopted Budget to service all eight matches and various fan-focused activities throughout LA county. These activities include:

- **Official FIFA World Cup Fan Zone at Union Station**
- **Fan Fest at the Coliseum**
- **16 Station Activations**
- **18 Open Streets Events**
- **45 Transit-First Fan Zones**

As the official public transit provider for the Los Angeles World Cup 2026 Host City, Metro will ensure fans get to and from these unforgettable events and matches safely and seamlessly. Hence, Metro has partnered with more than ten regional transit providers and charter companies to deliver a top-notch World Cup Service. This partnership will:

- **Transport 25,000 spectators per game**
- **Utilize 300 buses per match**

2027 NFL Super Bowl
Super Bowl LXI comes back to Los Angeles, just five years after SoFi Stadium first hosted Super Bowl LVI in 2022 and marks ***60 years since the very first Super Bowl*** was held at the L.A. Memorial Coliseum on January 15, 1967.

Metro is proud to be first choice in transit for all football fans visiting Los Angeles by providing safe, clean and on-time service.

2028 Olympic and Paralympic Games
In the summer of 2028, Los Angeles will welcome the world once again, to the largest, most spectacular, global sporting event the world has ever seen – the Olympic and Paralympic Games – where top athletes worldwide compete for ***gold*** on the biggest stage in sports.

A lot has changed since Los Angeles hosted the Olympics in 1984 where bus service was the ***only available transit*** for Angelenos.

Today, in addition to buses, Los Angeles public transit consists of Metro Rail and Metrolink, providing daily service to its residents.

With over ***one million spectator trips expected per day*** during the 2028 Games, 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 and Paralympic sports**
- **800+ events at 80+ venues**
- **Over 3,000 hours of live action**



Equity

Metro's commitment to equity is embedded in the FY27 Adopted Budget development process through the continued application of Equitable Zero-Based Budgeting (EZBB) and equity assessments to understand and quantify potential impacts on marginalized communities and highlight budget requests that advance equitable outcomes.

The Equity Focus Communities (EFC) Budget Assessment and the Budget Equity Principles Next Step Equity Initiatives were applied to the development of the FY27 budget. The Offices of Equity and Race (OER) and Management and Budget (OMB) are working with consultants to complete an Agencywide Budget Equity Assessment (ABEA) to identify opportunities for improvement to the MBEAT and budget equity approach overall. A revised ABEA process will be implemented in the FY28 and FY29 Budget development processes.

Per Board direction, the EFC Budget Assessment was introduced in 2022 for the FY23 Approved Budget. It is a geographic equity analysis to identify the extent that Metro's budget invests in EFCs, areas in very high and high need of mobility investment, which comprise approximately 40% of Los Angeles County's population.

The FY23 Approved Budget established a baseline of 67.3% EFC Benefits. The FY27 Adopted Budget exceeds this baseline by 13.1 percentage points, increasing EFC Benefits to 80.4% of the budget. This represents roughly:

- **> $3.3 billion in targeted benefits**
- **> $4.7 billion in indirect benefits**

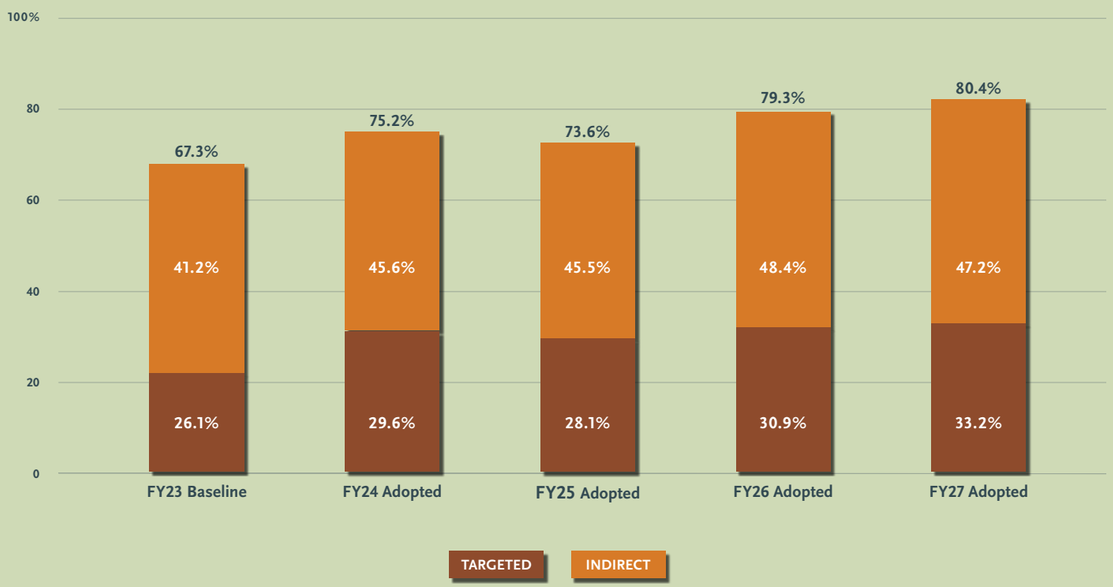
Year-over-year fluctuations in benefits to EFCs can be attributed to an evolving understanding of how to quantify expenses and major transit projects being developed or coming online.

While keeping Budget Equity Principles in mind, OER and OMB are working on continued improvements to staff training to ensure consistent application over time.

Below are Metro's Equity Platform Pillars and Budget Equity Principles being utilized:

- **> Define & Measure**
- **> Listen & Learn**
- **> Focus & Deliver**
- **> Train & Grow**

EFC Budget Assessment Results

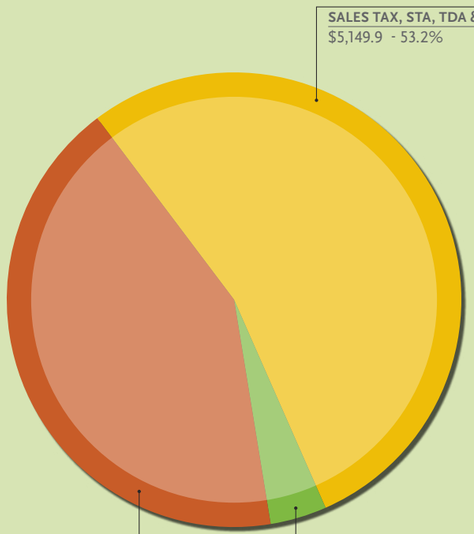





Aviation/Century

Budget Summary – Resources

SUMMARY OF RESOURCES ($ IN MILLIONS)



RESOURCE ASSUMPTIONS

> Local sales tax and Transportation Development Act (TDA) revenues are projected to be $4.9 billion, an $85.5 million or 1.8% increase from the FY26 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 FY27 are expected to be $249.4 million region-wide, representing a 4.2% decrease from the FY26 Budget based on State Controller's Office (SCO) estimates

> Fare revenues are expected to come in at $149.6 million, a $25.2 million or 14.4% decrease from the prior year. The FY27 fare revenue projections are expected to remain constrained due to increased utilization of free and subsidized fare programs such as Low-Income Fare is Easy (LIFE), Fare Capping, and GoPass

> ExpressLanes toll revenues are expected to come in at $107.0 million in FY27, and include usage and violation fees from the existing I-10 and I-110 operating segments

> Advertising revenues of $32.0 million are projected in FY27, a 22.8% decrease from the prior year due to reduced Transportation Communications Network (TCN) revenues and number of assets already in service

> Other revenues are expected to come in at $68.0 million in FY27, which include bike share, park & ride, leases, vending machines, film and SAFE

BUDGETED RESOURCES ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	% CHANGE
Sales Tax, TDA, & STA/SB1 Revenues	$ 5,075.2	$ 5,149.9	1.5%
Operating & Other Revenues	380.2	356.6	-6.2%
Capital & Bond Resources	3,999.3	4,180.7	4.5%
Resources Total	**$ 9,454.7**	**$ 9,687.2**	**2.5%**

Note
Totals may not add due to rounding.

FTE SUMMARY BY CABINET	FY26 BUDGET	FY27 ADOPTED	CHANGE
Board of Directors	66	67	1
Chief Executive Office	147	152	5
Chief of Staff	78	81	3
Chief People Office	179	193	14
Countywide Planning & Development	221	223	2
Customer Experience Office	387	397	10
Department of Public Safety	942	1,006	64
Information Technology Services	152	161	9
Office of Strategic Innovation	18	18	-
Operations	9,024	9,030	6
Program Management	308	308	-
Risk, Corporate Safety, & Asset Mgt.	108	110	2
Strategic Financial Management	282	299	17
Vendor/Contract Management	348	352	4
Total Agencywide	**12,260**	**12,397**	**137**
Subtotal Represented	**10,013**	**10,028**	**15**
Subtotal Non-Represented	**2,247**	**2,369**	**122**
Total FTEs	**12,260**	**12,397**	**137**

Budget Summary – Expenditures

EXPENDITURE ASSUMPTIONS

> The FY27 Adopted Budget for Transit Operations is $3.0 billion, a 2.4% increase from the prior year supporting a service plan of 8.8 million Revenue Service Hours (RSH) across bus, rail, and Metro Micro Pilot

> 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 and other bus investments
- Rail: 1.45 million RSH
- Metro Micro: 253 thousand RSH

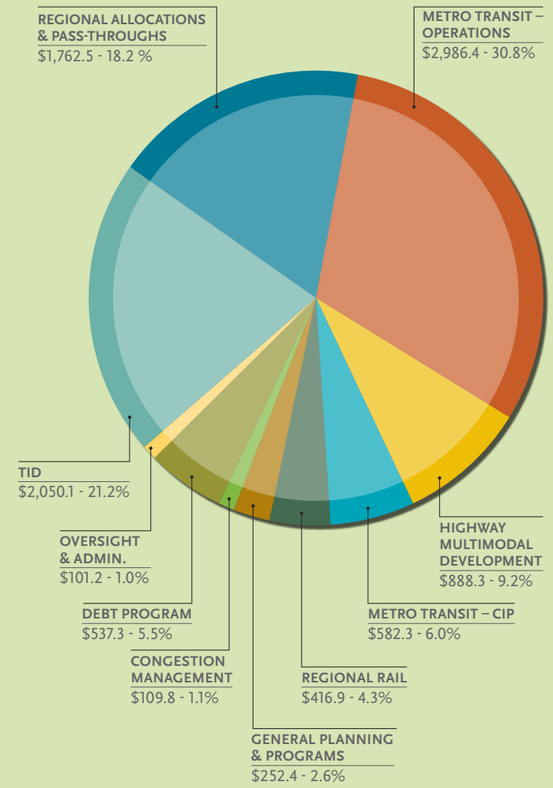
> The bus service plan continues to transform through NextGen, creating an all-day network that is faster, more frequent, and reliable. Metro will continue to expand NextGen Bus Speed and Reliability initiatives such as New Bus Priority Lanes and Transit Signal Priority

> Metro's rail network will continue to expand and improve with upgrades designed to accommodate increased ridership from the D Line Extension and support the ongoing recovery of system-wide rail ridership in FY27
- 5-minute peak/10-minute off-peak frequency on the D Line
- 10-minute all day frequency on the B Line

> The FY27 Adopted Budget includes 12,397 FTEs, with additional 122 non-represented and 15 represented FTEs to support technical operations and maintenance

> The Consumer Price Index (CPI), a measure of cost inflation by the Bureau of Labor Statistics, is projected to increase 3.0% in FY27

SUMMARY OF EXPENDITURES ($ IN MILLIONS)



EXPENDITURES BY CABINET ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	% CHANGE
Board of Directors	$ 45.1	$ 44.2	-1.9%
Chief Executive Office	66.7	66.8	0.1%
Chief of Staff	41.7	41.0	-1.8%
Chief People Office	52.8	49.5	-6.2%
Countywide Planning & Development	810.6	749.4	-7.5%
Customer Experience Office	170.9	167.2	-2.2%
Department of Public Safety	456.0	477.5	4.7%
Information Technology Services	102.3	104.9	2.5%
Office of Strategic Innovation	24.4	24.8	1.5%
Operations	3,131.4	3,050.5	-2.6%
Program Management	2,518.1	2,851.3	13.2%
Risk, Corporate Safety, & Asset Mgt.	68.1	72.3	6.2%
Strategic Financial Management	1,876.8	1,900.8	1.3%
Vendor/Contract Management	89.8	87.1	-3.0%
Total Expenditures by Cabinet	**$ 9,454.7**	**$ 9,687.2**	**2.5%**

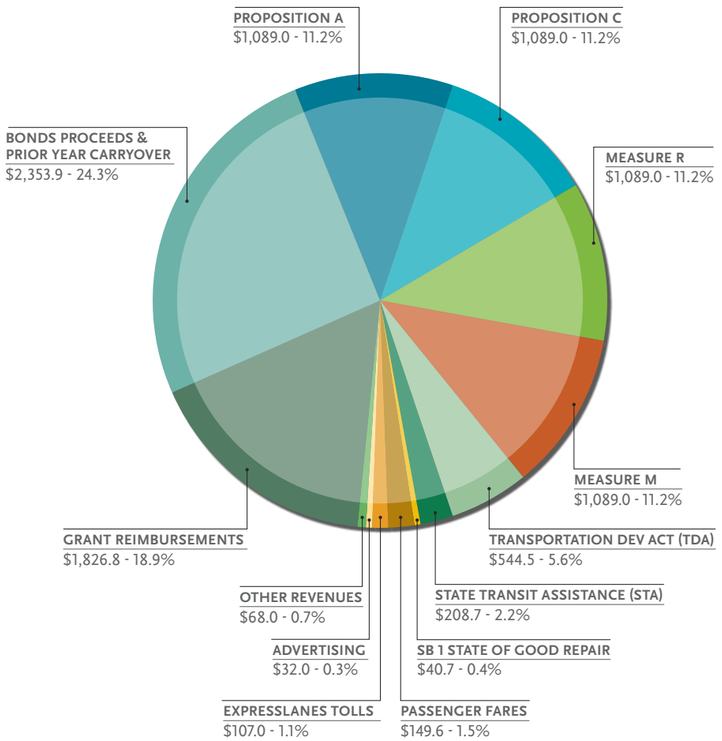
BUDGETED EXPENDITURES ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	% CHANGE
Transit Infrastructure Development (TID)	$ 2,201.7	$ 2,050.1	-6.9%
Metro Transit - Operations	2,915.9	2,986.4	2.4%
Metro Transit - CIP	622.6	582.3	-6.5%
Regional Allocations & Pass-Throughs	1,809.9	1,762.5	-2.6%
Highway Multimodal Development	643.9	888.3	38.0%
Regional Rail	295.9	416.9	40.9%
General Planning & Programs	252.0	252.4	0.1%
Congestion Management	129.7	109.8	-15.3%
Debt Program	481.2	537.3	11.7%
Oversight & Administration	101.8	101.2	-0.5%
Total Expenditures	**$ 9,454.7**	**$ 9,687.2**	**2.5%**

Note
Totals may not add due to rounding.

Summary of Resources

REVENUES ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE
SALES TAX, TDA & STA REVENUES				
Proposition A	$ 1,070.0	$ 1,089.0	$ 19.0	1.8%
Proposition C	1,070.0	1,089.0	19.0	1.8%
Measure R	1,070.0	1,089.0	19.0	1.8%
Measure M	1,070.0	1,089.0	19.0	1.8%
Transportation Development Act (TDA)	535.0	544.5	9.5	1.8%
State Transit Assistance (STA)/SB1 STA [1]	220.0	208.7	(11.3)	-5.2%
Senate Bill 1 (SB1) State of Good Repair [1]	40.2	40.7	0.5	1.3%
Subtotal Sales Tax, TDA, & STA/SB1 Revenues	**$ 5,075.2**	**$ 5,149.9**	**$ 74.7**	**1.5%**
OPERATING & OTHER REVENUES				
Passenger Fares	$ 174.7	$ 149.6	$ (25.2)	-14.4%
ExpressLanes Tolls	107.6	107.0	(0.6)	-0.6%
Advertising	41.5	32.0	(9.5)	-22.8%
Other Revenues [2]	56.5	68.0	11.6	20.5%
Subtotal Operating & Other Revenues	**$ 380.2**	**$ 356.6**	**$ (23.6)**	**-6.2%**
CAPITAL & BOND RESOURCES				
Grant Reimbursements [3]	$ 1,272.8	$ 1,826.8	$ 554.0	43.5%
Bond Proceeds & Prior Year Carryover [4]	2,726.4	2,353.9	(372.5)	-13.7%
Subtotal Capital & Bond Resources	**$ 3,999.3**	**$ 4,180.7**	**$ 181.4**	**4.5%**
Total Resources	**$ 9,454.7**	**$ 9,687.2**	**$ 232.5**	**2.5%**

FY27 Summary of Resources: $9,687.2M



Notes

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

(2) Other Revenues include bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, 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.

FY27 Estimated Sales Tax, TDA & STA Revenues

REVENUES ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE
PROPOSITION A				
5% Administration	$ 53.5	$ 54.5	$ 1.0	1.8%
25% Local Return	254.1	258.6	4.5	1.8%
35% Rail Development	355.8	362.1	6.3	1.8%
40% Discretionary	-	-	-	-
Transit (95% of 40%)	386.3	393.1	6.8	1.8%
Incentive (5% of 40%)	20.3	20.7	0.4	1.8%
Subtotal Proposition A Estimated Tax Revenue	**$ 1,070.0**	**$ 1,089.0**	**$ 19.0**	**1.8%**
PROPOSITION C				
1.5% Administration	$ 16.1	$ 16.3	$ 0.3	1.8%
5% Rail/Bus Security	52.7	53.6	0.9	1.8%
10% Commuter Rail	105.4	107.3	1.9	1.8%
20% Local Return	210.8	214.5	3.7	1.8%
25% Freeways/Highways	263.5	268.2	4.7	1.8%
40% Discretionary	421.6	429.1	7.5	1.8%
Subtotal Proposition C Estimated Tax Revenue	**$ 1,070.0**	**$ 1,089.0**	**$ 19.0**	**1.8%**
MEASURE R				
1.5% Administration	$ 16.1	$ 16.3	$ 0.3	1.8%
2% Transportation Capital Metro Rail	21.1	21.5	0.4	1.8%
3% Transportation Capital Metrolink	31.6	32.2	0.6	1.8%
5% Operations - New Rail	52.7	53.6	0.9	1.8%
15% Local Return	158.1	160.9	2.8	1.8%
20% Operations - Bus	210.8	214.5	3.7	1.8%
20% Highway Capital	210.8	214.5	3.7	1.8%
35% Transportation Capital New Rail/Bus BRT	368.9	375.4	6.6	1.8%
Subtotal Measure R Estimated Tax Revenue	**$ 1,070.0**	**$ 1,089.0**	**$ 19.0**	**1.8%**
MEASURE M				
0.5% Administration [1]	$ 5.5	$ 5.6	$ 0.1	1.8%
1% Regional Rail	10.5	10.7	0.2	1.8%
2% Metro State of Good Repair (SGR)	21.1	21.5	0.4	1.8%
2% Active Transportation Projects (ATP)	21.1	21.5	0.4	1.8%
2% ADA Paratransit/ Metro Discounts	21.1	21.5	0.4	1.8%
5% Rail Operations	52.7	53.6	0.9	1.8%
17% Local Return [1]	179.2	182.4	3.2	1.8%
17% Highway Construction	179.2	182.4	3.2	1.8%
20% Transit Operations	210.8	214.5	3.7	1.8%
35% Transit Construction	368.9	375.4	6.6	1.8%
Subtotal Measure M Estimated Tax Revenue	**$ 1,070.0**	**$ 1,089.0**	**$ 19.0**	**1.8%**
TRANSPORTATION DEVELOPMENT ACT (TDA)				
Administration	$ 13.7	$ 14.0	$ 0.3	1.8%
2.0% Article 3 (Pedestrians & Bikeways)	10.4	10.6	0.2	1.8%
90.7% Article 4 (Bus Transit)	473.2	481.4	8.2	1.7%
7.3% Article 8 (Transit/Streets & Highways)	37.6	38.5	0.9	2.4%
Subtotal TDA Estimated Tax Revenue	**$ 535.0**	**$ 544.5**	**$ 9.5**	**1.8%**
STATE TRANSIT ASSISTANCE (STA)/SENATE BILL 1 (SB1) [2]				
STA/SB1 STA Bus	$ 125.2	$ 118.9	$ (6.3)	-5.0%
STA/SB1 STA Rail	94.9	89.8	(5.1)	-5.4%
SB1 State of Good Repair Bus	22.8	23.1	0.3	1.2%
SB1 State of Good Repair Rail	17.3	17.6	0.3	1.6%
Subtotal STA/SB1 Estimated Tax Revenue	**$ 260.2**	**$ 249.4**	**$ (10.8)**	**-4.2%**
Total Revenues	**$ 5,075.2**	**$ 5,149.9**	**$ 74.7**	**1.5%**

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)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE
TRANSIT INFRASTRUCTURE DEVELOPMENT				
Transit Construction	$ 1,947.4	$ 1,817.6	$ (129.8)	-6.7%
Transit Planning	254.4	232.5	(21.9)	-8.6%
Total Transit Infrastructure Development	**$ 2,201.7**	**$ 2,050.1**	**$ (151.7)**	**-6.9%**
METRO TRANSIT - OPERATIONS				
Operations & Maintenance	$ 2,875.7	$ 2,930.5	$ 54.8	1.9%
Regional Operating Services	40.2	56.0	15.7	39.1%
Subtotal Metro Transit - Operations	**$ 2,915.9**	**$ 2,986.4**	**$ 70.5**	**2.4%**
METRO TRANSIT - CAPITAL IMPROVEMENT PROGRAM (CIP)				
Bus & Rail	$ 391.5	$ 378.9	$ (12.7)	-3.2%
Other Assets	231.1	203.4	(27.7)	-12.0%
Subtotal Metro Transit - Capital Improvement Program (CIP)	**$ 622.6**	**$ 582.3**	**$ (40.3)**	**-6.5%**
Total Metro Transit	**$ 3,538.5**	**$ 3,568.7**	**$ 30.1**	**0.9%**
REGIONAL ALLOCATIONS & PASS-THROUGHS				
Fare Assistance	$ 36.2	$ 36.7	$ 0.4	1.1%
Local Agencies	987.8	971.3	(16.5)	-1.7%
Regional Federal Grants	23.7	21.7	(2.0)	-8.3%
Regional Transit	762.1	732.8	(29.3)	-3.8%
Total Regional Allocations & Pass-Throughs	**$ 1,809.9**	**$ 1,762.5**	**$ (47.4)**	**-2.6%**
Total Highway Multimodal Development	**$ 643.9**	**$ 888.3**	**$ 244.5**	**38.0%**
REGIONAL RAIL				
Metro Regional Rail	$ 114.5	$ 241.5	$ 127.0	110.9%
Metrolink	181.4	175.3	(6.1)	-3.4%
Total Regional Rail	**$ 295.9**	**$ 416.9**	**$ 120.9**	**40.9%**
GENERAL PLANNING & PROGRAMS				
Active Transportation, Bike, & Other	$ 90.1	$ 89.1	$ (1.0)	-1.1%
Financial, Grants Management & Admin	49.3	47.3	(2.0)	-4.0%
Property Management	84.7	89.5	4.8	5.6%
Other Planning & Strategic Initiatives	28.0	26.5	(1.5)	-5.2%
Total General Planning & Programs	**$ 252.0**	**$ 252.4**	**$ 0.4**	**0.1%**
CONGESTION MANAGEMENT				
ExpressLanes	$ 62.1	$ 38.9	$ (23.2)	-37.3%
Freeway Service Patrol	38.2	43.4	5.2	13.6%
Motorist Services	15.7	14.5	(1.2)	-7.9%
Rideshare Services	13.6	13.0	(0.6)	-4.4%
Total Congestion Management	**$ 129.7**	**$ 109.8**	**$ (19.8)**	**-15.3%**
Total Debt Program (1)	**$ 481.2**	**$ 537.3**	**$ 56.1**	**11.7%**
Total Oversight & Administration	**$ 101.8**	**$ 101.2**	**$ (0.5)**	**-0.5%**
Grand Total	**$ 9,454.7**	**$ 9,687.2**	**$ 232.5**	**2.5%**

Notes

(1) Total budget for Debt Program includes all debt service cost (in Debt Service section) plus investment and debt management cost of $3.5M in FY26 and $1.7M in FY27.

Totals may not add due to rounding.

Summary of Expenditures by Cabinet

EXPENDITURES BY CABINET ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE
BOARD OF DIRECTORS				
County Counsel	$ 24.8	$ 23.6	$ (1.2)	-4.8%
Ethics Office	2.9	2.9	-	-1.2%
Office of the Board Administration	8.8	9.1	0.2	2.8%
Office of the Inspector General	8.5	8.6	0.1	1.5%
Subtotal Board of Directors	**$ 45.1**	**$ 44.2**	**$ (0.9)**	**-1.9%**
Chief Executive Office	$ 66.7	$ 66.8	$ 0.1	0.1%
Chief of Staff	41.7	41.0	(0.7)	-1.8%
Chief People Office	52.8	49.5	(3.3)	-6.2%
Countywide Planning & Development	810.6	749.4	(61.2)	-7.5%
Customer Experience Office	170.9	167.2	(3.7)	-2.2%
Department of Public Safety	456.0	477.5	21.6	4.7%
Information Technology Services	102.3	104.9	2.5	2.5%
Office of Strategic Innovation	24.4	24.8	0.4	1.5%
Operations	3,131.4	3,050.5	(80.9)	-2.6%
Program Management	2,518.1	2,851.3	333.2	13.2%
Risk, Corporate Safety, & Asset Management	68.1	72.3	4.2	6.2%
Strategic Financial Management	1,876.8	1,900.8	24.0	1.3%
Vendor/Contract Management	89.8	87.1	(2.7)	-3.0%
Total Expenditure by Cabinet	**$ 9,454.7**	**$ 9,687.2**	**$ 232.5**	**2.5%**

Summary of Expenditures by Type

EXPENDITURES BY TYPE ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE
Labor & Benefits	$ 2,193.8	$ 2,273.8	$ 80.0	3.6%
Asset Acquisitions for Transit & Highway Projects	1,666.7	1,982.8	316.1	19.0%
Regional Transit/Highway Subsidies	2,374.3	2,255.5	(118.8)	-5.0%
Contract & Professional Services	2,164.8	2,068.2	(96.5)	-4.5%
Materials & Supplies	368.5	377.7	9.2	2.5%
Public Liability/Property Damage (PL/PD) & Other Insurance	205.7	196.3	(9.3)	-4.5%
Debt Principal/Interest (1)	476.1	528.0	51.9	10.9%
Training & Travel	4.9	4.9	-	0.2%
Total Expenditure by Type	**$ 9,454.7**	**$ 9,687.2**	**$ 232.5**	**2.5%**

Notes

(1) Professional services of $1.8M in FY26 and $3.3M in FY27 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)	FY26 BUDGET	FY27 ADOPTED TOTAL	BUS	RAIL	TRANSIT COURT	REGIONAL ACTIVITIES
TRANSIT OPERATIONS RESOURCES						
Transit Fares & Other Revenues						
Fares [1]	$ 174.7	$ 149.6	$ 116.1	$ 33.4	$ -	$ -
Advertising	41.5	32.0	25.3	6.6	-	-
Other Revenues [2]	10.6	10.9	9.5	-	1.4	-
Subtotal Transit Fare & Other Revenues	**$ 226.8**	**$ 192.5**	**$ 151.0**	**$ 40.1**	**$ 1.4**	**$ -**
Federal & State Grants						
Federal Preventive Maintenance	$ 588.6	$ 497.4	$ 182.5	$ 314.9	$ -	$ -
Federal CMAQ	116.3	83.8	-	83.8	-	-
Federal & State Grants	60.3	32.1	1.5	30.6	-	-
Subtotal Federal & State Grants	**$ 765.2**	**$ 613.2**	**$ 183.9**	**$ 429.3**	**$ -**	**$ -**
Local Subsidies						
Prop A – (40% Bus) & (35% Rail)	$ 472.2	$ 749.1	$ 577.9	$ 171.2	$ -	$ -
Prop C – (40% Bus/Rail), (5% Security) & Interest	149.7	259.0	100.4	122.1	-	36.5
Measure R – (20% Bus) & (5% Rail)	391.7	343.4	289.8	53.6	-	-
Measure M – (20% Bus), (5% Rail), (2% SGR)	340.9	355.6	302.0	53.6	-	-
TDA Article 4	246.6	246.0	194.4	39.3	-	12.2
STA, SB1 STA & SB1 SGR	308.8	192.2	84.9	107.4	-	-
Toll & Revenue Grant	4.4	5.5	5.5	-	-	-
General Fund & Other Funds	11.2	32.0	11.1	18.8	-	2.1
Subtotal Local Subsidies	**$ 1,925.6**	**$ 2,182.8**	**$ 1,565.8**	**$ 566.1**	**$ -**	**$ 50.8**
Total Transit Operations Resources	**$ 2,917.6**	**$ 2,988.5**	**$ 1,900.8**	**$ 1,035.5**	**$ 1.4**	**$ 50.8**
Transit Capital Resources						
Federal, State & Local Grants	$ 397.7	$ 1,105.2	$ 246.8	$ 858.4	$ -	$ -
Local & State Sales Tax [3]	1,743.7	443.4	108.0	335.4	-	-
Other Capital Financing	709.8	1,101.1	411.8	689.3	-	-
Subtotal Transit Capital Resources	**$ 2,851.2**	**$ 2,649.6**	**$ 766.6**	**$ 1,883.1**	**$ -**	**$ -**
Total Transit Operations & Capital Resources	**$ 5,768.8**	**$ 5,638.1**	**$ 2,667.4**	**$ 2,918.5**	**$ 1.4**	**$ 50.8**
TRANSIT OPERATIONS EXPENSES						
Labor & Benefits	$ 1,844.1	$ 1,910.3	$ 1,228.9	$ 623.6	$ 0.8	$ 57.0
Fuel & Propulsion Power	82.3	89.3	33.5	55.7	-	-
Materials & Supplies	146.7	144.0	104.7	37.2	-	2.1
Contract & Professional Services	504.2	476.1	154.9	293.4	0.2	27.6
PL/PD & Other Insurance	87.8	91.8	75.3	16.5	-	-
Purchased Transportation	79.9	109.9	107.9	-	-	2.0
Allocated Overhead [4]	112.6	102.5	110.8	(28.2)	0.3	19.5
Regional Chargeback	-	-	46.4	14.4	-	(60.8)
Other Expenses [5]	60.2	64.6	38.4	22.8	-	3.4
Total Transit Operations Expenses [6]	**$ 2,917.6**	**$ 2,988.5**	**$ 1,900.8**	**$ 1,035.5**	**$ 1.4**	**$ 50.8**
Total Transit Capital Expenses Operating	**$ 2,645.6**	**$ 2,517.3**	**$ 730.7**	**$ 1,786.6**	**$ -**	**$ -**
Total Transit Capital Expenses Planning	**$ 205.6**	**$ 132.3**	**$ 35.8**	**$ 96.4**	**$ -**	**$ -**
Total Capital Expenses [7]	**$ 2,851.2**	**$ 2,649.6**	**$ 766.6**	**$ 1,883.1**	**$ -**	**$ -**
Total Transit Operations & Capital Expenses	**$ 5,768.8**	**$ 5,638.1**	**$ 2,667.4**	**$ 2,918.5**	**$ 1.4**	**$ 50.8**
Transit Operations & Capital (Deficit)/Surplus	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Notes

(1) Fare revenues includes $1.7M revenues from TAP card sales.

(2) Other Revenues include 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, 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)	FY26 BUDGET	FY27 ADOPTED TOTAL	UNION STATION	EXPRESS LANES	BIKE SHARE	PARK & RIDE
OTHER TRANSIT OPERATIONS RESOURCES						
Toll Fares & Other Revenues						
Tolls & Violation Fines	$ 107.6	$ 111.7	$ 2.1	$ 107.0	$ 1.4	$ 1.3
Rental & Lease Income	3.3	-	-	-	-	-
Subtotal Toll Fares & Other Revenues	**$ 110.8**	**$ 111.7**	**$ 2.1**	**$ 107.0**	**$ 1.4**	**$ 1.3**
Federal & State Grants						
State - Other	$ -	$ 0.2	$ -	$ -	$ 0.2	$ -
Subtotal Federal & State Grants	**$ -**	**$ 0.2**	**$ -**	**$ -**	**$ 0.2**	**$ -**
Local Subsidies						
Propositions A & C	$ 10.5	$ 4.4	$ -	$ -	$ -	$ 4.4
General Fund	12.0	10.4	3.7	-	6.7	-
City of LA	14.4	12.2	-	-	12.2	-
Subtotal Local Subsidies	**$ 36.9**	**$ 27.0**	**$ 3.7**	**$ -**	**$ 18.9**	**$ 4.4**
Total Other Transit Operations Resources	**$ 147.8**	**$ 139.0**	**$ 5.8**	**$ 107.0**	**$ 20.5**	**$ 5.7**
Other Transit Operations Expenses						
Labor & Benefits	$ 6.5	$ 6.4	$ 0.6	$ 2.6	$ 1.5	$ 1.7
Materials & Supplies	0.1	0.1	-	-	-	-
Contract & Professional Services	70.6	46.6	2.0	23.0	18.6	3.1
PL/PD & Other Insurance	0.6	0.8	0.8	-	-	-
Allocated Overhead	1.9	1.8	0.3	0.5	0.4	0.6
Other Expenses	0.6	0.6	-	0.2	0.1	0.3
Total Other Transit Operations Expenses	**$ 80.3**	**$ 56.3**	**$ 3.7**	**$ 26.4**	**$ 20.5**	**$ 5.7**
Transit Operations (Deficit)/Surplus [1]	**$ 30.6**	**$ 55.4**	**$ (1.6)**	**$ 80.6**	**$ (19.2)**	**$ (4.4)**
Net Income	**$ 67.5**	**$ 82.7**	**$ 2.1**	**$ 80.6**	**$ -**	**$ -**
OTHER OPERATIONS						
NON-OPERATING EXPENSES						
Toll Grant Revenue to Bus Operations	$ 5.5	$ 3.5	$ -	$ 3.5	$ -	$ -
Congestion Pricing Program	7.3	6.2	-	6.2	-	-
Capital Projects	1.1	-	-	-	-	-
Congestion Relief Transit Operating Subsidy	4.5	2.8	-	2.8	-	-
Congestion Relief Toll Revenue Grant Program [2]	6.6	6.6	-	6.6	-	-
Total Other Operations Non-Operating Expenses	**$ 24.9**	**$ 19.1**	**$ -**	**$ 19.1**	**$ -**	**$ -**
Change in Net Asset	**$ 42.6**	**$ 63.3**	**$ 2.1**	**$ 61.5**	**$ -**	**$ -**
Net Asset - Beginning of Year	**$ 281.9**	**$ 324.5**	**$ (8.5)**	**$ 332.9**	**$ -**	**$ -**
Net Asset - End of Year	**$ 324.5**	**$ 387.8**	**$ (6.4)**	**$ 394.4**	**$ -**	**$ -**

Notes

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

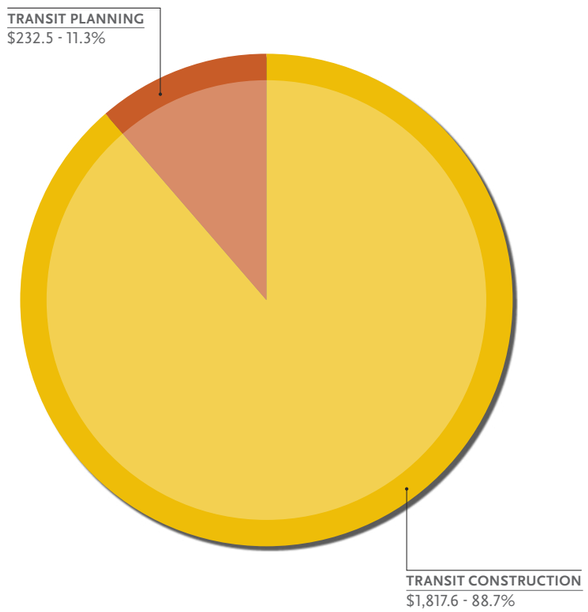
(2) Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.

Totals may not add due to rounding.

Transit Infrastructure Development (TID)

TID Summary

TRANSIT INFRASTRUCTURE DEVELOPMENT ($ IN MILLIONS)	FORECASTED EXPENDITURES THRU FY26 [1]	FY27 ADOPTED	LIFE OF PROJECT
TRANSIT EXPANSION			
TRANSIT CONSTRUCTION			
RAIL			
A Line Foothill Extensions 2A & 2B	$ 2,274.1	$ 94.4	$ 2,345.1
D Line Extension Sections 1, 2, & 3	8,716.1	685.4	10,491.4
E Line Expo Light Rail Transit	2,292.2	-	2,300.2
East San Fernando Valley Light Rail Transit	768.7	320.7	4,004.2
K Line Crenshaw/LAX Light Rail Transit	2,723.3	5.5	2,740.0
LAX/Metro Transit Center	844.5	1.1	902.2
Regional Connector	1,845.2	2.5	1,874.9
Southeast Gateway Line	404.3	189.9	998.9
BUS			
G Line Bus Rapid Transit Improvements	267.7	282.1	668.5
North Hollywood to Pasadena BRT Connector	81.5	45.1	429.0
Vermont Transit Corridor BRT	58.8	133.7	198.5
SYSTEMWIDE [2]	-	57.3	-
Subtotal Transit Construction	**$ 20,276.5**	**$ 1,817.6**	**$ 26,952.8**
Subtotal Transit Planning [3], [4]	**$ 736.1**	**$ 232.5**	**$ 29.7**
Total Transit Infrastructure Development	**$ 21,012.6**	**$ 2,050.1**	**$ 26,982.5**



FY27 TID Budget: $2,050.1M

Notes

(1) Forecasted expenditures through FY26 equal actual expenditure through FY25 plus FY26 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 V for a detailed list of Transit Planning projects included in this category.

Totals may not add due to rounding.

Metro Transit

Operations & Maintenance

METRO TRANSIT ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE
Operations	$ 2,915.9	$ 2,986.4	$ 70.5	2.4%
Capital Improvement Program (CIP)	622.6	582.3	(40.3)	-6.5%
Total Metro Transit	**$ 3,538.5**	**$ 3,568.7**	**$ 30.1**	**0.9%**

METRO TRANSIT – OPERATIONS ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE
Bus	$ 1,895.7	$ 1,917.7	$ 22.0	1.2%
Rail	997.8	1,045.0	47.2	4.7%
Metro Micro (Microtransit)	22.5	23.8	1.3	5.9%
Total Metro Transit - Operations	**$ 2,915.9**	**$ 2,986.4**	**$ 70.5**	**2.4%**

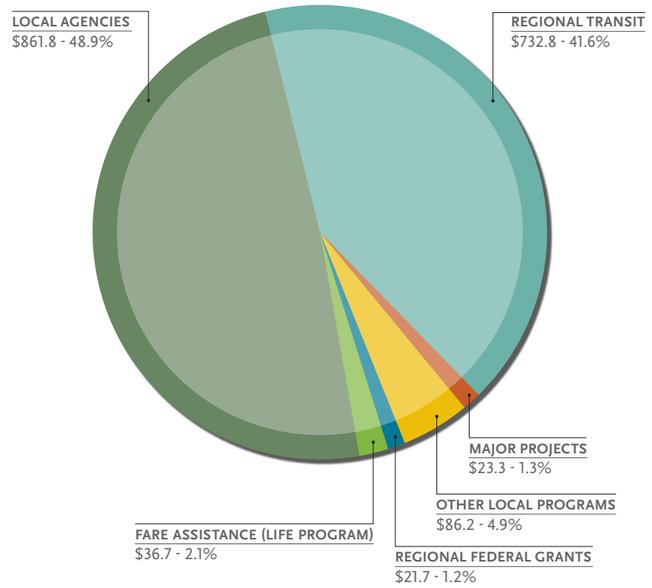
BUS & RAIL ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE	% OF TOTAL
Labor, Fringe, & Allocations	$ 1,842.5	$ 1,910.7	$ 68.1	3.7%	64.0%
Parts & Supplies	127.2	127.3	-	0.0%	4.3%
CNG Fuel/Propulsion Power	82.3	89.3	7.0	8.5%	3.0%
Contract/Professional Services	490.6	484.1	(6.5)	-1.3%	16.2%
Other Operating Expenses	350.8	351.3	0.5	0.1%	11.8%
Total Bus & Rail [1]	**$ 2,893.5**	**$ 2,962.6**	**$ 69.2**	**2.4%**	**99.2%**

Notes

(1) Metro Micro budget not included in FY26 and FY27 Operating costs.

Totals may not add due to rounding.

REGIONAL ALLOCATIONS & PASS-THROUGHS ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE
LOCAL AGENCIES				
LOCAL AGENCY PROGRAMS				
Local Return (Prop A, Prop C, Meas R, Meas M)	$ 802.2	$ 816.4	$ 14.2	1.8%
Transportation Development Act Articles 3 & 8	42.6	45.3	2.7	6.4%
Subtotal Local Agency Programs	**$ 844.8**	**$ 861.8**	**$ 17.0**	**2.0%**
MAJOR PROJECTS				
Inglewood Transit Connector	$ 62.0	$ 13.3	$ (48.8)	-78.6%
Antelope Valley Line Projects	10.4	10.0	(0.4)	-3.7%
Subtotal Major Projects	**$ 72.4**	**$ 23.3**	**$ (49.2)**	**-67.9%**
OTHER LOCAL PROGRAMS				
Active Transportation, Transit Projects & Programs	$ 33.1	$ 41.2	$ 8.1	24.5%
Call for Projects	26.9	37.4	10.6	39.4%
Congestion Reduction Demonstration (CRD)	6.6	6.6	-	0.0%
Federal Pass-Through	4.0	1.0	(3.0)	-75.5%
Transit Oriented Development Planning Grants	0.1	-	(0.1)	-100.0%
Subtotal Other Local Programs	**$ 70.7**	**$ 86.2**	**$ 15.6**	**22.0%**
Total Local Agencies	**$ 987.8**	**$ 971.3**	**$ (16.5)**	**-1.7%**
REGIONAL TRANSIT				
Municipal & Local Operators	$ 558.6	$ 519.0	$ (39.6)	-7.1%
Access Services	203.5	213.8	10.3	5.1%
Total Regional Transit	**$ 762.1**	**$ 732.8**	**$ (29.3)**	**-3.8%**
Total Regional Federal Grants	**$ 23.7**	**$ 21.7**	**$ (2.0)**	**-8.3%**
Total Fare Assistance (LIFE Program) (1)	**$ 36.2**	**$ 36.7**	**$ 0.4**	**1.1%**
Total Regional Allocations & Pass-Throughs	**$ 1,809.9**	**$ 1,762.5**	**$ (47.4)**	**-2.6%**



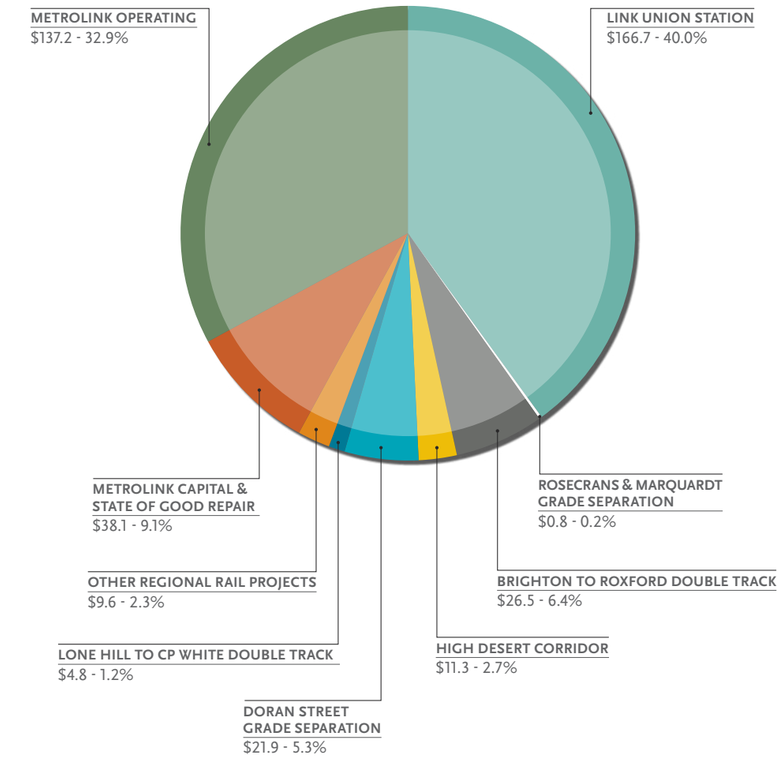
FY27 Regional Allocations & Pass-Throughs Budget: $1,762.5M

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)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE
METRO REGIONAL RAIL				
Link Union Station	$ 41.7	$ 166.7	$ 125.0	299.6%
Rosecrans & Marquardt Grade Separation	12.4	0.8	(11.6)	-93.7%
Brighton to Roxford Double Track	8.9	26.5	17.6	197.4%
High Desert Corridor	17.2	11.3	(5.9)	-34.3%
Doran Street Grade Separation	19.4	21.9	2.5	12.7%
Lone Hill to CP White Double Track	4.1	4.8	0.7	16.4%
Other Metro Regional Rail	10.8	9.6	(1.2)	-10.7%
Subtotal Metro Regional Rail	**$ 114.5**	**$ 241.6**	**$ 127.1**	**110.9%**
METROLINK (1)				
Metrolink Operating	$ 141.4	$ 137.2	$ (4.2)	-3.0%
Metrolink Capital & State of Good Repair	40.0	38.1	(1.9)	-4.7%
Subtotal Metrolink	**$ 181.4**	**$ 175.3**	**$ (6.1)**	**-3.4%**
Total Regional Rail	**$ 295.9**	**$ 416.9**	**$ 120.9**	**40.9%**



FY27 Regional Rail Budget: $416.9M

Notes

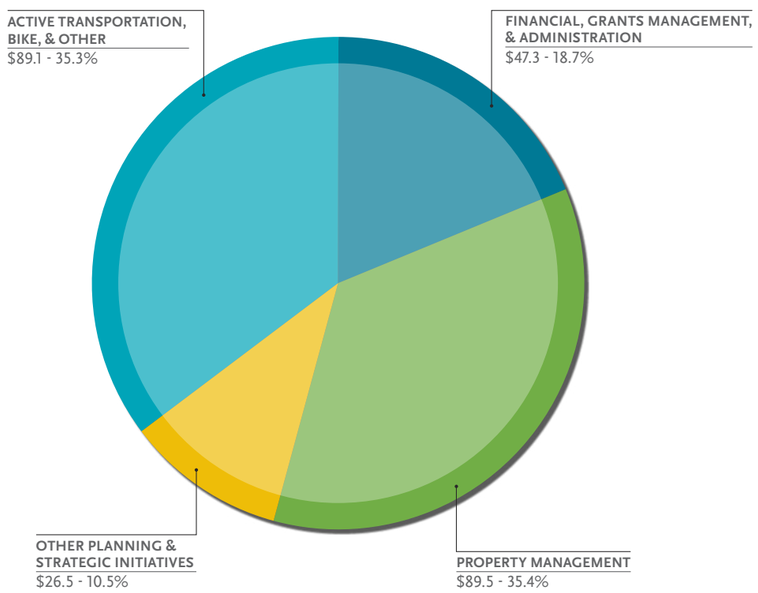
(1) Metrolink's FY27 Proposed Budget is under development, pending the transmittal of Metrolink's official budget request.

Totals may not add due to rounding.

General Planning & Programs

GENERAL PLANNING & PROGRAMS [1] ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE
ACTIVE TRANSPORTATION, BIKE, & OTHER				
Active Transportation including Bike	$ 50.3	$ 44.6	$ (5.7)	-11.4%
First/Last Mile	7.4	6.5	(1.0)	-13.1%
Sustainability	17.7	21.2	3.4	19.4%
System Connectivity Program & Studies	14.6	16.9	2.3	15.9%
Subtotal Active Transportation, Bike & Other	**$ 90.1**	**$ 89.1**	**$ (1.0)**	**-1.1%**
FINANCIAL, GRANTS MANAGEMENT & ADMINISTRATION				
Financial Planning & Grants Management	$ 26.3	$ 28.4	$ 2.1	8.1%
Administrative & Planning Support	23.0	18.9	(4.1)	-17.8%
Subtotal Financial, Grants Management, & Administration	**$ 49.3**	**$ 47.3**	**$ (2.0)**	**-4.0%**
PROPERTY MANAGEMENT				
Art & Design	$ 1.3	$ 1.4	$ -	3.5%
Joint Development	21.7	20.6	(1.1)	-5.0%
Parking	9.1	7.3	(1.7)	-18.9%
Property Maintenance & Contract Management	27.1	31.9	4.8	17.8%
Transit Oriented Communities	6.6	6.4	(0.1)	-2.0%
Union Station	19.0	21.8	2.8	14.8%
Subtotal Property Management	**$ 84.7**	**$ 89.5**	**$ 4.8**	**5.6%**
Subtotal Other Planning & Strategic Initiatives	**$ 28.0**	**$ 26.5**	**$ (1.5)**	**-5.2%**
Total General Planning & Programs	**$ 252.0**	**$ 252.4**	**$ 0.4**	**0.1%**

FY27 General Planning & Programs Budget: $252.4M



Notes

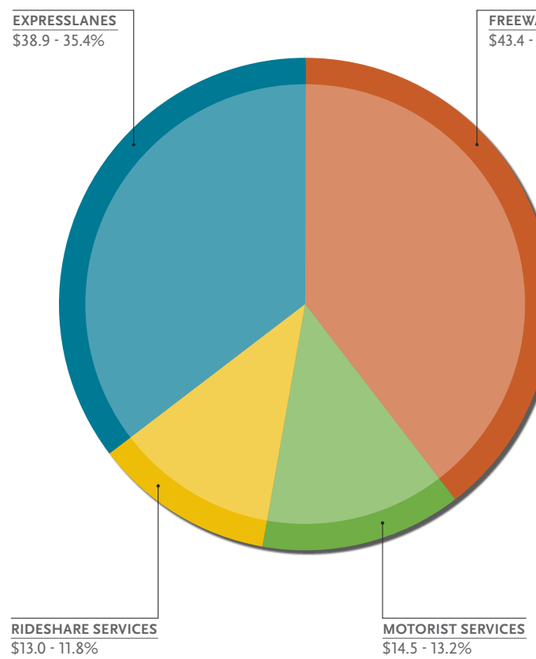
(1) Please refer to Appendix VI for Other Operating Capital projects that lie within General Planning & Programs.

Totals may not add due to rounding.

Congestion Management

CONGESTION MANAGEMENT ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE
ExpressLanes	$ 62.1	$ 38.9	$ (23.2)	-37.3%
Freeway Service Patrol	38.2	43.4	5.2	13.6%
Motorist Services	15.7	14.5	(1.2)	-7.9%
Rideshare Services	13.6	13.0	(0.6)	-4.4%
Total Congestion Management	**$ 129.7**	**$ 109.8**	**$ (19.8)**	**-15.3%**

FY27 Congestion Management Budget: $109.8M



Note

Totals may not add due to rounding.

Current Year Debt Service Expenses

FUNDING DEMAND OF DEBT SERVICE ($ IN MILLIONS)	FY26 BUDGET BUS	FY26 BUDGET RAIL	FY26 BUDGET HIGHWAY	FY26 BUDGET TOTAL	FY27 ADOPTED BUS	FY27 ADOPTED RAIL	FY27 ADOPTED HIGHWAY	FY27 ADOPTED TOTAL
RESOURCES								
Proposition A 35% Rail Set Aside [1]	$ -	$ 93.3	$ -	$ 93.3	$ -	$ 96.1	$ -	$ 96.1
Proposition A 40% Discretionary	0.5	-	-	0.5	1.3	-	-	1.3
Proposition C 40% Discretionary	4.3	32.6	-	36.9	6.0	29.5	-	35.5
Proposition C 10% Commuter Rail	-	3.6	-	3.6	-	1.3	-	1.3
Proposition C 25% Street & Highways	-	-	108.3	108.3	-	-	135.5	135.5
Measure R Transit Capital - New Rail 35%	-	277.1	-	277.1	-	323.7	-	323.7
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	1.6	-	1.6	-	2.5	-	2.5
Measure R Highway Capital 20%	-	-	-	-	-	-	3.5	3.5
Measure R BAB Federal Subsidy	-	-	-	-	-	-	-	-
Measure M Transit Construction 35%	-	25.3	-	25.3	-	27.5	-	27.5
Measure M Highway Construction 17%	-	-	1.0	1.0	-	-	1.0	1.0
Total Funding Demand of Debt Service	**$ 4.7**	**$ 433.5**	**$ 109.3**	**$ 547.6**	**$ 7.2**	**$ 480.5**	**$ 140.0**	**$ 627.7**
Total (Premium)/Discount Amortization [2]	**$ (0.6)**	**$ (55.3)**	**$ (13.9)**	**$ (69.8)**	**$ (1.1)**	**$ (70.5)**	**$ (20.5)**	**$ (92.1)**
Total Debt Service Expense [3]	**$ 4.1**	**$ 378.2**	**$ 95.4**	**$ 477.8**	**$ 6.2**	**$ 410.0**	**$ 119.5**	**$ 535.7**
Debt Service (Deficit)/Surplus	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Long-Term Enterprise Fund Debt Principal Obligations

OUTSTANDING DEBT PRINCIPAL BALANCE ($ IN MILLIONS)	BEGINNING FY26 BALANCE BUS	BEGINNING FY26 BALANCE RAIL	BEGINNING FY26 BALANCE HIGHWAY	BEGINNING FY26 BALANCE TOTAL	BEGINNING FY27 BALANCE BUS	BEGINNING FY27 BALANCE RAIL	BEGINNING FY27 BALANCE HIGHWAY	BEGINNING FY27 BALANCE TOTAL
Proposition A	$ 3.1	$ 623.0	$ -	$ 626.0	$ 7.6	$ 572.4	$ -	$ 580.0
Proposition C	41.6	351.4	1,052.9	1,446.0	47.7	246.4	1,083.9	1,378.1
Measure R	-	2,448.5	-	2,448.5	-	2,280.3	24.5	2,304.7
Total Outstanding Debt Principal Balance [4]	**$ 44.7**	**$ 3,422.9**	**$ 1,052.9**	**$ 4,520.5**	**$ 55.3**	**$ 3,099.1**	**$ 1,108.4**	**$ 4,262.8**

Notes

(1) Proposition A 35% Rail Set Aside includes Union Station Purchase debt funding: $10.9M in FY26 and $10.9M in FY27.

(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 USG Building General Revenue Bonds of $12.4M debt service.

(4) The Debt Service Expense and Outstanding Principal Balance excludes USG Building General Revenue Bonds of $12.4M debt service and $11.5M 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.

FY27 Adopted Debt Policy: Tax Revenue Sources for Debt Servicing

TAX REVENUE SOURCE FOR DEBT SERVICING ($ IN MILLIONS)	FY27 NET SALES TAX REVENUE	FY27 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	$ 362.1	$ 77.0	$ 315.0	$ 3,489.6	24.4%	87.0%
Proposition A 40% Discretionary [3]	413.80	1.30	-	-	100.0%	-
PROPOSITION C (PC)						
Proposition C 10% Commuter Rail	$ 107.3	$ 0.5	$ 42.9	$ 622.1	1.1%	40.0%
Proposition C 25% Street & Highways	268.2	133.2	160.9	406.4	82.8%	60.0%
Proposition C 40% Discretionary	429.1	30.9	171.6	2,062.9	18.0%	40.0%
MEASURE R (MR)						
Measure R Transit Capital - New Rail 35%	$ 375.4	$ 311.3	$ 326.6	$ 125.6	95.3%	87.0%
Measure R Highway Capital 20%	214.5	0.0	128.7	1,056.4	0.0%	60.0%
Measure R Transit Capital - Metrolink 3%	32.2	0.0	28.0	229.8	0.0%	87.0%
Measure R Transit Capital - Metro Rail 2%	21.5	2.5	18.7	133.0	13.2%	87.0%
MEASURE M (MM)						
Measure M Transit Construction 35%	$ 375.4	$ 1.3	$ 326.6	$ 4,769.5	0.0%	87.0%
Measure M Highway Construction 17%	182.4	-	158.6	2,325.8	0.0%	87.0%
Measure M Metro Active Transportation Program 2%	21.5	-	18.7	273.6	0.0%	87.0%
Measure M Metro State of Good Repair 2%	21.5	-	18.7	273.6	0.0%	87.0%
Measure M Regional Rail 1%	10.7	-	9.3	136.8	0.0%	87.0%

Notes

(1) All of the debt service amounts are for long-term debt. Short-term debt is not included since they are used as a short-term 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, 2027

FUND TYPE ($ IN MILLIONS)	FY27 ESTIMATED ENDING FUND BALANCE
Proposition A	
Discretionary Transit (95% of 40%) (1), (4)	$ 68.9
Discretionary Incentive (5% of 40%) (1)	43.2
Rail (35%) (1), (4)	160.5
Interest	92.7
Total Proposition A	**$ 365.2**
Proposition C	
Discretionary (40%) (1)	$ 34.2
Security (5%) (1)	8.8
Commuter Rail (10%) (1)	0.1
Street & Highway (25%)	57.9
Interest	90.9
Total Proposition C	**$ 192.0**
Measure R	
Administration (1.5%)	$ 24.1
Transit Capital - Metrolink (3%)	(103.2)
Transit Capital - Metro Rail (2%)	(0.4)
Transit Capital - New Rail (35%) (2)	(431.7)
Highway Capital (20%) (3)	268.2
New Rail Operations (5%) (1)	-
Bus Operations (20%) (1)	1.7
Total Measure R	**$ (241.4)**
Measure M	
Administration (0.5%)	$ 1.6
Local Return (17%)	0.3
Metro Rail Operations (5%) (1)	-
Transit Operations (20%) (1)	3.9
ADA Paratransit for the Disabled, Metro Discounts for Seniors & Students (2%)	-
Transit Construction (35%) (2)	(718.7)
Metro State of Good Repair (2%)	0.4
Highway Construction (17%) (3)	574.0
Metro Active Transportation Program (2%) (1)	104.2
Regional Rail (1%)	17.7
Total Measure M	**$ (16.6)**
Transportation Development Act (TDA)	
Article 3 (1)	$ 27.0
Article 4 (1)	189.8
Article 8 (1)	46.7
Interest (1)	42.4
Total TDA	**$ 305.7**
State Transit Assistance (STA)	
Revenue Share (1)	$ 2.0
Population Share (1)	-
Total STA	**$ 2.0**
The Road Repair and Accountability Act of 2017 (SB1-SGR)	
Revenue Share (1)	$ 20.2
Population Share (1)	-
Total SB1-SGR	**$ 20.2**
The Road Repair and Accountability Act of 2017 (SB1-STA)	
Revenue Share (1)	$ 26.0
Population Share (1)	-
SB1-STA Total	**$ 26.0**
SAFE Fund Total (3)	**$ 52.8**
Total Other Special Revenue Funds (Including LCTOP & SB125) (3)	**$ 348.2**
General Fund	
Administration - Propositions A & C & TDA	$ (70.5)
Low Carbon Fuel Standards (LCFS) 80% (3)	9.2
General Fund/Other (4)	67.6
General Fund Total	**$ 6.4**
FY27 Estimated Ending Fund Balance Total	**$ 1,060.5**
Less: Mandatory Operating Reserve (4)	**$ (249.3)**
FY27 Estimated Ending Fund Balance After Reserve (5)	**$ 811.2**

Notes

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

(2) Deficits in MR35 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 FY27. The estimated FY27 fund balance does not cover all the existing and known encumbrance/commitments. Refer to Appendix V and Appendix VI. The remaining $8,211.5M in LOP funds are committed to Board-approved SGR, Asset Improvement, and Transit Improvement/ Modernization projects.

Totals may not add due to rounding.

Notes

Please refer to footnotes on page 46.

Statement of Revenues, Expenditures & Changes in Fund Balances for the Years Ending June 30, 2026 & 2027

GOVERNMENTAL FUNDS ($ IN MILLIONS)	SPECIAL REVENUE FUND FY26 BUDGET	SPECIAL REVENUE FUND FY27 ADOPTED	GENERAL FUND FY26 BUDGET	GENERAL FUND FY27 ADOPTED	TOTAL FY26 BUDGET	TOTAL FY27 ADOPTED
REVENUES						
Sales Tax (1)	$ 5,084.1	$ 5,158.8	$ -	$ -	$ 5,084.1	$ 5,158.8
Intergovernmental Grants (2)	163.1	545.7	51.1	28.6	214.2	574.3
Investment Income	0.1	1.1	2.9	5.4	3.0	6.5
Lease & Rental	-	-	16.1	16.3	16.1	16.3
Licenses & Fines	-	-	0.8	0.9	0.8	0.9
Federal Fuel Credits & Other	-	-	11.6	17.7	11.6	17.7
Total Revenues	**$ 5,247.3**	**$ 5,705.6**	**$ 82.5**	**$ 68.9**	**$ 5,329.8**	**$ 5,774.5**
EXPENDITURES						
Subsidies	$ 2,189.0	$ 2,119.6	$ 1.6	$ -	$ 2,190.6	$ 2,119.6
Operating Expenditures	580.0	984.3	353.6	350.4	933.6	1,334.7
Debt & Interest Expenditures	-	-	-	-	-	-
Debt Principal Retirement	-	-	-	-	-	-
Total Expenditures	**$ 2,769.0**	**$ 3,103.9**	**$ 355.2**	**$ 350.4**	**$ 3,124.2**	**$ 3,454.3**
TRANSFERS						
Transfers In	$ 194.4	$ 111.2	$ 174.4	$ 171.8	$ 368.8	$ 283.0
Transfers (Out)	(4,667.7)	(3,969.7)	(37.9)	(44.2)	(4,705.6)	(4,013.9)
Proceeds from Financing	146.1	177.6	-	-	146.1	177.6
Total Transfers	**$ (4,327.2)**	**$ (3,680.9)**	**$ 136.5**	**$ 127.6**	**$ (4,190.7)**	**$ (3,553.3)**
Net Change in Fund Balances	**$ (1,848.9)**	**$ (1,079.2)**	**$ (136.2)**	**$ (153.9)**	**$ (1,985.1)**	**$ (1,233.1)**
Fund Balances - Beginning of Year	**$ 4,355.3**	**$ 2,133.3**	**$ 296.6**	**$ 160.2**	**$ 4,651.9**	**$ 2,293.5**
Fund Balances - End of Year (3)	**$ 2,506.5**	**$ 1,054.1**	**$ 160.2**	**$ 6.4**	**$ 2,666.7**	**$ 1,060.5**

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 FY27. The estimated FY27 fund balance does not cover all the existing and known encumbrance/commitments. Refer to Appendix V and Appendix VI. The remaining $8,211.5M in LOP funds are committed to Board-approved SGR, Asset Improvement, and Transit Improvement/ Modernization projects.

Totals may not add due to rounding.

Full-Time Equivalents (FTE)

Summary of FTE by Cabinet Detail

FTE BY CABINET DETAIL	FY26 BUDGET	FY27 ADOPTED	CHANGE	% CHANGE
Board of Directors				
County Counsel	3	3	-	0.0%
Ethics Office	9	9	-	0.0%
Office of the Board Administration	30	31	1	3.3%
Office of the Inspector General	24	24	-	0.0%
Subtotal Board of Directors	**66**	**67**	**1**	**1.5%**
Chief Executive Office	147	152	5	3.4%
Chief of Staff	78	81	3	3.8%
Chief People Office	179	193	14	7.8%
Countywide Planning & Development	221	223	2	0.9%
Customer Experience Office	387	397	10	2.6%
Department of Public Safety	942	1,006	64	6.8%
Information Technology Services	152	161	9	5.9%
Office of Strategic Innovation	18	18	-	0.0%
Operations	9,024	9,030	6	0.1%
Program Management	308	308	-	0.0%
Risk, Corporate Safety, & Asset Management	108	110	2	1.9%
Strategic Financial Management	282	299	17	6.0%
Vendor/Contract Management	348	352	4	1.1%
Total FTEs	**12,260**	**12,397**	**137**	**1.1%**
Total Metro Represented	**10,013**	**10,028**	**15**	**0.1%**
Total Metro Non-Represented	**2,247**	**2,369**	**122**	**5.4%**
Total Metro	**12,260**	**12,397**	**137**	**1.1%**

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PUBLIC TRANSPORTATION SERVICES CORPORATION

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

Statement of Revenues, Expenses & Changes in Retained Earnings for the Years Ending June 30, 2026 & 2027

PTSC ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED
Revenues	$ 781.9	$ 825.8
Expenditures	781.9	825.8
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, 2026 & 2027

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED
Revenues	$ 8.9	$ 9.9
Expenditures	8.4	9.0
Excess (deficiency) of revenue over expenditure	0.5	0.8
Other financing & sources (uses) – transfer out	-	-
Fund Balances – Beginning of Year	51.5	52.0
Fund Balances – End of Year	**$ 52.0**	**$ 52.8**

Note

Totals may not add due to rounding.



STATISTICS	BUS FY26 BUDGET (1)	BUS FY27 ADOPTED	BUS % CHANGE	RAIL FY26 BUDGET (1)	RAIL FY27 ADOPTED	RAIL % CHANGE	TOTAL FY26 BUDGET (1)	TOTAL FY27 ADOPTED	TOTAL % CHANGE
SERVICE PROVIDED (000)									
Revenue Service Hours (RSH)	7,137	7,133	-0.1%	1,349	1,449	7.4%	8,486	8,582	1.1%
Revenue Service Miles (RSM)	72,550	72,512	-0.1%	27,053	28,919	6.9%	99,603	101,431	1.8%
SERVICE CONSUMED (000)									
Unlinked Boardings	231,915	236,636	2.0%	70,470	73,488	4.3%	302,385	310,124	2.6%
Passenger Miles	786,510	802,512	2.0%	443,576	462,772	4.3%	1,230,086	1,265,284	2.9%
OPERATING REVENUE (000)									
Fare Revenue (2)	$ 132,299	$ 112,851	-14.7%	$ 40,201	$ 35,046	-12.8%	$ 172,500	$ 147,897	-14.3%
Advertising/Other	$ 35,000	$ 25,348	-27.6%	$ 6,500	$ 6,637	2.1%	$ 41,500	$ 31,985	-22.9%
Total Operating Revenue	**$ 167,299**	**$ 138,199**	**-17.4%**	**$ 46,701**	**$ 41,683**	**-10.7%**	**$ 214,000**	**$ 179,882**	**-15.9%**
OPERATING COST DATA (000)									
Transportation	$ 610,757	$ 627,691	2.8%	$ 114,110	$ 119,951	5.1%	$ 724,867	$ 747,642	3.1%
Maintenance	$ 510,063	$ 521,457	2.2%	$ 448,586	$ 483,083	7.7%	$ 958,649	$ 1,004,540	4.8%
Regional	$ 44,996	$ 46,427	3.2%	$ 13,948	$ 14,392	3.2%	$ 58,944	$ 60,819	3.2%
Other & Support Cost	$ 674,355	$ 671,666	-0.4%	$ 414,734	$ 418,029	0.8%	$ 1,089,089	$ 1,089,695	0.1%
Total Operating Cost	**$ 1,840,171**	**$ 1,867,241**	**1.5%**	**$ 991,378**	**$ 1,035,455**	**4.4%**	**$ 2,831,549**	**$ 2,902,696**	**2.5%**
Subsidy (000)	**$ 1,672,871**	**$ 1,729,042**	**3.4%**	**$ 944,678**	**$ 993,772**	**5.2%**	**$ 2,617,549**	**$ 2,722,814**	**4.0%**
PER BOARDING STATISTICS									
Fare Revenue	$ 0.57	$ 0.48	-16.4%	$ 0.57	$ 0.48	-16.4%	$ 0.57	$ 0.48	-16.4%
Operating Cost	$ 7.93	$ 7.89	-0.6%	$ 14.07	$ 14.09	0.2%	$ 9.36	$ 9.36	0.0%
Subsidy	$ 7.21	$ 7.31	1.3%	$ 13.41	$ 13.52	0.9%	$ 8.66	$ 8.78	1.4%
Passenger Miles	3.39	3.39	0.0%	6.29	6.30	0.0%	4.07	4.08	0.3%
Fare Recovery %	7.2%	6.0%	-15.9%	4.1%	3.4%	-16.5%	6.1%	5.1%	-16.4%
PER RSH STATISTICS									
Revenue	$ 23.44	$ 19.37	-17.4%	$ 34.62	$ 28.77	-16.9%	$ 25.22	$ 20.96	-16.9%
Boardings	32.49	33.17	2.1%	52.24	50.72	-2.9%	35.63	36.14	1.4%
Passenger Miles	110.20	112.50	2.1%	328.80	319.38	-2.9%	144.95	147.43	1.7%
Transportation Cost	$ 85.58	$ 88.00	2.8%	$ 84.58	$ 82.78	-2.1%	$ 85.42	$ 87.12	2.0%
Maintenance Cost	$ 71.47	$ 73.10	2.3%	$ 332.51	$ 333.40	0.3%	$ 112.97	$ 117.05	3.6%
Regional Cost	$ 6.30	$ 6.51	3.2%	$ 10.34	$ 9.93	-3.9%	$ 6.95	$ 7.09	2.0%
Other & Support Cost	$ 94.49	$ 94.16	-0.3%	$ 307.42	$ 288.50	-6.2%	$ 128.34	$ 126.97	-1.1%
Total Cost	**$ 257.83**	**$ 261.77**	**1.5%**	**$ 734.86**	**$ 714.62**	**-2.8%**	**$ 333.67**	**$ 338.22**	**1.4%**
Subsidy	**$ 234.39**	**$ 242.39**	**3.4%**	**$ 700.24**	**$ 685.85**	**-2.1%**	**$ 308.45**	**$ 317.26**	**2.9%**
PER PASSENGER MILE STATISTICS									
Revenue	$ 0.21	$ 0.17	-19.0%	$ 0.11	$ 0.09	-14.4%	$ 0.17	$ 0.14	-18.3%
Transportation Cost	$ 0.78	$ 0.78	0.0%	$ 0.26	$ 0.26	0.0%	$ 0.59	$ 0.59	0.0%
Maintenance Cost	$ 0.65	$ 0.65	0.0%	$ 1.01	$ 1.04	3.2%	$ 0.78	$ 0.79	1.9%
Regional Cost	$ 0.06	$ 0.06	0.0%	$ 0.03	$ 0.03	0.0%	$ 0.05	$ 0.05	0.0%
Other & Support Cost	$ 0.86	$ 0.84	-2.4%	$ 0.90	$ 0.90	-3.4%	$ 0.89	$ 0.86	-2.7%
Total Cost	**$ 2.34**	**$ 2.33**	**-0.6%**	**$ 2.23**	**$ 2.24**	**0.1%**	**$ 2.30**	**$ 2.29**	**-0.3%**
Subsidy	**$ 2.13**	**$ 2.15**	**1.3%**	**$ 2.13**	**$ 2.15**	**0.8%**	**$ 2.13**	**$ 2.15**	**1.1%**
FTE'S PER HUNDRED (3)									
Operators per RSH	4.55	4.65	2.2%	2.85	2.73	-4.3%	4.34	4.23	-2.6%
Mechanics per RSM	0.12	0.12	0.0%	0.14	0.14	0.0%	0.13	0.13	0.0%
Service Attendants per RSM	0.08	0.08	0.0%	0.11	0.10	-1.4%	0.09	0.09	0.0%
Inspectors per Route Mile (RM)				3.39	3.52	3.9%	3.39	3.52	3.9%
Transit Operations Supervisor/RSH	0.67	0.68	2.4%	2.79	2.68	-4.0%	1.04	1.02	-1.4%

Notes (page 54)

(1) FY26 Budgeted Unlinked Boardings, Passenger Miles, RSH and RSM reflect a FY26 year-end estimate.

(2) FY27 Fare Revenues do not include $1.7M from TAP card sales.

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

SERVICE LEVEL DETAILS

SERVICE HOURS	FY26 BUDGET (1)	FY27 ADOPTED	CHANGE
REVENUE			
Bus			
Local & Rapid	6,464,358	6,460,570	(3,788)
J Line	119,023	119,023	-
G Line	99,186	99,186	-
Purchased Transportation	454,463	454,463	-
Subtotal Bus	**7,137,030**	**7,133,242**	**(3,788)**
Rail			
A Line	538,028	551,254	13,226
C Line	105,260	105,260	-
K Line	108,531	108,531	-
E Line	304,251	314,799	10,547
B Line / D Line	293,004	369,113	76,108
Subtotal Rail	**1,349,075**	**1,448,957**	**99,882**
Metro Micro	253,003	253,003	-
Total Revenue Service Hours	**8,739,108**	**8,835,202**	**96,094**
PRE-REVENUE			
D Line Extension (Phase 1)	22,690	-	(22,690)
D Line Extension (Phase 2)	12,973	38,918	25,945
D Line Extension (Phase 3)	-	15,267	15,267
A Line to Pomona Extension	19,442	-	(19,442)
Total Pre-Revenue Service Hours	**55,105**	**54,184**	**(921)**
Total Service Hours	**8,794,213**	**8,889,386**	**95,173**

SERVICE MILES	FY26 BUDGET (1)	FY27 ADOPTED	CHANGE
REVENUE			
Bus			
Local & Rapid	63,656,799	63,619,497	(37,302)
J Line	2,615,666	2,615,666	-
G Line	1,190,924	1,190,924	-
Purchased Transportation	5,086,192	5,086,192	-
Subtotal Bus	**72,549,580**	**72,512,279**	**(37,302)**
Rail			
A Line	11,983,789	12,278,384	294,595
C Line	2,906,981	2,906,981	-
K Line	1,770,467	1,770,467	-
E Line	5,014,690	5,188,534	173,844
B Line / D Line	5,377,378	6,774,160	1,396,782
Subtotal Rail	**27,053,304**	**28,918,525**	**1,865,221**
Metro Micro	3,542,042	3,542,042	-
Total Revenue Service Miles	**103,144,926**	**104,972,845**	**1,827,919**
PRE-REVENUE			
D Line Extension (Phase 1)	416,420	-	(416,420)
D Line Extension (Phase 2)	238,079	714,236	476,157
D Line Extension (Phase 3)	-	280,182	280,182
A Line to Pomona Extension	433,047	-	(433,047)
Total Pre-Revenue Service Miles	**1,087,545**	**994,418**	**(93,127)**
Total Service Miles	**104,232,471**	**105,967,264**	**1,734,793**

BOARDINGS (000)	FY26 BUDGET (1)	FY27 ADOPTED	CHANGE
Bus			
Local & Rapid	213,672	217,466	3,794
J Line	4,815	4,833	18
G Line	3,967	4,049	82
Purchased Transportation	9,461	10,288	827
Subtotal Bus	**231,915**	**236,636**	**4,721**
Rail			
A Line	23,137	24,147	1,010
C Line	6,276	6,339	63
K Line	2,782	2,810	28
E Line	17,181	18,040	859
B Line / D Line	21,095	22,152	1,057
Subtotal Rail	**70,470**	**73,488**	**3,018**
Metro Micro	759	759	-
Total Boardings	**303,144**	**310,883**	**7,739**

PASSENGER MILES (000)	FY26 BUDGET (1)	FY27 ADOPTED	CHANGE
Bus			
Local & Rapid	683,751	695,891	12,140
J Line	42,854	43,014	159
G Line	23,007	23,484	478
Purchased Transportation	36,897	40,123	3,226
Subtotal Bus	**786,510**	**802,512**	**16,003**
Rail			
A Line	180,471	188,347	7,876
C Line	38,282	38,668	386
K Line	8,069	8,149	80
E Line	113,392	119,064	5,672
B Line / D Line	103,363	108,545	5,182
Subtotal Rail	**443,576**	**462,772**	**19,196**
Metro Micro	2,953	2,953	-
Total Passenger Miles	**1,233,039**	**1,268,237**	**35,199**

Notes (page 55)

(1) FY26 Budgeted Boardings, Passenger Miles, RSH and RSM reflect a FY26 year-end estimate.

Totals may not add due to rounding.

ACTIVITIES	FY26 BUDGET [1] $000	FY26 BUDGET [1] $/RSH	FY27 ADOPTED $000	FY27 ADOPTED $/RSH	CHANGE $000	CHANGE $/RSH
TRANSPORTATION						
Wages & Benefits	$ 547,776	$ 81.97	$ 564,117	$ 84.46	$ 16,341	$ 2.49
Materials & Supplies	1,094	0.16	811	0.12	(283)	(0.04)
Services & Other	160	0.02	57	0.01	(103)	(0.02)
Field Supervision	18,565	2.78	19,307	2.89	742	0.11
Control Center	12,713	1.90	13,685	2.05	972	0.15
Training Transportation	24,272	3.63	23,196	3.47	(1,076)	(0.16)
Scheduling & Planning	6,176	0.92	6,517	0.98	341	0.05
Total Transportation	**$ 610,757**	**$ 91.40**	**$ 627,691**	**$ 93.98**	**$ 16,934**	**$ 2.59**
DIVISION MAINTENANCE						
Wages & Benefits	$ 239,830	$ 35.89	$ 243,921	$ 36.52	$ 4,091	$ 0.63
Materials & Supplies	68,800	10.30	67,892	10.17	(909)	(0.13)
Services & Other	81	0.01	60	0.01	(22)	-
Fuel	35,865	5.37	36,592	5.48	727	0.11
Subtotal Division Maintenance	**$ 344,577**	**$ 51.56**	**$ 348,465**	**$ 52.17**	**$ 3,888**	**$ 0.61**
CENTRAL MAINTENANCE						
Wages & Benefits	$ 47,157	$ 7.06	$ 49,021	$ 7.34	$ 1,864	$ 0.28
Materials & Supplies	8,205	1.23	10,058	1.51	1,853	0.28
Services & Other	208	0.03	208	0.03	-	-
Subtotal Central Maintenance	**$ 55,569**	**$ 8.32**	**$ 59,286**	**$ 8.88**	**$ 3,717**	**$ 0.56**
OTHER MAINTENANCE						
Facilities	$ 69,141	$ 10.35	$ 68,681	$ 10.28	$ (461)	$ (0.06)
Support	22,873	3.42	24,093	3.61	1,220	0.18
Non-Revenue Vehicles	17,749	2.66	19,461	2.91	1,712	0.26
Training	2,938	0.44	3,384	0.51	446	0.07
Subtotal Other Maintenance	**$ 112,701**	**$ 16.86**	**$ 115,618**	**$ 17.31**	**$ 2,917**	**$ 0.45**
Total Maintenance	**$ 512,847**	**$ 76.74**	**$ 523,369**	**$ 78.36**	**$ 10,522**	**$ 1.62**
OTHER OPERATING						
Transit Security [2]	$ 125,301	$ 18.75	$ 121,110	$ 18.13	$ (4,191)	$ (0.62)
Customer Experience	28,974	4.34	31,282	4.68	2,309	0.35
Workers' Compensation	97,210	14.55	87,356	13.08	(9,853)	(1.47)
Casualty & Liability	72,492	10.85	76,320	11.43	3,828	0.58
Revenue	18,358	2.75	17,759	2.66	(599)	(0.09)
Utilities	22,901	3.43	26,954	4.04	4,052	0.61
Building Costs	9,184	1.37	8,132	1.22	(1,053)	(0.16)
Service Development	17,018	2.55	16,746	2.51	(272)	(0.04)
Other Metro Operations	20,322	3.04	21,309	3.19	987	0.15
Safety	5,358	0.80	6,392	0.96	1,034	0.16
Transitional Duty Program	2,191	0.33	725	0.11	(1,466)	(0.22)
Copy Services	994	0.15	886	0.13	(108)	(0.02)
Total Other Operating	**$ 420,303**	**$ 62.90**	**$ 414,972**	**$ 62.13**	**$ (5,331)**	**$ (0.76)**
SUPPORT FUNCTIONS						
Procurement	$ 39,183	$ 5.86	$ 33,449	$ 5.01	$ (5,734)	$ (0.86)
Information Technology Services	48,100	7.20	48,234	7.22	134	0.02
Communications	20,534	3.07	21,921	3.28	1,387	0.21
Finance & Budget	29,471	4.41	27,069	4.05	(2,402)	(0.36)
Chief Executive Office	31,036	4.64	39,647	5.94	8,611	1.29
Human Resources	25,567	3.83	20,394	3.05	(5,173)	(0.77)
Construction	6,536	0.98	6,209	0.93	(327)	(0.05)
Real Estate	4,039	0.60	4,109	0.62	70	0.01
Management Audit Services	2,918	0.44	2,383	0.36	(536)	(0.08)
Board Oversight	3,563	0.53	2,869	0.43	(694)	(0.10)
Subtotal Support Functions	**$ 210,947**	**$ 31.57**	**$ 206,284**	**$ 30.89**	**$ (4,663)**	**$ (0.68)**
Total Local & Rapid Bus	**$1,754,855**	**$ 262.60**	**$1,772,316**	**$ 265.37**	**$ 17,461**	**$ 2.76**
PURCHASED TRANSPORTATION						
PT Contracted Service	$ 67,076	$ 147.59	$ 76,212	$ 167.70	$ 9,136	$ 20.10
Security	8,514	18.73	8,241	18.13	(273)	(0.60)
PT Administration	9,726	21.40	10,472	23.04	746	1.64
Total Purchased Transportation	**$ 85,316**	**$ 187.73**	**$ 94,925**	**$ 208.87**	**$ 9,609**	**$ 21.14**
Grand Total Bus Costs [1], [3]	**$ 1,840,171**	**$ 257.83**	**$1,867,241**	**$ 261.77**	**$ 27,070**	**$ 3.93**
METRO MICRO						
Services & Other	$ 22,455	$ 88.75	$ 23,780	$ 93.99	$ 1,324	$ 5.24
Total Metro Micro	**$ 22,455**	**$ 88.75**	**$ 23,780**	**$ 93.99**	**$ 1,324**	**$ 5.24**

REVENUE SERVICE HOURS (RSH)	FY26 BUDGET	FY27 ADOPTED	CHANGE
Directly Operated	6,683	6,679	(4)
Purchased Transportation	454	454	-
Total Bus RSH (in 000s) [3]	**7,137**	**7,133**	**(4)**
Metro Micro RSH	**253**	**253**	**-**

Notes

(1) FY26 Budgeted RSH reflect a FY26 year-end estimate.

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

Totals may not add due to rounding.

Notes

(1) FY26 Budgeted RSH reflect a FY26 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.

Appendix IV : Activity-Based Rail Cost Model

ACTIVITIES	FY26 BUDGET [1] $000	FY26 BUDGET [1] $/RSH	FY27 ADOPTED $000	FY27 ADOPTED $/RSH	CHANGE $000	CHANGE $/RSH
TRANSPORTATION						
Wages & Benefits	$ 83,645	$ 62.00	$ 87,006	$ 60.05	$ 3,361	$ (1.95)
Materials & Supplies	540	0.40	470	0.32	(70)	(0.08)
Services	65	0.05	5	-	(60)	(0.05)
Control Center	23,832	17.67	26,103	18.02	2,271	0.35
Training	6,028	4.47	6,367	4.39	339	(0.08)
Total Transportation	**$ 114,110**	**$ 84.58**	**$ 119,951**	**$ 82.78**	**$ 5,841**	**$ (1.80)**
VEHICLE MAINTENANCE						
Wages & Benefits	$ 150,253	$ 111.37	$ 164,362	$ 113.43	$ 14,109	$ 2.06
Materials & Supplies	18,768	13.91	20,807	14.36	2,039	0.45
Subtotal Vehicle Maintenance	**$ 169,021**	**$ 125.29**	**$ 185,170**	**$ 127.80**	**$ 16,149**	**$ 2.51**
WAYSIDE MAINTENANCE						
Wages & Benefits	$ 64,241	$ 47.60	$ 68,566	$ 47.30	$ 4,325	$ (0.30)
Materials & Supplies	4,573	3.40	4,720	3.30	147	(0.13)
Services	2,526	1.90	2,589	1.80	63	(0.08)
Propulsion Power	49,829	36.90	55,859	38.60	6,030	1.61
Subtotal Wayside Maintenance	**$ 121,169**	**$ 89.80**	**$ 131,734**	**$ 90.90**	**$ 10,565**	**$ 1.10**
OTHER MAINTENANCE						
Facilities	$ 151,863	$ 112.60	$ 158,567	$ 109.40	$ 6,704	$ (3.13)
Support	3,283	2.40	3,776	2.60	493	0.18
Non-Revenue Vehicles	4,059	3.00	4,377	3.00	318	0.01
Subtotal Other Maintenance	**$ 159,206**	**$ 118.01**	**$ 166,720**	**$ 115.06**	**$ 7,514**	**$ (2.95)**
Total Maintenance	**$ 449,396**	**$ 333.11**	**$ 483,624**	**$ 333.77**	**$ 34,228**	**$ 0.66**
OTHER OPERATING						
Transit Security [2]	$ 239,457	$ 177.50	$ 247,469	$ 170.79	$ 8,012	$ (6.71)
Customer Experience	12,784	9.48	6,626	4.57	(6,158)	(4.91)
Workers' Compensation	23,723	17.58	21,643	14.94	(2,080)	(2.64)
Casualty & Liability	14,872	11.02	15,113	10.43	241	(0.59)
Revenue	25,781	19.11	26,143	18.04	362	(1.07)
Utilities	14,334	10.63	12,406	8.56	(1,928)	(2.07)
Building Costs	1,076	0.80	1,507	1.04	431	0.24
Service Development	4,313	3.20	3,927	2.71	(386)	(0.49)
Other Metro Operations	19,238	14.26	20,198	13.94	960	(0.32)
Safety	7,955	5.90	8,203	5.66	248	(0.24)
Transitional Duty Program	568	0.42	439	0.30	(129)	(0.12)
Copy Services	134	0.10	169	0.12	35	0.02
Total Other Operating	**$ 364,233**	**$ 269.99**	**$ 363,842**	**$ 251.11**	**$ (391)**	**$ (18.88)**
SUPPORT FUNCTIONS						
Procurement	$ 25,277	$ 18.74	$ 21,339	$ 14.73	$ (3,938)	$ (4.01)
Informational & Technology Services	6,333	4.69	8,195	5.66	1,862	0.97
Communications	9,344	6.93	7,986	5.51	(1,358)	(1.42)
Finance & Budget	4,077	3.02	5,534	3.82	1,457	0.80
Chief Executive Office	3,978	2.95	10,768	7.43	6,790	4.48
Human Resources	3,821	2.83	4,580	3.16	759	0.33
Construction	393	0.29	337	0.23	(56)	(0.06)
Real Estate	9,626	7.14	8,284	5.72	(1,342)	(1.42)
Management Audit Services	367	0.27	462	0.32	95	0.05
Board Oversight	423	0.31	553	0.38	130	0.07
Total Support Functions	**$ 63,640**	**$ 47.17**	**$ 68,038**	**$ 46.96**	**$ 4,398**	**$ (0.21)**
Grand Total Rail Costs	**$ 991,378**	**$ 734.86**	**$ 1,035,455**	**$ 714.62**	**$ 44,077**	**$ (20.24)**
Total Rail RSH (in 000s)		**1,349**		**1,449**		**100**

Notes

(1) FY26 Budgeted RSH reflect a FY26 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 FY26 [1]	FY27 ADOPTED	LIFE OF PROJECT
TRANSIT CONSTRUCTION			
Bus			
G Line Bus Rapid Transit Improvements			
G Line Improvements: Construction	$ 264,197.5	$ 282,085.0	$ 668,450.0
G Line Improvements: Planning [4]	3,499.4	-	-
Subtotal G Line Bus Rapid Transit Improvements	**$ 267,696.9**	**$ 282,085.0**	**$ 668,450.0**
Bus Rapid Transit (BRT)			
North Hollywood to Pasadena BRT Connector	$ 81,489.1	$ 45,057.7	$ 428,988.5
Vermont Transit Corridor BRT [2]	58,789.5	133,662.0	198,460.0
Subtotal Bus Rapid Transit (BRT)	**$ 140,278.6**	**$ 178,716.6**	**$ 627,448.5**
Subtotal Bus	**$ 407,975.5**	**$ 460,801.6**	**$ 1,295,898.5**
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]	646,573.5	-	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	4,343.8	-	5,200.0
Azusa A Line Retaining Wall Repair	550.9	-	1,330.0
Light Rail Vehicle [4]	60,340.9	-	-
Subtotal A Line Foothill Extension Light Rail Transit Phase 2A	**$ 921,434.5**	**$ -**	**$ 924,880.2**
A Line Foothill Extension Light Rail Transit Phase 2B & 2B2			
A Line Foothill Extension 2B: Planning [4]	$ 31,053.5	$ -	$ -
A Line Foothill Extension 2B: Construction	1,245,887.9	42,656.6	1,406,870.8
A Line Foothill Extension 2B: Alignment Integration	7,641.8	615.8	13,346.8
A Line Foothill Extension 2B2: Construction [6]	11,000.0	51,121.1	-
Light Rail Vehicle [4]	57,100.0	-	-
Subtotal A Line Foothill Extension Light Rail Transit 2B & 2B2	**$ 1,352,683.1**	**$ 94,393.4**	**$ 1,420,217.5**
D Line Westside Extension Section 1			
D Line Business Interruption Fund [4]	$ 14,913.2	$ -	$ 14,913.2
D Line Insurance Betterment [4]	6,505.1	-	6,505.1
D Line Public Safety Center [3]	-	-	4,000.0
D Line Section 1: Construction	2,954,825.6	55,497.7	3,507,879.6
D Line Section 1: Planning Phase 1 [4]	8,504.7	-	-
D Line Section 1: Planning Phase 2 [4]	36,905.5	-	-
D Line Section 1: Alignment Integration [4]	19,319.0	-	22,200.0
Division 20 Portal Widening & Turnback Facility	911,606.9	98,385.3	1,056,479.6
Division 20 Shop Expansion [6]	4,353.1	3,819.5	-
Non-Revenue Vehicle [4]	853.9	-	854.0
Subtotal D Line Westside Extension Section 1	**$ 3,957,787.0**	**$ 157,702.5**	**$ 4,612,831.4**
D Line Westside Extension Section 2			
Beverly Hills North Portal [12]	$ 47.7	$ -	$ 47.7
D Line Section 2: Business Interruption Fund	8,374.1	2,000.0	10,374.1
D Line Section 2: Construction	2,329,209.0	204,975.6	2,574,969.3
D Line Section 2: Planning [4]	3,402.5	-	-
D Line Section 2: System Integration	4,045.7	2,085.2	14,700.0
Subtotal D Line Westside Extension Section 2	**$ 2,345,079.0**	**$ 209,060.9**	**$ 2,600,091.0**
D Line Westside Extension Section 3			
D Line Section 3: Business Interruption Fund	$ 1,168.6	$ 700.0	$ 1,868.6
D Line Section 3: Construction	2,411,208.5	317,901.3	3,276,623.3
D Line Section 3: Planning [4]	875.1	-	-
Subtotal D Line Westside Extension Section 3	**$ 2,413,252.2**	**$ 318,601.3**	**$ 3,278,491.9**
E Line Expo Light Rail Transit [5]			
Division 22 Paint & Body Shop	$ 10,321.8	$ -	$ 11,000.0
E Line Expo Phase 1: Light Rail Vehicle	66,906.7	-	-
E Line Expo Phase 1: Expo Authority	847,094.6	-	967,400.0
E Line Expo Phase 1: Metro Incurred	61,864.6	-	-
E Line Expo Phase 2: Insurance Betterment	2,462.9	-	2,462.9
E Line Expo Phase 2: Light Rail Vehicle	195,269.2	-	-
E Line Expo Phase 2: Closeout	2,532.9	-	5,100.0
E Line Expo Phase 2: Construction	924,614.5	-	1,295,058.0
E Line Expo Phase 2: Holdback	39,093.0	-	-
E Line Expo Phase 2: Non-Holdback	123,101.2	-	-
E Line Expo Phase 2: Planning	396.1	-	-
E Line Expo Phase 2: Betterments	3,050.5	-	3,050.5
E Line Expo Phase 2: Bikeway	15,499.7	-	16,102.2
Subtotal E Line Expo Light Rail Transit	**$ 2,292,207.8**	**$ -**	**$ 2,300,173.6**
East San Fernando Valley Light Rail Transit			
East San Fernando Valley: Business Interruption Fund	$ 2,965.8	$ 2,600.0	$ 5,565.8
East San Fernando Valley: Planning [4]	21,435.5	-	-
East San Fernando Valley: Construction [3]	744,315.4	318,076.4	3,998,675.3
Subtotal East San Fernando Valley Light Rail Transit	**$ 768,716.8**	**$ 320,676.4**	**$ 4,004,241.1**
K Line Crenshaw/LAX Light Rail Transit			
K Line Crenshaw/LAX: Business Interruption Fund [4]	$ 24,076.2	$ -	$ 24,076.2
K Line Crenshaw/LAX: Fare Gates [4]	7,691.2	-	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	53,497.4	3,502.6	57,000.0
K Line Crenshaw/LAX: Light Rail Transit: Construction	2,412,778.3	2,023.3	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 [4]	37,683.3	-	40,956.0
Southwestern Maintenance Yard [4]	156,782.7	-	157,000.0
Subtotal K Line Crenshaw/LAX Light Rail Transit	**$ 2,723,333.9**	**$ 5,525.9**	**$ 2,740,007.9**
LAX/Metro Transit Center			
LAX/Metro Transit Center: Planning [4]	$ 55,773.1	$ -	$ -
LAX/Metro Transit Center: Construction	788,507.2	1,105.8	898,581.0
LAX/Metro Transit Center: Station Integration [4]	257.7	-	3,666.6
Subtotal LAX/Metro Transit Center	**$ 844,538.0**	**$ 1,105.8**	**$ 902,247.6**
Regional Connector			
Regional Connector: Business Interruption Fund [4]	$ 3,504.6	$ -	$ 3,504.6
Regional Connector: Catch-All	8,970.7	1,029.3	10,000.0
Regional Connector: Insurance Betterment [4]	4,006.8	-	4,006.8
Regional Connector: System Integration [4]	3,120.7	-	3,120.7
Regional Connector: Construction	1,740,634.9	1,446.3	1,794,839.8
Regional Connector: Construction Non-FFGA [4]	57,184.1	-	59,389.2
Regional Connector: Planning [4]	27,776.1	-	-
Subtotal Regional Connector	**$ 1,845,197.9**	**$ 2,475.6**	**$ 1,874,861.1**
Southeast Gateway Line			
Southeast Gateway Line: Planning	$ 41,171.6	$ 494.7	$ -
Southeast Gateway Line: Construction [2]	363,160.0	188,321.3	997,750.2
Southeast Gateway Line: Business Interruption Fund	-	1,100.0	1,100.0
Subtotal Southeast Gateway Line	**$ 404,331.6**	**$ 189,916.0**	**$ 998,850.2**
Subtotal Rail	**$ 19,868,561.9**	**$ 1,299,457.8**	**$ 25,656,893.6**

Notes

(1) Forecasted expenditures through FY26 is actual expenditure through FY25 plus FY26 Budget.

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

(3) LOP budget increase approved.

(4) Project completed or in closeout phase.

(5) Project completed, last year to report.

(6) Annually funded.

(12) Project canceled.

Totals may not add due to rounding.

Appendix V: Transit Infrastructure Development Project List

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY26 [1]	FY27 ADOPTED	LIFE OF PROJECT
SYSTEMWIDE [6]			
Anticipated Measures R & M Projects [7]	$ -	$ 54,685.0	$ -
Metro Business Solutions Center	-	2,645.5	-
Subtotal Systemwide	**$ -**	**$ 57,330.5**	**$ -**
Total Transit Construction	**$ 20,276,537.3**	**$ 1,817,589.9**	**$ 26,952,792.2**
TRANSIT PLANNING [8]			
Countywide BRT Planning	$ 4,673.1	$ 3,483.9	$ -
E Line Eastside LRT Phase 2	201,892.3	75,675.9	-
East San Fernando Valley LRT (shared corridor) [4], [11]	5,546.2	-	-
Eastside Access Phase 3 [4], [9], [11]	28,477.4	-	29,703.1
Eastside Access Phases 1 & 2 [4], [11]	15,003.7	-	-
K Line Extension to Torrance	107,978.0	53,054.9	-
K Line Northern	45,519.5	-	-
Metro Command and Control Center	21,406.8	20,986.1	-
North San Fernando Valley BRT [10], [11]	8,237.4	-	-
Sepulveda Corridor	292,306.4	70,272.7	-
SGV Forward	5,012.8	913.2	-
Vermont Transit Corridor BRT	-	8,103.2	-
Subtotal Transit Planning	**$ 736,053.6**	**$ 232,489.8**	**$ 29,703.1**
Total Transit Expansion	**$ 21,012,591.0**	**$ 2,050,079.7**	**$ 26,982,495.3**

Notes

(1) Forecasted expenditures through FY26 is actual expenditure through FY25 plus FY26 Budget.

(4) Project completed or in closeout phase.

(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.

(11) This is the last year this project will be reported.

Totals may not add due to rounding.

Appendix V: Highway Multimodal Development

PROJECT DESCRIPTION ($ IN MILLIONS)	FY26 BUDGET	FY27 ADOPTED	SUBREGION
MEASURES R & M PROJECTS			
Countywide Soundwall Constructions	$ 5.0	$ 0.4	SC
Highway Demand Based Program (SG)	0.1	0.3	SG
Highway Efficiency Program	59.6	69.8	AV, LVM, NC
Highway Operational Improvements in Arroyo Verdugo Subregion	10.0	5.1	AV
Highway Operational Improvements in Las Virgenes/Malibu Subregion	11.2	4.4	LVM
I-105 ExpressLane from I-405 to I-605	156.1	334.5	SC
Sepulveda Pass Transit Corridor (Ph 1 - I-405 ExpressLane)	6.6	6.0	SF
Interstate 405, I-110, I-105 & SR-91 Ramp & Interchange Improvements (South Bay)	10.5	17.2	SB
I-5 Capacity Enhancement from SR-134 to SR-170	0.2	0.4	AV, SF
I-5 Carmenita Road Interchange Improvement	-	-	GC
Interstate 5 Capacity Enhancement from I-605 to Orange County Line	12.4	4.3	GC
Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	86.2	121.6	NC
Interstate 5/St. Route 14 Safety Enhancement (North County)	4.7	1.5	NC
Interstate 605 corridor "Hot Spot" Interchanges (Gateway Cities)	67.1	128.8	GC
Interstate 710 South &/or Early Action Projects (Gateway Cities)	51.8	37.9	GC
South Bay Highway Operational Improvements	3.3	3.8	SB
SR-57/SR-60 Interchange Improvements	31.4	69.6	SG
SR-71 Gap from I-10 to Rio Rancho Road	29.8	7.8	SG
SR-710 N Corridor Mobility Improvements	17.7	10.7	AV, CC, SG
State Route 138 Capacity Enhancements (North County)	4.9	4.3	NC
Transportation System & Mobility Improvement Program (South Bay)	11.6	5.9	SB
Subtotal Measures R & M Projects	**$ 580.1**	**$ 834.4**	
OTHER HIGHWAY PROJECTS			
Caltrans Property Maintenance	$ 2.0	$ 1.6	
Highway Planning	8.0	5.7	
I-210 Barrier Replacement	0.6	0.2	
I-405 Carpool Lane	0.6	0.1	
NextGen Bus Lanes	52.5	46.4	
Subtotal Other Highway Projects	**$ 63.7**	**$ 54.0**	
Total Highway Multimodal Development	**$ 643.9**	**$ 888.3**	

Subregion Key

AV	Arroyo Verdugo
CC	Central City
GC	Gateway Cities
LVM	Las Virgenes-Malibu
NC	North County
SB	South Bay
SG	San Gabriel
SC	System Connectivity
SF	San Fernando

Note

Totals may not add due to rounding.

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY26 [4]	FY27 ADOPTED	LIFE OF PROJECT
BUS & RAIL			
Bus - Fleet Procurement			
40 Ft Battery Electric Zero Emission Buses	$ 83,947.6	$ 14,035.9	$ 163,534.0
40 Ft Battery Electric Zero Emission Buses [1]	3,431.0	27,963.8	-
60 Ft Battery Electric Zero Emission Buses	68,781.8	996.4	80,003.3
60 Ft Battery Electric Zero Emission Buses - Grant Funded	6,855.1	237.7	8,109.5
Battery Electric Buses & Chargers [1]	953.5	1,195.1	-
Used Battery Electric Bus - Accept & Make Ready	-	1,738.5	2,180.0
Battery Electric Bus Buy [1], [2]	-	880.0	-
40 Ft Compressed Natural Gas Buses	389,186.3	285.2	420,913.3
60 Ft Compressed Natural Gas Buses	141,659.2	92.4	149,311.4
Subtotal Bus - Fleet Procurement	**$ 694,814.3**	**$ 47,425.0**	**$ 824,051.6**
Bus - Facilities Improvements			
Bus Division Improvements IV	$ 24,093.1	$ 1,070.6	$ 28,000.0
Division 1 Street Closure [6]	4,856.2	5,737.7	9,500.0
Division 18, ZEB Charging Infrastructure	3,029.2	23,678.3	75,136.1
Division 7, ZEB Charging Infrastructure	3,533.2	23,678.3	79,266.9
On-Route Opportunity Chargers	1,579.6	13,735.2	65,150.0
Electric Bus Charging Infrastructure J Line	39,887.9	8,040.6	50,000.0
Zero Emission Bus Infrastructure Transition - Various Divisions [1]	1,359.2	492.5	-
Resilience Charging System	2,808.0	2,385.2	22,450.0
Environmental Compliance Capital Project (FY23-FY27)	29,635.8	1,916.1	35,000.0
Fire Alarm Panel Replacement Throughout Metro Facilities	6,426.0	730.5	9,830.0
Metro G Line (Orange) Reclaimed Water Project [6]	678.7	-	655.4
Operations Central Instruction (OCI) Campus	18,196.9	2,500.0	24,500.0
Bus Division CNG Equipment Replacement [2]	-	500.0	26,600.0
FY27 Environmental Capital Program [2]	-	6,913.9	35,750.0
Subtotal Bus - Facilities Improvements	**$ 136,083.7**	**$ 91,378.8**	**$ 461,838.4**
Bus - Fleet Maintenance			
Bus Engine Replacements	$ 8,774.0	$ 2,459.5	$ 13,518.0
Bus Maintenance Equipment Acquisition	2,149.0	-	3,900.0
New Flyer/El Dorado Bus Midlife	136,195.0	-	205,000.0
El Dorado & New Flyer Bus Midlife [2]	-	47,137.8	206,872.0
Collision Avoidance Demo [1]	1,534.0	-	-
Subtotal Bus - Fleet Maintenance	**$ 148,651.0**	**$ 49,597.3**	**$ 429,290.0**
Rail - Facilities Improvements			
A Line & E Line Tunnel Artwork	$ 446.5	$ -	$ 453.0
Metro A Line Artwork	374.8	-	477.2
Metro Art Enhancement	137.6	-	147.0
Metro B Line & Metro D Line Art Refurbishment	14.6	211.1	3,257.7
Metro C Line Art Refurbishments	29.5	245.0	3,022.3
Division 1,2,18 CCTV Parking Lot Improvements	-	126.0	4,000.0
Escalator Replacement/Modification - B Line	17,769.6	1,200.0	20,756.0
Rail Operations Control Center – Facilities Expansion	1,356.2	500.0	17,000.0
Elevator Modernization & Escalator Replacement	10,413.0	1,933.5	126,692.0
ETEL/PTEL Replacement [6]	2,061.2	391.6	2,440.0
EV Charging Station & Metro Rail	82.2	-	175.3
Facilities Tools & Equipment	240.0	126.0	3,644.0
Logistics Equipment Replacement	1,263.6	-	1,500.0
Metro C Line/A Line Backup Battery Replacement	694.6	201.9	1,871.5
Rail Facility Improvements	22,690.7	941.2	24,400.0
Station Experience Improvements	9,529.3	12,176.1	50,125.0
Union Station Fencing	-	6,465.8	6,465.8
Subtotal Rail - Facilities Improvements	**$ 67,103.4**	**$ 24,518.0**	**$ 266,426.9**
Rail - Fleet Procurement			
Heavy Rail Vehicle Procurement	$ 134,161.6	$ 29,702.8	$ 239,203.0
HR5000 Heavy Rail Vehicle Procurement	133,297.5	8,144.5	669,286.0
LRV Design, Procure & Management	30,187.8	-	30,850.0
P3010 Light Rail Vehicle (LRV) Project Plus Options	837,867.3	66.8	866,303.5
P3030 New LRV Procurement [1]	132.6	502.8	-
Subtotal Rail - Fleet Procurement	**$ 1,135,646.9**	**$ 38,416.9**	**$ 1,805,642.5**
Rail - Fleet Maintenance			
A650 COH Phase Two	$ 582.3	$ 4,110.3	$ 23,734.9
A650 Door & HVAC Overhaul	-	900.0	22,823.5
A650 Low Voltage Power Supply & Friction Brake Overhaul	7,206.1	3,725.1	11,000.0
A650 Heavy Rail Vehicle Refurbishment	51,417.3	15,479.5	264,662.6
Heavy Rail Vehicle Midlife	81,127.8	679.3	105,109.6
P2000 Light Rail Midlife Modernization	157,703.2	7,504.8	180,853.9
P2000 Vehicle Component Replacement	4,226.3	3,829.3	16,100.0
P2550 Light Rail Vehicle	31,510.9	300.0	35,007.5
P2550 Light Rail Vehicle Mid-Life Overhaul	101,260.7	14,763.5	206,340.8
P3010 Fleet Component Overhaul	5,935.4	11,322.4	50,532.0
P3010 Fleet-Friction Brake Overhaul	12,859.1	7,197.1	35,990.0
RFS Wheel Measurement Machine	-	665.3	8,663.6
Subtotal Rail - Fleet Maintenance	**$ 453,829.1**	**$ 70,476.6**	**$ 960,818.6**
Wayside Systems			
Closed Circuit TV (CCTV) System Upgrade	$ 12,002.2	$ 797.6	$ 15,630.0
Correct Side Door Opening	6,265.8	1,908.9	32,000.0
Digital Rail Radio System	20,378.6	763.4	25,000.0
Distributed Energy Resources	129.8	1,002.6	3,000.0
Division 20 Bungalow a Replacement	4,150.1	1,281.1	15,000.0
Emergency Power Replacement	-	177.9	10,100.0
Fiber Optic Main Loop Upgrade	2,941.5	-	4,250.0
Foothill Back Up Generators	-	196.2	2,750.0
Harbor Hump Direct Fixation Replacement	11.0	412.7	3,015.3
Heavy Rail Supervisory Control & Data Acquisition Systems (SCADA) Replacement	14,883.0	231.5	15,882.5
Metro B Line SEG-2 SCADA Equipment Replacement	44.6	1,285.2	8,270.0
Metro B Line SEG-3 SCADA Equipment	5.9	746.6	8,300.0
Metro B Line Segment 1 SCADA Equipment Replacement	-	584.2	1,700.0
Eastside SCADA Equipment Replacement	3.9	409.9	3,900.0
Light Rail Protective Relay	-	576.0	12,600.0
Maintenance of Way Tools & Equipment	2,872.0	-	3,325.8
Maintenance of Way Tools & Equipment (FY26-FY28)	56.1	126.0	2,783.0
Maintenance of Way Training Facility	10.1	510.5	10,000.0
Metro A Line TC Cases & Hawk	-	268.5	18,600.0
Metro A Line & E Line Light Rail Speed Improvement [1]	-	113.9	-
Metro A Line 7th/Metro Substation Replacement	897.8	1,584.1	7,860.0
Metro A Line Gate Mechanism Replacement	-	602.0	5,950.0
Metro A Line North & E Line East CTS	-	1,022.9	75,000.0
Metro B Line & D Line to NOHO CTS Replacement	-	1,050.6	64,500.0

Notes

(1) Project is cumulatively funded on an annual basis until the Board adopts an LOP budget.

(2) New project proposed for Board adoption.

(4) Forecasted expenditures through FY26 are Inception-to-date Actuals before final year-end accounting adjustments.

(6) The LOP Remaining for this project has been reduced to zero due to pending accounting adjustments.

Totals may not add due to rounding.

Notes

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PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY26 [4]	FY27 ADOPTED	LIFE OF PROJECT
Metro G Line Communication Transmission System (CTS) Nodes Replacement	1,109.2	510.4	5,650.0
Metro B Line & D Line CTS Upgrade	7,564.9	2,621.4	65,350.0
Metro A Line Resignaling Rehabilitation	114,728.7	88.0	118,290.0
Metro A Line Train Control Non-Vital Relay	7,181.3	1,443.3	20,455.9
Metro B Line Vital Processor Upgrade	29,416.9	4,126.9	70,100.0
Metro A Line & E Line Electronic Code 5/Vital Harmon Logic Processor Upgrade	32.8	376.6	5,580.0
Metro A Line Trip System Replacement	2,270.5	347.7	8,306.9
Metro A Line & E Line LED Tunnel Lights	356.0	548.9	6,800.0
Metro A Line & E Line Train Control Battery Replacement	646.1	-	1,685.5
Metro B Line & D Line Auxiliary RM CCTV Alarm	-	1,451.6	12,180.8
Metro B Line Auxiliary Power [1]	-	1,364.7	-
Metro B Line Backup Batteries (FY22-FY25)	4,668.3	480.6	5,640.0
Metro B Line Electronic Access Control	1,511.3	43.0	2,319.0
Metro B Line Fire Control Panel Upgrade	6,774.0	1,045.0	19,000.0
Metro B Line Mainline Fastener Replacement	21,877.6	1,718.8	36,980.0
Metro B Line Program Station Stop Replacement	1,284.7	139.4	2,860.0
Metro B Line Protective Relay	-	373.9	9,759.8
Metro B Line Segment 1 Substation Replacement [1]	-	1,056.9	-
Metro B Line Train to Wayside Communication (TWC) Rehabilitation	991.1	-	1,800.0
Metro C Line Track Circuits & TWC System Refurbishments	25,293.6	-	28,851.2
Metro C Line Arroyo Seco Hill Stabilization	53.1	98.9	10,660.0
Metro C Line Mainline Turnout Tie Replacement	-	447.6	5,991.7
Metro C Line OCS Replacement	15,556.5	4,818.1	38,350.0
OCS Tools & Equipment	273.2	171.5	3,700.0
Overhead Catenary System (OCS) Inspection System	177.9	232.7	1,259.0
Metro C Line Substation Replacement	1,170.3	4,168.1	98,500.0
Metro C Line Switch Machine Overhaul	437.1	495.9	2,763.7
Metro C Line Mainline Fastener Replacement	32.8	1,540.4	17,100.0
Metro D Line Track & Tunnel Intrusion Detection (TTID)	196.3	431.9	20,000.0
Metro A Line & E Line Weight Poles & Air Brake	673.6	1,183.2	9,200.0
Metro A Line & E Line Gate Mechanism	55.4	850.5	4,690.0
Metro A Line & E Line Uninterruptible Power Supply (UPS) Replace	15.6	284.7	1,400.0
Metro A & E Lines - Operational Improvement [1]	459.1	3,958.0	-
Systemwide Line Status Monitor [2]	-	257.0	15,450.4
Direct Fixation Concrete Plinths Replacement [2]	-	170.0	9,277.8
Light Detection & Ranging (LIDAR) Intrusion Detect System [2]	-	68.0	41,037.7
E Line West & D Line Fiber Replacement [2]	-	1,000.0	122,360.7
Rail Communication System UPS Backup & Battery Replacement	17.4	561.9	10,300.0
Monrovia Station Crossing Upgrade Pilot	496.9	34.6	1,700.0
Predictive Remote Monitoring	-	121.7	4,150.0
Substation Test Equipment/Tools	-	122.9	1,970.0
Systemwide Corrosion Control	1,450.8	783.9	21,350.0
Systemwide Corrosion Protection	6,171.2	-	13,000.0
Train Control DC Standby Power	29.1	648.7	3,700.0
Train Control Tools & Equipment	-	70.5	1,300.0
Transit Passenger Information System (TPIS) Station Replacement – Expo I/PGL	623.2	414.4	1,390.0
Tunnel Fan & Damper Replacement [1]	-	306.9	-
VHF Rail Radio System Replacement [1]	7.2	410.0	-
Subtotal Wayside Systems	**$ 318,256.0**	**$ 57,041.1**	**$ 1,231,626.7**
Total Bus & Rail	**$ 2,954,384.3**	**$ 378,853.8**	**$ 5,979,695.0**

Notes

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(2) New project proposed for Board adoption.

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PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY26 [4]	FY27 ADOPTED	LIFE OF PROJECT
NON-MEASURE R (MR)/MEASURE M (MM) MAJOR CONSTRUCTION			
Add TPSS Metro C Line 3 Car Capacity [1]	$ 1.2	$ -	$ -
FY25 Platform Extension Metro C Line [1]	7,355.3	8,490.4	-
Industrial Park Study [1]	(244.1)	1,460.0	-
Metro Center Street Project	154,667.4	457.5	156,688.3
Rail to Rail Construction	158,946.5	346.0	166,384.0
Rosa Parks/Willowbrook Station	125,025.7	229.9	128,348.4
Traction Power Substation (TPSS) K Line [1]	1,223.9	32,174.2	38,450.0
Subtotal Non MR/MM Major Construction	**$ 446,975.9**	**$ 43,158.0**	**$ 489,870.7**
OTHER ASSET IMPROVEMENTS			
Non-Revenue Vehicles			
AQMD 1196 Rule Non-Revenue Vehicle Replacement	$ 6,152.6	$ -	$ 9,400.0
Facilities Maintenance Vehicles & Equipment	84.9	47.9	1,550.0
FY20 Non-Revenue Vehicle Replacement	6,424.8	-	8,800.0
FY22 Emergency Generator Replacements	809.0	-	4,130.0
FY22 Non-Revenue Vehicle Equipment Replacement	996.8	-	1,520.0
FY23 Non-Revenue Vehicle Replacements	8,275.2	-	13,700.0
FY25 Non-Revenue Vehicle Equipment Replacement	7,309.7	-	16,450.0
FY26 Non-Revenue Vehicle Equipment Expansion	108.8	389.1	13,454.5
FY26 Non-Revenue Vehicle Equipment Replacement	9,180.0	9,618.3	74,677.9
FY27 Non-Revenue Vehicle DPS Expansion [2]	-	2,250.0	2,250.0
Division 10 Non Revenue Vehicle Facilities [1], [2]	-	300.0	-
Maintenance of Way (MOW) Vehicles & Equipment	2,337.1	47.9	6,100.0
FY23 Emergency Generator Replacements	-	-	1,950.0
Vehicle Operations (VO) Laptops [1]	381.4	100.0	-
Subtotal Non-Revenue Vehicles	**$ 42,060.3**	**$ 12,753.1**	**$ 153,982.4**
Regional & Hubs			
Building Renovation Plan	$ 40,469.9	$ 411.3	$ 42,842.0
Faregate Retrofit Phase 3 [1], [2]	-	15,523.6	-
Countywide Signal Priority (CSP) - Cloud Transition [2]	-	4,049.4	11,521.5
RCN-Hubs & Programs - Olympics	1,492.9	8,124.4	44,566.0
Key Station Improvements [1]	118.1	3,972.4	-
Mobility Hub Improvements [1]	47.6	3,618.8	-
Systemwide Solar Panel & Renewable Energy Replacement [2]	-	463.4	27,000.0
MPV Development (TAP Plus) [2]	-	1,200.0	1,200.0
TAP Payment Gateway Redundancy [2]	-	450.0	1,020.0
Bus Division Improvements V	16,197.0	1,677.4	35,000.0
Call Point Security Blue Light Boxes	2,019.8	1,010.6	13,950.0
Cashroom Processing Equipment	-	-	750.0
Chatsworth Metrolink Station ADA Improvements	5,648.5	680.3	9,000.0
Countywide Transit Signal Priority (TSP) Upgrade & Expansion	10,519.3	50.0	10,620.0
NextGen Cloud Based Transit Signal Priority (TSP)	7,685.5	1,303.1	15,000.0
Non-Revenue Fleet EV Charging	83.5	4,134.0	14,772.0
E PPR Bus Stop Electrical Signage	400.5	-	585.0
Energy Resiliency C Line & Div. 18	99.9	560.1	1,465.0
EV Parking Equipment	344.9	1,004.8	2,000.0
Fare Capping [1]	9,578.4	-	-
Faregate Retrofit Phase 2	5,519.3	-	15,300.0
Faregates Pilot	11,919.0	-	14,400.0
Fire Detection System Renovation	539.4	550.2	5,950.0
High Security Fencing & Installation	-	2,000.0	20,000.0
Gateway New LED Lighting	65.1	-	2,588.7

Notes

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(2) New project proposed for Board adoption.

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PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY26 [4]	FY27 ADOPTED	LIFE OF PROJECT
Metro Operations Downtown Hub	45,326.7	20,754.1	102,000.0
Metrolink Pedestrian Connection	283.7	-	825.0
Muni Bus Mobile Validators (BMV) Replacement	4,565.4	-	4,912.0
Muni Ticket Vending Machine Installations	442.4	-	1,728.0
Patsaouras Bus Plaza Station Improvements	50,617.2	101.0	50,913.0
Public Plug-In Charge Stations	927.7	-	973.0
Rail Facility Maintenance & IM	9,447.2	1,508.7	35,000.0
Systemwide Signage	14,290.9	1,358.6	24,100.0
TAP Plus (Capital)	29,937.3	13,284.8	66,423.9
TAP Plus Salesforce Integration	748.7	2,000.0	5,000.0
TAP-to-Exit Expansion	61.2	-	1,000.0
TAPforce Conversion	216.3	850.0	1,200.0
Ticket Vending Machine (TVM) Software Upgrade	882.9	700.0	1,729.8
Track & Tunnel Intrusion Detection	11,124.8	25.0	11,372.0
UFS Disaster Recovery	3,425.7	200.0	8,085.0
USG & Bus Division UPS & HVAC	294.2	108.0	1,600.0
USG Building Drainage Piping	86.4	453.0	11,260.0
USG Electrical & Security System	-	526.0	25,000.0
USG Plaza & East Portal Floor	-	199.0	6,350.0
Subtotal Regional & Hubs	**$ 285,427.0**	**$ 92,852.1**	**$ 649,002.0**
TECHNOLOGY			
2nd Generation Bus Mobile Validators (BMV)	$ 14,671.7	$ -	$ 18,100.0
Capital Program Analytics & Report [2]	-	300.0	3,400.0
Advanced Transportation Management System II (ATMS) Bus System Replacement	6,738.0	6,664.6	117,000.0
Advanced Transportation Management System II (ATMS) System Integration	480.9	2,079.2	50,000.0
Agency Information Security & Compliance Program	6,916.8	715.7	7,814.0
Camera Bus Lane Enforcement	4,871.5	2,001.6	11,000.0
LAUS CCTV Camera Upgrades	1,301.6	-	2,071.0
Bus Lane Enforcement Expansion [2]	-	250.0	52,050.2
Financial Process Improvements [2]	-	500.0	20,000.0
Custom Applications Replatform [2]	-	500.0	4,240.0
Human Capital Management Phase II [2]	-	350.0	6,998.0
Windows 11 Systems Upgrade [2]	-	500.0	4,275.0
CCTV Expansion	-	2,500.0	4,447.2
Connected Facilities Project	1,850.6	350.0	7,454.2
Core Server & TVM Upgrade	9,912.4	-	13,300.0
Cyber Security Infrastructure [6]	1,259.4	-	1,257.2
Cyber Security Management	1,197.5	800.0	3,365.2
Cyber Security Program	-	-	5,300.0
Data Center Modernization	2,780.1	300.0	5,500.0
Data Governance Program	861.4	375.0	2,550.0
Division 9 Building Automation Integration	243.3	939.0	2,614.3
Enterprise Asset Management System (EAMS)	54,203.8	9,592.6	68,750.0
Enterprise Safety Management	2,071.8	-	2,488.0
Enterprise Telephone & United Messaging System	7,936.6	428.5	9,646.0
ESOC Alert Notifications	-	950.0	3,550.0
Financial & Budget System Integration	1,820.3	50.0	4,200.0
Hastus v2022 Upgrade	2,395.1	1,526.3	5,421.0
Human Capital System Project	2,410.3	375.0	3,980.0
Integrated Data & Communications System Replacement	19,457.0	8,500.0	44,436.1
IT Ent Data Warehouse Implementation	-	500.0	3,050.0
IT Platform Refresh Program 26-27	1,182.4	1,000.0	3,000.0
IT Service Management	639.3	700.0	4,475.0
IT Workstation Refresh Program 26-27	1,673.4	1,000.0	3,000.0
IT Workstation Refresh Program (FY24-FY25)	2,970.0	-	3,000.0
LAUS North Patio Security Fencing	570.2	-	1,593.5
Logistics Equipment Replacement Phase 2	157.5	2,409.7	7,496.0
Oracle E-Business System Upgrade	2,562.1	-	2,636.0
Payroll Cloud Integration	1,192.4	2,500.0	10,000.0
Payroll System Replacement Program	11,624.2	3,750.0	22,856.0
Platform Refresh (FY24-FY25)	2,708.9	-	3,000.0
Print Shop Press & Cutter	1,848.0	-	1,911.2
Real Estate Management System	1,350.4	155.0	1,748.0
Technology Enhancement For Customer Experience	1,489.1	300.0	2,226.8
Transit Security Communication Enhancement	1,804.8	-	2,412.5
Union Station Gateway (USG) Building Data Center	519.8	340.4	3,450.0
Vendor Portal Integration	-	-	2,000.0
Vendor Portal Modernization	35.7	589.8	911.9
Visual Route Training Software	-	845.6	3,140.0
Subtotal Technology	**$ 175,708.1**	**$ 54,638.1**	**$ 567,114.3**
Total Non-MR/MM Major Construction & Other Asset Improvements	**$ 950,171.3**	**$ 203,401.4**	**$ 1,859,969.4**
Total CIP Budget	**$ 3,904,555.5**	**$ 582,255.2**	**$ 7,839,664.4**
OTHER OPERATING CAPITAL [3]			
Parking Guidance System	$ 3,515.6	$ 181.5	$ 5,025.0
Bike Locker Capital Improvements	2,776.9	763.4	3,000.0
Bike Hub Capital Improvements	1,834.9	736.6	4,400.0
Bike Share TAP Integration	1,406.7	50.0	1,650.0
Metro Bike Share Replenishment	1,687.0	-	2,000.0
4540 MBS Equipment & Expansion	-	5,019.8	7,656.3
LA Union Station Parking Equipment	-	1,500.0	6,600.0
LA Union Station Digital Signage Upgrades	2,750.0	-	2,750.0
LA Union Station Electrical System Upgrade	1,975.0	-	6,325.0
LA Union Station Public Safety Address System	3,905.0	-	3,905.0
LA Union Station Building Information Modeling & Survey	1,850.0	-	3,850.0
LA Union Station Access Control System Upgrade	1,100.0	-	1,100.0
LA Union Station S. Patio Plumbing/Pavers	11,550.0	-	13,500.0
LA Union Station Plumbing Infrastructure	3,500.0	-	3,500.0
LA Union Station Stationwide HVAC Upgrades	1,790.0	4,800.0	6,550.0
LA Union Station Ticket Concourse Eyebrow Roof Replacement	1,000.0	-	1,000.0
LA Union Station Plumbing Infrastructure Phase 3	4,800.0	2,950.0	7,750.0
LA Union Station Americans with Disabilities Improvements West	3,500.0	3,500.0	10,500.0
LA Union Station Restore/Abate Window System	-	-	1,250.0
LA Union Station Plumbing Infrastructure Phase 4 [2]	-	1,755.0	3,510.0
LA Union Station Digital Signage Phase 2 [2]	-	4,250.0	4,250.0
Stationwide Tile Replacement	348.4	-	1,000.0
Total Other Operating Capital	**$ 49,289.6**	**$ 25,506.3**	**$ 101,071.3**

Notes

(2) New project proposed for Board adoption.

(4) Forecasted expenditures through FY26 are Inception-to-date Actuals before final year-end accounting adjustments.

(6) The LOP Remaining for this project has been reduced to zero due to pending accounting adjustments.

Totals may not add due to rounding.

Notes

(2) New project proposed for Board adoption.

(3) Projects are captured under General Planning & Programs.

(4) Forecasted expenditures through FY26 are Inception-to-date Actuals before final year-end accounting adjustments.

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BUS INVESTMENTS ($ IN THOUSANDS)	FY26 BUDGET	FY27 ADOPTED	$ CHANGE	% CHANGE	LIFE OF PROJECT
OPERATIONS & MAINTENANCE					
Directly Operated Service Delivery - Labor	$ 820,019.2	$ 886,683.6	$ 66,664.4	8.1%	$ -
Directly Operated Service Delivery - Parts, Supplies, CNG, Other	546,705.3	502,721.5	(43,983.8)	-8.1%	-
Cleanliness	122,580.3	124,253.8	1,673.4	1.4%	-
Public Safety					
Security (LE/Private/Metro)	$ 106,960.6	$ 106,985.1	$ 24.5	0.0%	$ -
Transit Ambassador Program	15,349.3	17,003.4	1,654.1	10.8%	-
Homeless Outreach	5,786.6	5,786.6	-	0.0%	-
Subtotal Public Safety	$ 128,096.5	$ 129,775.1	$ 1,678.6	1.3%	$ -
Other Operating & Support					
Workers Compensation	$ 94,511.3	$ 85,099.1	$ (9,412.2)	-10.0%	$ -
PLPD	45,246.4	46,279.3	1,032.9	2.3%	-
Customer Care Call Center	26,226.4	28,735.3	2,508.9	9.6%	-
Supply Chain, Warehouse & Inventory Management	43,786.4	37,881.8	(5,904.6)	-13.5%	-
Purchased Transportation	68,487.5	76,236.2	7,748.7	11.3%	-
Subtotal Other Operating & Support	$ 278,257.9	$ 274,231.7	$ (4,026.1)	-1.4%	-
Total Operations & Maintenance	$ 1,895,659.2	$ 1,917,665.7	$ 22,006.5	1.2%	$ -
NEXTGEN					
RCN-Bus & First/Last Mile - '28 Olympics [1]	$ 15,804.7	$ 13,374.4	$ (2,430.3)	-15.4%	$ -
NextGen Bus Priority Lanes [1]	4,772.5	5,036.7	264.2	5.5%	-
Bus Lane Enforcement Expansion [2]	-	250.0	250.0	-	-
Transit Signal Priority - NextGen Cloud Based	1,153.6	1,303.1	149.6	13.0%	15,000.0
NextGen Bus Stops & Shelters [1]	16,893.4	16,507.7	(385.6)	-2.3%	-
NextGen Curb Improvements [1]	7,272.6	7,774.0	501.4	6.9%	-
Camera Bus Lane Enforcement	2,001.6	2,001.6	-	-	11,000.0
NextGen Bus Speed & Reliability Improvements [1]	4,209.2	2,186.2	(2,023.0)	-48.1%	-
Bus Termini and Layover Improvement [1]	3,570.8	1,500.0	(2,070.8)	-58.0%	-
Transit Signal Priority - Countywide Upgrade & Expansion	3,467.0	50.0	(3,417.0)	-98.6%	10,620.0
Total NextGen	$ 59,145.3	$ 49,983.8	$ (9,161.5)	-15.5%	$ 36,620.0
BUS CAPITAL IMPROVEMENTS					
Bus Fleet Procurement					
40 Ft Battery Electric Buses (BEB) [1]	$ 4,111.4	$ 27,963.8	$ 23,852.4	580.2%	$ -
Used Battery Electric Bus (BEB) Accept & Make Ready [2]	1,219.0	1,738.5	519.5	42.6%	-
Battery Electric Bus (BEB) Buy [1], [2]	-	880.0	880.0	-	-
60 Ft Battery Electric Buses - Grant Funded	194.9	237.7	42.8	22.0%	8,109.5
60 Ft Compressed Natural Gas Buses	372.7	92.4	(280.4)	-75.2%	149,311.4
40 Ft Compressed Natural Gas Buses	599.1	285.2	(313.9)	-52.4%	420,913.3
Battery Electric Buses & Chargers [1]	1,708.0	1,195.1	(512.9)	-30.0%	-
60 Ft Battery Electric Buses	7,465.6	996.4	(6,469.2)	-86.7%	80,003.3
40 Ft Battery Electric Buses	23,768.0	14,035.9	(9,732.2)	-40.9%	163,534.0
Subtotal Bus Fleet Procurement	$ 39,438.8	$ 47,425.0	$ 7,986.2	20.2%	$ 821,871.6
Bus Facilities Improvements					
Division 8 Charging Infrastructure	$ 2,492.0	$ 13,735.2	$ 11,243.2	451.2%	$ 65,150.0
Division 18, ZEB Charging Infrastructure	16,207.6	23,678.3	7,470.7	46.1%	75,136.1
FY27 Environmental Capital Program [2]	-	6,913.9	6,913.9	-	-
Division 1 Street Closure	1,953.9	5,737.7	3,783.8	193.7%	9,500.0
Division 7, ZEB Charging Infrastructure	18,661.7	23,678.3	5,016.5	26.9%	79,266.9
Bus Division Compressed Natural Gas Equipment Replacement [2]	-	500.0	500.0	-	-
Efficient Bus Stop Lighting [2]	250.0	5.0	(245.0)	-98.0%	-
Energy Resiliency	550.0	560.1	10.1	1.8%	1,465.0
Resilience Charging System	2,417.7	2,385.2	(32.5)	-1.3%	22,450.0
Metro G Line Reclaimed Water Project	119.0	-	(119.0)	-100.0%	655.4
Electric Bus Charging Infrastructure J Line	8,362.1	8,040.6	(321.5)	-3.8%	50,000.0
Fire Alarm Panel Replacement Throughout Metro Facilities	1,513.2	730.5	(782.7)	-51.7%	9,830.0
Bus Division Improvements IV	2,215.7	1,070.6	(1,145.1)	-51.7%	28,000.0
Division Zero Emission Bus Infrastructure Transition [1]	3,228.3	492.5	(2,735.8)	-84.7%	-
Operations Central Instruction (OCI) Centralized Campus	9,787.7	2,500.0	(7,287.7)	-74.5%	24,500.0
Environmental Compliance Capital Project (FY23-FY27)	7,752.3	1,916.1	(5,836.3)	-75.3%	35,000.0
Subtotal Bus Facilities Improvements	$ 75,511.1	$ 91,943.9	$ 16,432.8	21.8%	$ 400,953.4
Bus Fleet Maintenance					
El Dorado 60 Ft New Flyer Bus Midlife [2]	$ -	$ 47,137.8	$ 47,137.8	-	$ -
Bus Engine Replacements	3,363.5	2,459.5	(904.0)	-26.9%	13,518.0
Bus Maintenance Equipment Acquisition	1,291.7	-	(1,291.7)	-100.0%	3,900.0
New Flyer/El Dorado Bus Midlife	46,239.5	-	(46,239.5)	-100.0%	205,000.0
Subtotal Bus Fleet Maintenance	$ 50,894.7	$ 49,597.3	$ (1,297.4)	-2.5%	$ 222,418.0
Regional & Hubs					
Patsaouras Bus Plaza Station Improvements	$ 15.0	$ 101.0	$ 86.0	573.4%	$ 50,913.0
Bus Division Improvements V	1,784.5	1,677.4	(107.1)	-6.0%	35,000.0
Subtotal Regional & Hubs	$ 1,799.5	$ 1,778.4	$ (21.1)	-1.2%	$ 85,913.0
Technology					
Advanced Transportation Management System II (ATMS) Replacement	$ 11,127.3	$ 6,664.6	$ (4,462.7)	-40.1%	$ 117,000.0
Subtotal Technology	$ 11,127.3	$ 6,664.6	$ (4,462.7)	-40.1%	$ 117,000.0
Non MR/MM Major Construction					
Rosa Parks/Willowbrook Station [4]	$ 400.6	$ 229.9	$ (170.7)	-42.6%	$ 128,348.4
Subtotal Non MR/MM Major Construction	$ 400.6	$ 229.9	$ (170.7)	-42.6%	$ 128,348.4
Total Bus Capital Improvements	$ 179,172.0	$ 197,639.2	$ 18,467.1	10.3%	$ 1,776,504.3
BUS TRANSIT CONSTRUCTION & PLANNING					
Transit Construction					
G Line BRT Improvements [3]	$ 197,918.5	$ 282,085.0	$ 84,166.5	42.5%	$ 668,450.0
North Hollywood to Pasadena BRT Connector	84,381.4	45,054.7	(39,326.8)	-46.6%	428,988.5
Vermont Transit Corridor BRT	32,823.8	133,662.0	100,838.2	307.2%	198,460.0
Subtotal Transit Construction	$ 315,123.7	$ 460,801.6	$ 145,678.0	46.2%	$ 1,295,898.5
Transit Planning					
Countywide BRT Planning [1]	$ 3,586.7	$ 3,483.9	$ (102.8)	-2.9%	$ -
North San Fernando Valley BRT [1]	325.1	-	(325.1)	-100.0%	-
SGV Forward [1]	1,399.9	913.2	(486.7)	-34.8%	-
Subtotal Transit Planning	$ 5,311.7	$ 4,397.0	$ (914.6)	-17.2%	$ -
Total Bus Transit Construction & Planning	$ 320,435.4	$ 465,198.7	$ 144,763.3	45.2%	$ 1,295,898.5
LIFE Program/Bus	$ 27,797.5	$ 27,966.7	$ 169.2	0.6%	$ -
Total Bus Investments	$ 2,482,209.4	$ 2,658,454.1	$ 176,244.7	7.1%	$ 3,109,022.8

Notes (pages 70 & 71)

(1) Project is cumulatively funded on an annual basis until the Board adopts a Life of Project (LOP) budget.

(2) New project proposed for Board adoption.

(3) Pre-construction LOP.

(4) Partially bus-related.

Totals may not add due to rounding.

FY27 Revenue Estimates

STATE & LOCAL ($ IN THOUSANDS)		FY27 ESTIMATED REVENUE [1]	CARRYOVER FY25 BUDGET VS ACTUAL	INTEREST FY25 ACTUAL	FY27 TOTAL FUNDS AVAILABLE	FY26 TOTAL FUNDS
TRANSPORTATION DEVELOPMENT ACT						
Planning & Administration						
Planning - Metro		$ 5,445.0	$ -	$ -	$ 5,445.0	$ 5,350.0
Planning - SCAG		4,083.8	-	-	4,083.8	4,012.5
Administration - Metro		4,466.4	-	-	4,466.4	4,378.9
Subtotal Planning & Administration		**$ 13,995.2**	**$ -**	**$ -**	**$ 13,995.2**	**$ 13,741.4**
Article 3 Pedestrian & Bikeways	2.0%	$ 10,610.1	$ (1,285.4)	$ 475.2	$ 9,799.9	$ 9,254.4
Article 4 Bus Transit	90.7%	481,402.1	(58,312.7)	21,559.2	444,648.6	420,097.0
Article 8 Streets & Highways	7.3%	38,492.7	(4,670.1)	1,723.9	35,546.4	33,368.3
Total Transportation Development Act		**$ 544,500.0**	**$ (64,268.1)**	**$ 23,758.2**	**$ 503,990.1**	**$ 476,461.1**
PROPOSITION A [1]						
Administration	5.0%	$ 54,450.0	$ (3,799.0)	$ -	$ 50,651.0	$ 48,151.6
Local Return [2]	25.0%	258,637.5	-	-	258,637.5	254,125.0
Rail Development	35.0%	362,092.5	(25,263.4)	-	336,829.1	320,208.3
Bus Transit [3], [4]	40.0%					
95% of 40% Capped at CPI of	3.0%	305,243.8	-	-	305,243.8	296,353.2
95% of 40% Over CPI		87,885.2	-	-	87,885.2	89,916.8
Subtotal Bus Transit		**$ 393,129.0**	**$ -**	**$ -**	**$ 393,129.0**	**$ 386,270.0**
5% of 40% Incentive		20,691.0	(1,443.6)	-	19,247.4	18,297.6
Total Proposition A		**$ 1,089,000.0**	**$ (30,506.1)**	**$ -**	**$ 1,058,493.9**	**$ 1,027,052.5**
PROPOSITION C [1]						
Administration	1.5%	$ 16,335.0	$ (1,139.7)	$ -	$ 15,195.3	$ 14,445.6
Rail/Bus Security	5.0%	53,633.3	(3,742.1)	-	49,891.1	47,429.6
Commuter Rail	10.0%	107,266.5	(7,484.2)	-	99,782.3	94,859.2
Local Return [2]	20.0%	214,533.0	-	-	214,533.0	210,790.0
Freeways & Highways	25.0%	268,166.3	(18,710.5)	-	249,455.7	237,148.0
Discretionary	40.0%	429,066.0	(29,936.9)	-	399,129.1	379,436.7
Total Proposition C		**$ 1,089,000.0**	**$ (61,013.4)**	**$ -**	**$ 1,027,986.6**	**$ 984,109.1**
STATE TRANSIT ASSISTANCE						
Bus (PUC 99314 Rev Base Share)		$ 65,679.5	$ (3,498.3)	$ 3,143.3	$ 65,324.6	$ 110,722.4
Rail (PUC 99313 Population Share)		49,592.3	(2,558.5)	657.1	47,690.9	59,333.7
Total State Transit Assistance		**$ 115,271.9**	**$ (6,056.8)**	**$ 3,800.4**	**$ 113,015.5**	**$ 170,056.1**
SB1 STATE TRANSIT ASSISTANCE						
Bus (PUC 99314 Rev Base Share)		$ 53,218.1	$ (3,076.3)	$ 2,563.8	$ 52,705.6	$ 89,289.3
Rail (PUC 99313 Population Share)		40,183.2	(2,255.9)	536.0	38,463.3	47,533.0
Total SB1 State Transit Assistance		**$ 93,401.3**	**$ (5,332.2)**	**$ 3,099.7**	**$ 91,168.8**	**$ 136,822.3**
SB1 STATE OF GOOD REPAIR						
Bus (PUC 99314 Rev Base Share) [5]		$ 23,112.0	$ 1,984.6	$ 1,296.0	$ 26,392.6	$ 33,637.9
Rail (PUC 99313 Population Share)		17,592.8	1,656.6	139.9	19,389.2	18,746.0
Total SB1 State of Good Repair		**$ 40,704.8**	**$ 3,641.2**	**$ 1,435.9**	**$ 45,781.9**	**$ 52,383.8**
MEASURE R [1]						
Administration	1.5%	$ 16,335.0	$ (1,142.9)	$ 2,608.5	$ 17,800.6	$ 16,102.2
Transit Capital - "New Rail"	35.0%	375,432.8	(26,267.1)	11,954.5	361,120.1	349,845.1
Transit Capital - Metrolink	3.0%	32,180.0	(2,251.5)	(2,159.4)	27,769.1	28,900.2
Transit Capital - Metro Rail	2.0%	21,453.3	(1,501.0)	2,608.5	22,560.9	20,565.4
Highway Capital	20.0%	214,533.0	(15,009.8)	11,019.1	210,542.4	194,764.8
Operations "New Rail"	5.0%	53,633.3	(3,752.4)	2,589.7	52,470.5	51,749.4
Operations Bus	20.0%	214,533.0	(15,009.8)	19,784.3	219,307.6	207,532.0
Local Return [2]	15.0%	160,899.8	-	-	160,899.8	158,092.5
Total Measure R		**$ 1,089,000.0**	**$ (64,934.4)**	**$ 48,405.3**	**$ 1,072,470.9**	**$ 1,027,551.4**

Notes

(1) Sales tax is projected to be $1,089.0M 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) To qualify for SB1-SGR funds, eligible agencies must comply with various reporting requirements.

(6) 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.

STATE & LOCAL ($ IN THOUSANDS)		FY27 ESTIMATED REVENUE [1]	CARRYOVER FY25 BUDGET VS ACTUAL	INTEREST FY25 ACTUAL	FY27 TOTAL FUNDS AVAILABLE	FY26 TOTAL FUNDS
MEASURE M [1]						
Local Return Supplemental & Administration						
Administration	0.5%	$ 5,608.4	$ (390.7)	$ 625.8	$ 5,843.5	$ 5,289.7
Supplemental Transfer to Local Return [2]	1.0%	10,726.7	-	-	10,726.7	10,539.5
Subtotal Local Return Supplemental & Administration		**$ 16,335.0**	**$ (390.7)**	**$ 625.8**	**$ 16,570.2**	**$ 15,829.2**
Local Return Base [2], [6]	16.0%	$ 171,626.4	$ -	$ -	$ 171,626.4	$ 168,632.0
Metro Rail Operations	5.0%	53,633.3	(3,736.0)	(344.9)	49,552.3	48,326.1
Transit Operations (Metro & Municipal Providers)	20.0%	214,533.0	(14,944.1)	17,631.5	217,220.4	205,287.7
ADA Paratransit/Metro Discounts for Seniors & Students	2.0%	21,453.3	(1,494.4)	1,326.8	21,285.7	19,464.4
Transit Construction	35.0%	375,432.8	(26,152.2)	(14,379.2)	334,901.3	333,428.6
Metro State of Good Repair	2.0%	21,453.3	(1,494.4)	3,710.8	23,669.7	20,600.0
Highway Construction	17.0%	182,353.1	(12,702.5)	41,841.8	211,492.4	191,415.0
Metro Active Transportation Program	2.0%	21,453.3	(1,494.4)	6,461.9	26,420.8	22,320.5
Regional Rail	1.0%	10,726.7	(747.2)	(1,808.3)	8,171.1	9,831.0
Total Measure M		**$ 1,089,000.0**	**$ (63,155.8)**	**$ 55,066.2**	**$ 1,080,910.3**	**$ 1,035,134.4**
Total Funds Available		**$ 5,149,878.0**	**$ (291,625.7)**	**$ 135,565.7**	**$ 4,993,818.0**	**$ 4,909,570.8**
Total Planning & Admin Allocations		**$ 106,723.5**	**$ (6,472.3)**	**$ 3,234.3**	**$ 103,485.6**	**$ 97,730.4**

Notes

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

(6) 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
BMV	Bus Mobile Validator
BRT	Bus Rapid Transit
CBA	Collective Bargaining Agreement
CCTV	Closed-Circuit Television
CEO	Chief Executive Office
CIP	Capital Improvement Program
CNG	Compressed Natural Gas
CP	Control Point
CPI	Consumer Price Index
CTS	Communication Transmission System
CSP	Countywide Signal Priority
CX	Customer Experience
DPS	Department of Public Safety
EAMS	Enterprise Asset Management System
EFC	Equity Focus Communities
EOL	End-of-Line
ESOC	Emergency Security Operations Center
ETEL	Emergency Telephone
EV	Electric Vehicle
EZBB	Equitable Zero-Based Budget
FFGA	Full Funding Grant Agreement
FLM	First/Last Mile
FTE	Full-Time Equivalent
FY	Fiscal Year
HVAC	Heating, Ventilation, & Air Conditioning
I	Interstate
ITS	Information Technology Services
LACMTA	Los Angeles County Metropolitan Transportation Authority
LAUS	LA Union Station
LAX	Los Angeles International Airport
LE	Law Enforcement
LED	Light-Emitting Diode
LIDAR	Light Detection & Ranging
LIFE	Low-Income Fare is Easy
LOP	Life of Project
LRT	Light Rail Transit
LRV	Light Rail Vehicle
MBEAT	Metro Budget Equity Assessment Tool
MBS	Metro Bike Share
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
NOHO	North Hollywood
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
PTEL	Public Telephone
PTSC	Public Transportation Services Corporation
RCN	Reconnecting Communities & Neighborhoods
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 & Data Acquisition
SCAG	Southern California Association of Governments
SCO	State Controller's Office
SCRRA	Southern California Regional Rail Authority
SGR	State of Good Repair
SGV	San Gabriel Valley
SR	State Route
STA	State Transit Assistance
SX	Station Experience
TAP	Transit Access Pass
TDA	Transportation Development Act
TID	Transit 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
VO	Vehicle Operations
ZEB	Zero Emission Buses



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