

For Board Consideration and Public Comment
Final FY26 Budget will be available 90 days after Board adoption

Fiscal Year 2026 Proposed Budget

July 1, 2025 - June 30, 2026

Version 2.0 - 5/7/2025



Metro®

**Los Angeles County
Metropolitan Transportation Authority**

THIS PAGE INTENTIONALLY LEFT BLANK

Table of Contents

Message from the Chief Executive Officer (CEO)	1
Organizational Chart	5
Budget Introduction	6
Summary	6
Equity	7
Budget Summary	9
Resources	18
Expenditures by Program and Program Summaries	22
Summary of Expenditures by Program	22
Transit Infrastructure Development (TID)	23
Metro Transit Expenditures	25
Regional Allocations and Pass-Throughs	28
Highway Multimodal Development	30
Regional Rail	31
General Planning & Programs	32
Congestion Management	33
Debt Service	34
Oversight and Administration	37
Expenditures by Cabinet and Type	38
Summary of Expenditures by Cabinet	38
Summary of Expenditures by Type	38
Cost Inflation & Areas of Uncertainty	39
Agencywide Full-Time Equivalents (FTEs)	40
Full-Time Equivalents (FTEs) by Cabinet	42
Funds	44
Appendices	50
Appendix I – Legally Separate Entities	50
Appendix II – Service Statistics	52
Appendix III – Transit Expansion Project List	59
Appendix IV – Highway Project List	62
Appendix V – CIP Project List	63
Appendix VI – Total Bus Investment	70
Appendix VII – Regional Allocations Revenue Estimates	72
Appendix VIII – Eligibility and Allocations of FY26 Funding	74
Appendix IX – Acronyms & Abbreviations	75

THIS PAGE INTENTIONALLY LEFT BLANK

Message from the Chief Executive Officer (CEO)

Message from the Chief Executive Officer (CEO)

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

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

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

The \$9.4 billion FY26 budget continues that progress by advancing major expansion projects, enhancing Customer Experience, and improving safety for both our riders and employees. It also reflects our commitment to equity, sustainability, and fiscal responsibility, ensuring that every dollar we spend drives meaningful results for our riders.

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

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

We All Deserve a Safe Metro

Safety remains the top priority for this agency. In FY26, we are investing **\$392.5 million** in public safety, a **1.9% increase** over FY25, to expand our multi-layered safety approach. This includes beginning the phased launch of our new Transit Community Public Safety Department (TCPSD).

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

Message from the Chief Executive Officer (CEO)

We All Deserve a Safe Metro (continued)

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

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

Note: The proposed FY26 budget does not reflect any expansion of the Ambassador Program at this time, as staff is currently in negotiations with our union partners on the related collective bargaining agreements. Upon successful completion of these negotiations, staff will submit a proposal to expand the program to support staffing needs over the next year.

Together, We Do Hard Things

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

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

Our Capital Improvement Program (CIP) budget of **\$608.8 million** supports key infrastructure upgrades, fleet modernization, and the transition to a zero-emission bus fleet, a long-term commitment that will require an estimated \$3.5 to \$4.4 billion in future investment.

Our Transit Infrastructure Development Program will grow by 12.7% to \$2.2 billion over FY25, with much of it designated for the continued D Line Extension Segments 1, 2 and 3, and the East San Fernando Valley Light Rail Transit project. A 10.5% increase in our transit construction budget will also advance the early stages of our Southeast Gateway Line, the G Line construction upgrades, and design work for the Eastside Extension. Metro's FY26 budget also supports continuing the construction of the I-105 ExpressLanes, expanding bus-only lanes throughout LA County, breaking ground on our NoHo-Pasadena BRT, and other improvements to bus speed and reliability.

Message from the Chief Executive Officer (CEO)

Our Actions Matter

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

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

We Put People First

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

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

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

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

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

Proud to be One Metro

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

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

Message from the Chief Executive Officer (CEO)

Proud to be One Metro (continued)

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

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

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

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

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

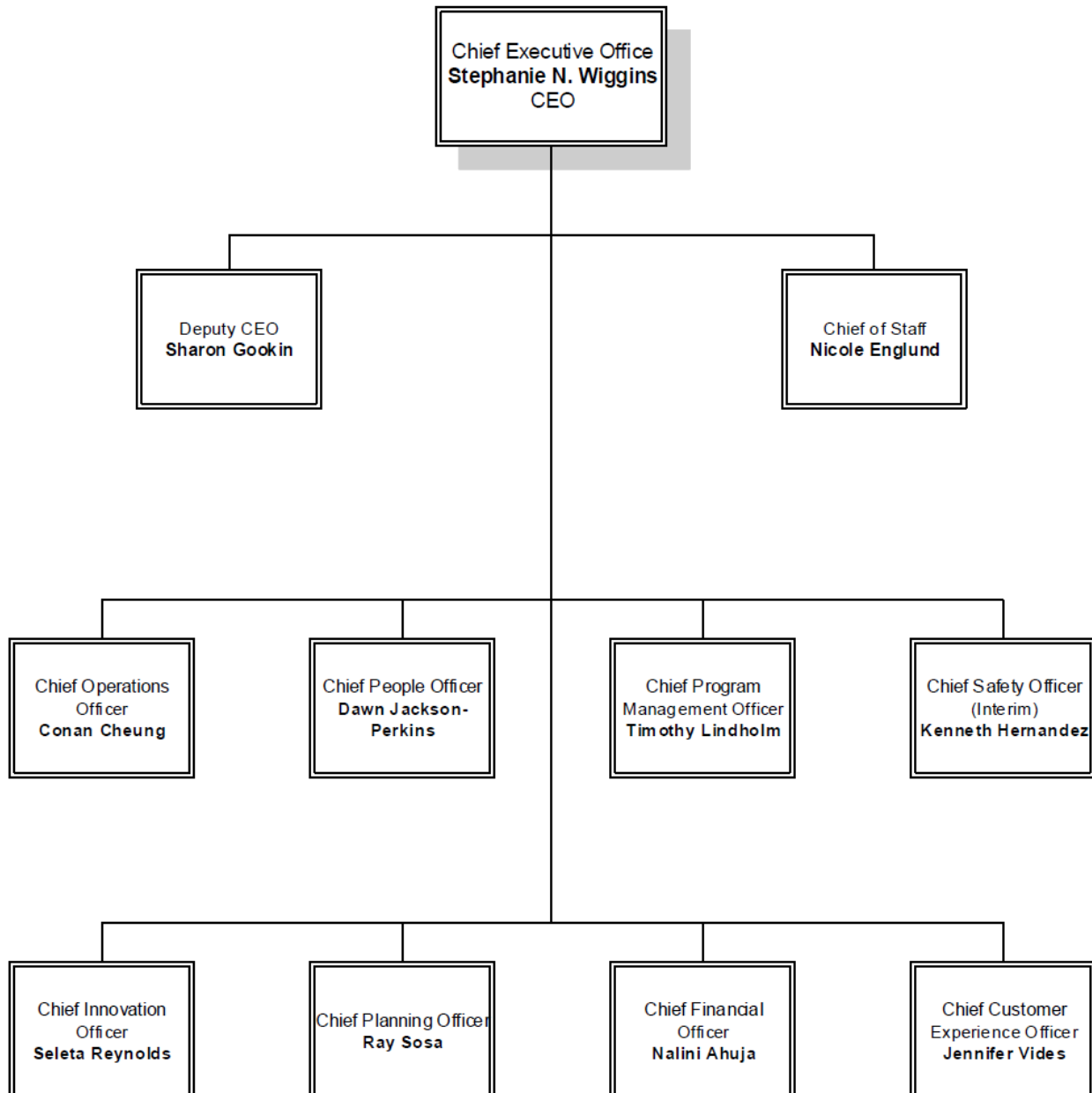
The FY26 Proposed Budget is more than a financial plan, it's a commitment to serve our riders better, to invest where it counts, and to do so with transparency, accountability, and purpose. Thank you for your continued support and trust.

With gratitude,

Stephane Wiggins
Chief Executive Officer

Organizational Chart

Organizational Chart



Budget Introduction

Summary

The proposed \$9.4 billion budget for Fiscal Year 2026 (FY26) is both balanced and strategically designed to support system expansion, maintain assets in a state of good repair, and reinvigorate Metro's core functions, including planning, construction, and day-to-day operations. This year's budget process has been underscored by an enriched and expanded public engagement effort, incorporating considerable feedback collected throughout the development phase, including input through the My Metro Budget activity. The FY26 Proposed Budget reflects a 2.0% increase over FY25 and demonstrates the fiscal discipline that is at the heart of Metro's financial strategy.

Metro remains focused on financial sustainability and mitigation. Through fiscal discipline and sound financial planning, Metro will continue to prioritize crucial transit capital investments and ensure the ongoing operation of the transit system. However, the path forward is not without its challenges. The agency faces potential future revenue shortfalls, rising costs, ongoing expansion of the rail system, and the implementation of new initiatives designed to make the system not only functional, but clean, safe, and reliable for all. Metro will continue to develop and employ mitigation strategies that will address both current and future challenges, while strengthening cost control measures through the Equitable Zero-Based Budget (EZBB) process.

The EZBB process remains a cornerstone of Metro's annual budget development, serving as a critical tool for both cost management and the integration of an equity-focused approach. By using this process, Metro can develop a fiscally responsible budget. The budget process is a collaborative effort, with departments working in unison to align on Metro's strategic priorities. Through the incorporation of feedback from Metro's expanded public outreach efforts, the budget reflects a shared vision which directs resources toward initiatives that will create lasting benefits. These investments are also aimed at enhancing the customer experience, particularly in station improvements, safety, cleanliness, and making transit both accessible and affordable for all Angelenos. Metro remains committed to these priorities, understanding that the foundation of a world-class system lies in ensuring that public transportation remains an effective, safe, and welcoming means of travel for everyone.

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

Looking ahead, as the region prepares for several mega sports events over the next few years, Metro's budgetary decisions are not just about addressing the immediate needs of the county's transportation infrastructure; they are also about creating a legacy for Angelenos that will endure well beyond the Olympic Games. By investing in a transportation system that is inclusive, sustainable, and accessible, Metro is laying the groundwork for a future where mobility is not just an aspiration, but a lived reality for all residents of Los Angeles County. Thus, Metro's budget is not just a financial blueprint—it is an opportunity to create a lasting legacy that will positively impact future generations.

Equity

Metro understands that budget equity begins by defining and measuring the outcomes of Metro's investments and using that information to guide financial decisions that benefit those facing the greatest barriers to opportunity and economic mobility. To that end, staff continue to integrate equity into the annual budget process, from quantifying benefits to Equity Focus Communities (EFCs) to identifying alignment with Budget Equity Principles.

EFC Budget Assessment Results

Staff applied the EFC Budget Assessment to quantify the FY26 Proposed Budget's Benefits to EFCs. The Assessment uses the EFC Map, which is based on the concentration of low-income and zero-vehicle households and Black, Indigenous, and People of Color (BIPOC) populations, and requires categorizing the budget into five categories: Targeted Benefits to EFCs, Indirect Benefits to EFCs, No EFC Benefits or Service, Formula-Based, and Administrative or Technical. A baseline established for the FY23 Adopted Budget showed 67.3% of the budget categorized as Benefits to EFCs. The FY26 Proposed Budget exceeds the baseline by 11.9 percentage points, increasing total Benefits to EFCs to 79.2% of the budget. This represents roughly \$3.1 billion in Targeted and \$4.8 billion in Indirect Benefits.

Budget Equity Principles Highlights

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

Define and Measure	<i>Use disaggregated data to effectively assess service or programmatic needs and identify disparities in outcomes that Metro investments can address.</i>	<ul style="list-style-type: none"> a. \$1.2M for the Measure M Decennial Review, which will use equity data to target and support disadvantaged groups and/or subregional EFC areas b. \$1.5M for Investments in Elevator and Escalator Modernization, which used a data-driven approach to understand needs and prioritize improvements c. \$2M for Smart, ADA-Accessible Restrooms, which included EFC Areas as a placement criteria
Listen and Learn	<i>Invest in culturally competent and effective strategies to engage community residents and organizations to inform and determine interventions (e.g., policy and program) and investments.</i>	<ul style="list-style-type: none"> a. \$2.4M for LIFE and GoPass Programs and Leisure Marketing Campaigns, to explore new methods to reach EFCs and increase enrollments and utilization in fare programs b. \$156K for the CBO Partnering Strategy Progress Report, to identify insights, solutions, and practical tools to continue strengthening partnerships c. \$825K for Cultural Competency Plans on Major Projects, to support equitable and inclusive project delivery d. \$150K for Journey Mapping Research, to understand pain points and improve service for people with disabilities e. \$248K for Public Safety Data Analytics, to launch a Public Safety Dashboard and track feedback from Metro customers

Budget Introduction

Focus and Deliver	<i>Prioritize programs and services that benefit the most disadvantaged geographies and people to reduce or close racial, economic, and gender equity gaps.</i>	<ul style="list-style-type: none"> a. \$213K for Improved Trip Planning and Wayfinding Tools, to make it easier for existing and new customers to find their way in our stations and use our system b. \$198K for Transit Court at Rosa Parks/Willowbrook Station, to continue providing a satellite access point for riders living further south c. \$360K for the WIN-LA Workforce Development Program, to enhance recruitment efforts, identify metrics, and fill high-demand positions with input from the WIN-LA Advisory Council d. \$1.9M for the Long Beach to East LA Corridor Mobility Investment Plan, to define performance measures for Community Programs and form implementation partnerships e. \$7.1M for Transit Oriented Communities and Joint Development, to deliver on Metro's 10,000 Homes Initiative and Joint Development Policy
Train and Grow	<i>Support equitable training and professional development opportunities and align internal policies and processes to elevate the needs and perspectives of frontline personnel and their supervisors.</i>	<ul style="list-style-type: none"> a. \$45K for Program Management Sponsorships, to support summer technical camps, student scholarships, and other events and opportunities that attract entry-level technical staff b. \$600K for the Strategic Plan Update, which engages frontline staff to compose, prioritize, and measure commitment to core values c. \$1.7M for Budget Public Outreach, which includes engagement with several internal and external advisory bodies, to continue education and engagement on the annual budget, operations, and more d. \$26M to support the Metro Transit Ambassador Program as a key component of Metro's Reimagining Public Safety Framework

Improving Budget Equity Tools and Processes

Equity remains an iterative process focused on achieving fair and just outcomes that are not determined by identity, status, or demographic group. Each year, Metro strives to better reflect the values and needs of the people of Los Angeles.

After five years of applying the Metro Budget Equity Assessment Tool (MBEAT), Metro began the Agencywide Budget Equity Assessment, a formal evaluation of this and other budget equity tools, in September 2024. The Offices of Equity and Race and Management and Budget will begin implementing the evaluation's recommendations in the next fiscal year's budget process.

Budget Summary

Transit Infrastructure Development (TID)

The TID Program delivers rail expansions and rapid bus routes identified in the Measure R and Measure M ordinances. In the current environment, where the costs of raw materials and professional services outpace revenue streams, many projects face financial risks and challenges over the project's life. Despite this, Metro is aware of the promises embodied in the ordinances and is advancing the rail and bus transit projects through various planning and construction stages. Metro adapts to market conditions through early intervention to contain risks and costs, collaborating on alternative delivery methods, segmenting deliveries of the project alignment, and improving coordination with third parties and other stakeholders. Federal and state grants are aggressively pursued on shovel-ready projects and bond issuance is considered when needed.

In the FY26 Proposed Budget, the TID Program totals \$2,218.3 million, an increase of 12.7% from FY25, reflecting the various stages of the projects. Much of the increase is attributed to right-of-way acquisitions and the heavy construction phase. Metro anticipates revenue service within a year on three of the TID projects: LAX/Metro Transit Center, A Line Foothill Extension to Pomona, and D Line Westside Extension Section 1. The projects in the planning phase continue to advance through various stages, as evidenced by the 30.3% growth from \$215.3 million in FY25 to \$280.7 million in the FY26 Proposed Budget. Mindfully and purposefully, Metro steadily advances towards project delivery for better mobility within Los Angeles County.

Regional Allocations and Pass-Throughs

The FY26 Proposed Budget includes \$1,813.6 million in Regional Allocations and Pass-Through funding distributed to regional transit partners and municipalities to address local transportation needs. This program is directly tied to locally imposed and collected sales taxes. Metro also serves as the Regional Transportation Planning Agency (RTPA) for Los Angeles County, providing oversight and distributing local, state, and federal pass-through grants.

Transit/Operations

Transit Operations Plan

The Board-approved service plan serves as the foundation for estimating operational costs for the upcoming fiscal year. It prioritizes expanding rail service, advancing the NextGen Bus Plan, and sustaining the flexible, on-demand Metro Micro service. The plan outlines a total of 8.9 million Revenue Service Hours (RSH) across bus, rail, and Metro Micro services, representing a 2.2% increase over FY25. Metro will allocate the necessary resources to deliver this planned service while enhancing safety, cleanliness, customer experience, and system reliability. The total service includes:

- > Bus 7.13 million RSH
- > Rail 1.53 million RSH
- > Metro Micro 253 thousand RSH

Transit Operations Plan (continued)

Bus

The bus service plan continues to transform through NextGen, resulting in an all-day network that is faster, more frequent, and more reliable. Efforts will continue to expand NextGen Bus Speed and Reliability initiatives, including new bus priority lanes and transit signal priority. The bus service plan also includes 7.2 thousand RSH planned for the World Cup.

Rail

Metro's rail network will continue to expand in FY26 with two major rail extensions:

- > **A Line Extension** - Extending 9.2 miles from Azusa to Pomona, adding four new stations: Glendora, San Dimas, La Verne, and Pomona
- > **D Line Extension** - Extending 3.8 miles from Koreatown through Miracle Mile, adding three new stations: Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega

Other rail improvements include year-round operation of enhanced service frequencies. These upgrades are designed to accommodate increased ridership from the D Line Extension and support the ongoing recovery of system-wide rail ridership:

- > 8-minute peak weekday service frequency on the C and K Lines
- > 5-minute peak/10 minute off-peak frequency on the D Line and 10-minute all day frequency on the B Line after D Line Section 1 extension starts operations

Pre-revenue service testing will also begin on the D Line Extension Section 1 and Section 2.

Metro Micro pilot program will implement a new delivery model resulting in a more cost efficient service delivery with the same coverage.

Total Bus Investments

Metro prioritizes bus investments beyond the Transit Operations and Maintenance program and service levels. Bus investments include the costs of operations, maintenance, NextGen initiatives, capital improvements, planning and construction efforts, as well as other customer experience initiatives and the LIFE program. The following table and Appendix VI show the FY26 Proposed Budget of \$2,471.7 million in total bus investments.

	Bus Investments (\$ in Millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change	% of Total
1	Bus Operations & Maintenance	\$ 1,783.5	\$ 1,897.3	\$ 113.8	6.4 %	76.8 %
2	Bus NextGen	44.8	43.4	(1.5)	(3.3)%	1.8 %
3	Bus Capital Improvements	159.4	175.3	15.9	10.0 %	7.1 %
4	Bus Transit Construction & Planning	245.8	327.1	81.2	33.0 %	13.2 %
5	LIFE Program/Bus	27.1	28.8	1.7	6.1 %	1.2 %
6	Bus Investments Total	\$ 2,260.7	\$ 2,471.7	\$ 211.0	9.3 %	100.0 %

Note: Totals and percentages may not add up due to rounding.

Budget Summary

Operations and Maintenance

Operations and Maintenance of bus service totals \$1,897.3 million and include costs to enhance the customer experience, such as investments in public safety, Transit Ambassadors, Homeless Outreach, Customer Care Call Center, and materials and staffing for system cleanliness.

NextGen Initiatives

NextGen bus improvements continue this year with a budget of \$43.4 million. This is a slight reduction from last year, as progress has been made on all-door boarding, camera bus lane enforcement, curb improvements, and bus priority lanes.

Capital Improvements

Capital Investments represent \$175.3 million in total expenditures for division and facility improvements, including zero-emission bus (ZEB) purchases and building the corresponding charging infrastructure.

Transit Construction and Planning

Metro is adding \$81.2 million for transit construction and planning. This includes a significant increase to G Line BRT Improvements, the North Hollywood to Pasadena BRT Connector, and the Vermont Transit Corridor, all aimed at improving mobility, speed, and reliability throughout the region.

Low Income Fare is Easy (LIFE) Program (Bus)

The LIFE program for bus is increasing by 6.1% to \$28.8 million this year to continue supporting Metro's low-income riders by making the system affordable and accessible.

Cleaning

The FY26 Proposed Budget includes \$316.1 million for comprehensive cleaning activities, reflecting a 13.1% increase over FY25. This includes adding 34 new custodial staff as well as 84 new service attendants for enhancing rail car, stations, and hotspot cleaning, in addition to supporting the new rail extensions.

	Area (\$ in Millions)	FY25 Budget	FY26 Proposed	Change	% Change
1	Buses	\$ 82.8	\$ 86.4	\$ 3.6	4.4 %
2	Trains	41.1	59.4	18.3	44.6 %
3	Facilities	34.3	35.6	1.3	3.8 %
4	Stations	104.8	120.0	15.2	14.5 %
5	Stops	4.5	4.7	0.2	4.4 %
6	Station Experience	11.9	9.9	(2.0)	(16.9)%
7	Cleaning & Station Experience Total	\$ 279.5	\$ 316.1	\$ 36.6	13.1 %

Note: Totals and percentages may not add up due to rounding.

Bus Cleaning

The FY26 Proposed Budget outlines a comprehensive plan for daily bus cleaning across 4 terminals. The terminals slated for cleaning include Terminal 17 (Maple Lot), Terminal 19 (El Monte), Terminal 26 (Washington/Fairfax), and Terminal 28 (18th St).

End of Line Rail Car Cleaning

The current coverage, two shifts over 7 days, will be expanded to include 7-day, three-shift coverage at 9 terminuses (B/North Hollywood, D/Wilshire & Western, E/Downtown Santa Monica, E/Atlantic, K/Westchester/Veterans, C/Redondo Beach, C/Norwalk, A/Downtown Long Beach, A/APU/Citrus College) and will pilot a mid-line cleaning program. This expansion ensures thorough cleaning of rail cars during revenue service and at rail yards.

Facilities Cleaning

One of the customers' first perceptions of the Metro system is the condition of its facilities. Metro's facilities maintenance team and contractors perform a wide range of essential tasks, including graffiti control and abatement, pest and bird control, weed control, power sweeping, and trash and vegetation removal, to keep our facilities well-maintained.

Transit Centers and Rail Station Cleaning

Metro continues our Hot Spot cleaning initiative, which involves deploying extra custodial staff alongside supervisors to 17 stations. The stations include Compton, Downtown Long Beach, Firestone, Slauson, Norwalk, Harbor Freeway, Sierra Madre Villa, Lake, Soto, Allen, Mariachi, Downtown Santa Monica, Harbor Gateway Transit Center (J/Silver Line), PCH (J/Silver Line), 37th St/USC (J/Silver Line), Terminal 19 (El Monte Transit Center), and Terminal 27 (LAX Transit Center).

Station Experience Program

The CEO-established Station Experience (SE) unit has been highly effective in reducing crime and loitering at stations. Building on this success, SE is expanding to more locations with a focus on safety, cleanliness, mini-makeovers, and customer experience enhancements. Metro remains committed to community feedback, addressing key concerns such as safety, cleanliness, improved lighting, and mobile ADA-accessible restrooms. Metro prioritizes equity in station improvement initiatives by considering impacts on marginalized communities, ensuring accessibility, and engaging advisory groups for transparency and feedback. The FY26 Proposed Budget allocates \$9.9 million for SE initiatives and enhancements at additional stations.

Budget Summary

Public Safety Resource Deployment

Metro continues to implement a comprehensive multi-layered framework to enhance public safety on our system. Instead of relying solely on a single strategy, a layered approach provides a more effective response by deploying the right resources to address the specific safety concern. The FY26 Public Safety Resource Deployment Proposed Budget of \$392.5 million is 1.9% over FY25 and includes various efforts as described below.

	Public Safety Resource Deployment (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Transit Ambassadors ⁽¹⁾	\$ 25.5	\$ 26.0	\$ 0.5	2.0 %
2	Community Intervention Specialists (CIS)	9.3	9.3	0.0	0.0 %
3	Homeless Outreach	18.3	19.1	0.8	4.4 %
4	Mental Health/Crisis Intervention ⁽³⁾	7.0	2.4	(4.6)	(65.7)%
5	Metro Transit Security (MTS) ⁽²⁾	71.0	75.0	4.0	5.6 %
6	Private Security	39.4	41.2	1.8	4.6 %
7	Law Enforcement	214.6	214.6	0.0	0.0 %
8	Transit Community Public Safety Department (TCPD) ⁽³⁾	0.0	4.8	4.8	N/A
9	Public Safety Resource Deployment Total	\$ 385.1	\$ 392.5	\$ 7.3	1.9 %

Note: Totals and percentages may not add up due to rounding.

⁽¹⁾ Staff is currently in negotiations with our union partners and will return to the Board with the finalized agreement and associated costs.

⁽²⁾ Labor related budget include salaries, fringe benefits, workers' compensation, and other indirect costs.

⁽³⁾ Include start-up activities and labor related costs in FY26.

Transit Ambassadors

Transit Ambassadors provide support to riders, connect them to resources, and report safety incidents or maintenance needs. Since their deployment in October 2022 through March 2025, Ambassadors have reported 1,603,851 interactions with riders, 7,209 safety-related incidents through the Transit Watch App, and made 2,829 phone calls to 911 or Metro's Security Operations Center. They have also saved 310 lives through cardiopulmonary resuscitation (CPR), suicide prevention, and the administration of Narcan.

In FY26, Metro will continue to support safety by deploying Transit Ambassadors as a key component of Metro's Reimagining Public Safety Framework. The proposed FY26 budget does not reflect any expansion of the Ambassador Program at this time, as staff is currently in negotiations with our union partners on the collective bargaining agreement. Upon successful completion of these negotiations, staff will return to the Board to present the finalized agreement, associated costs, and a proposal to expand the program to support staffing needs over the next year.

Community Intervention Specialists (CIS)

The CIS specialize in preventing and de-escalating gang related incidents at their neighborhood K Line stations, as well as ten additional stations within the Northwest, West, Central, Southeast and Southwest regions of the Metro system.

Homeless Outreach

Metro continues to partner with LA County Department of Health Services (DHS) to deploy 24 multi-disciplinary teams with the help of six nonprofit agencies. People experiencing

Budget Summary

homelessness are connected to essential resources like family reunification and interim housing beds that operate 24/7. Metro also partners with several schools to provide internship opportunities serving unhoused riders.

Mental Health/Crisis Intervention

Metro is developing Crisis Response Teams to be dispatched to people experiencing behavioral crises, providing in-field assessments and stabilization through connection to resources. Working in tandem with law enforcement when necessary, these teams will add a person-centered approach to public safety.

Metro Transit Security (MTS)

The MTS Officers conduct fare and code of conduct enforcement on the Metro system. In FY26, 46 additional personnel will be added to support the openings of the D Line Westside Extension Section 1 and the A Line to Pomona Extension. This staffing increase also includes training efforts to prepare for the upcoming opening of the D Line Section 2 in FY27.

Private Security and Law Enforcement

Private security services offer infrastructure protection to Metro properties. An additional \$1.8 million is included in FY26 for copper cable theft prevention.

Law enforcement provides visibility to prevent crime and responds to calls for service across the transit system. Metro will continue to contract with the Los Angeles Police Department (LAPD) and the Los Angeles County Sheriff's Department (LASD) in FY26.

Transit Community Public Safety Department (TCPSP)

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

Public Safety Capital Investments

Metro's public safety capital budget focuses on promoting a safer environment for all riders and Metro employees by maintaining, upgrading, and modernizing technology and infrastructure related to transit security. The FY26 Proposed Budget includes \$34.5 million for fencing installations and enhancements, Metro Center Project close-out activities, emergency communication improvements, faregate retrofits, as well as security technology upgrades and acquisitions.

Budget Summary

	Public Safety Capital Projects (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Faregate Investments/Tap to Exit	\$ 15.4	\$ 15.3	\$ (0.1)	(0.6)%
2	Union Station Fencing	0.0	4.6	4.6	N/A
3	High-Security Fencing & Installation	0.0	4.5	4.5	N/A
4	CCTV Expansion	0.0	4.4	4.4	N/A
5	Transit Security Communication Enhancement	0.0	2.4	2.4	N/A
6	ESOC Alert Notifications	0.0	1.4	1.4	N/A
7	SSLE LAUS CCTV Upgrades	0.7	0.7	0.0	0.0 %
8	SSLE LAUS Patio Security Fence	0.7	0.7	0.0	0.0 %
9	Metro Center Street Project (Close-out)	0.3	0.5	0.2	83.2 %
10	Public Safety Capital Projects Total	\$ 17.1	\$ 34.5	\$ 17.5	102.3 %

Note: Totals and percentages may not add up due to rounding.

Fare Programs (Free, Discounted/Subsidized)

Metro is committed to connecting low-income Angelenos with various transportation resources to expand opportunities and reduce the cost barriers in using transit. Hence, GoPass, Fare Capping, Low Income Fare is Easy (LIFE), and Mobility Wallet are some of the programs which Metro offers to its customers. The table below summarizes the number of free rides taken by Angelenos in the first half of FY25.

	Fare Programs (# of free rides in millions)	FY25 Half Year
1	Fare Capping	1.4
2	GoPass	6.9
3	LIFE	4.4
4	Total Free Rides	12.7

Fare Capping

Fare capping on Metro has been in effect since July 1, 2023, and has generated savings of \$3.6 million for its customers thus far. Fare capping provides an equitable fare payment option by offering customers the means to pay-as-they-go while earning a day pass or a weekly pass. This feature allows everyone to benefit from traveling on Metro with the foresight that they will pay the lowest price for transit.

This program has benefited frequent Metro riders and has produced a total of 1.4 million in free rides and \$1.2 million in savings for the first half of FY25 (see table above).

GoPass

Since its launch in 2021, the GoPass program has recorded over 51 million boardings—including 6.9 million in the first half of FY25, a 14% year-over-year increase—demonstrating its continued success in promoting public transit usage for K-14 students throughout LA County. The program, now a permanent initiative entering its fifth year, has served 481,845 unique participants through the first half of FY25 (40% of the 1.2 million eligible students in participating districts).

Metro continues to expand outreach through back-to-school and on-campus registration events to boost enrollment. Currently, 130 districts—spanning public, charter, private, adult/vocational, and community colleges—representing over 1,600 schools participate in the program. Metro staff are actively working to onboard additional schools and districts, increase student registrations, and encourage on-going transit use for school commutes across LA County.

Low Income Fare is Easy (LIFE)

The LIFE program helps reduce transportation costs for low-income customers and advances social and economic mobility for economically disadvantaged individuals. Metro has streamlined and enhanced the LIFE program, resulting in a more accessible and seamless application and enrollment process. The program now has over 415,594 total LIFE participants. LIFE boardings continue to grow as customers participate in the program and utilize LIFE subsidies. During the first half of FY25, LIFE free boardings totaled 4.4 million.

Low Income Fare is Easy (LIFE) (continued)

Metro continues to collaborate with community-based organizations and local government agencies, including the County and City of Los Angeles, to assist with extensive program promotion, outreach, and referral. One such promotion is the Uber Pilot, which was launched in October 2024 and resulted in 533 rides booked (October – December 2024). This program allows agencies and riders to book rides directly on the UBER landing page and/or the UBER app and pay for the service with UBER coupons provided by the LIFE Limited Program. The UBER coupon is a great alternative to the current taxi vouchers which have a 100% utilization rate. Additionally, Metro was quick to respond to the devastating Wildfires that broke out in LA County on January 7, 2025 by offering free transit to all Angelenos during the crisis. In order to assist wildfire survivors, Metro expanded the criteria to include individuals and families displaced by the wildfires. This effort proved to be beneficial with over 4,493 Wildfire Relief participants enrolled in the program, providing almost 60 thousand free boardings.

Mobility Wallet Pilot

The Mobility Wallet pilot program successfully completed Phase I in spring of 2024 and launched Phase II in summer of 2024, with an additional 2,000 residents both in South LA and across LA County. Phase II participants were 18 years or older and had not previously participated in Phase I of the program.

Participants used the Mobility Wallet to take a diverse set of trips, which include:

- > Bus and rail trip purchases
- > Ride-hailing, taxi, and Access services trips
- > Trips on Metrolink, Amtrak, Greyhound, FlixBus, Metro Bike Share, shared scooters, Blue LA car share, and other transportation services

Metro's fare programs demonstrate our equity-focused approach to supporting free or reduced transit by subsidizing the costs for under-served individuals, making transit more accessible and attractive across the County.

Resources

Summary of Resources

Local sales tax and Transportation Development Act (TDA) revenues are projected to be \$4.8 billion, a \$387.0 million, or 7.4%, decrease from the FY25 Budget. Metro uses multiple approaches and sources to project and validate estimated sales tax revenues, including an economic sector model, regression analysis, long and short-term historical receipts, and leading professional financial forecasting sources like the University of California, Los Angeles (UCLA) and Beacon Economics. Current projections of sales tax revenues for FY25 are below budget; as a result, FY26 proposed revenues are also expected to be lower.

State Transit Assistance (STA) and Senate Bill 1 (SB1) revenues for bus and rail operations and capital in FY26 are expected to be \$260.2 million region-wide, representing a 7.0% decrease from the FY25 Budget based on State Controllers' Office (SCO) estimates.

Fare revenues are expected to come in at \$174.7 million, a slight increase from the FY25 Budget of \$174.6 million. The FY26 fare revenue projections are based on estimated year-end actuals, the continuation of fare programs, and a modest 3.8% increase in ridership. The ridership increase is due to the A and D line system expansions and continuing improvements in safety and customer experience initiatives.

ExpressLanes toll revenues are expected at \$107.6 million in FY26, including usage and violation fees from the existing I-10 and I-110 operating segments. Advertising revenues of \$41.5 million are expected in FY26, a 52.3% increase from the FY25 Budget of \$27.2 million due to an increase in corporate sponsorships and the new Transportation Communication Network (TCN) revenue stream. Other revenues are expected to come in at \$56.5 million in FY26, and include bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, Service Authority for Freeway Emergencies (SAFE) revenues, county buydown, auto registration fees, transit court fees, Compressed Natural Gas (CNG) fuel credits, Measure W revenues, investment income, and other miscellaneous revenues.

Metro's grant revenues are expected to be \$1,578.4 million in FY26, an increase of 9.6% from FY25. This is primarily due to federal Capital Investment Grant (CIG) funds for Westside Purple Line construction expenditures, State Transportation Improvement Program (STIP) through the Planning, Programming, and Monitoring Program (PPM) funds for North Hollywood to Pasadena BRT, and state Transit and Intercity Rail Capital Program (TIRCP) funds for Southeast Gateway Line and Division 20 Portal Widening and Turnback.

Bond proceeds and carryover funds are projected to be \$2,408.0 million in FY26, a 22.4% increase from FY25 due to an increased number of projects planned to utilize bond proceeds from future issuances.

Appendix VIII provides a table showing eligibility and allocations of Metro Operations, Capital Improvement Program, and Transit Infrastructure Development resources.

Summary of Resources (continued)

	Resources (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Sales Tax, TDA and STA/SB1 Revenues				
2	Proposition A	\$ 1,156.0	\$ 1,070.0	\$ (86.0)	(7.4) %
3	Proposition C	1,156.0	1,070.0	(86.0)	(7.4) %
4	Measure R	1,156.0	1,070.0	(86.0)	(7.4) %
5	Measure M	1,156.0	1,070.0	(86.0)	(7.4) %
6	Transportation Development Act (TDA)	578.0	535.0	(43.0)	(7.4) %
7	State Transit Assistance (STA)/SB1 STA ⁽¹⁾	243.9	220.0	(23.9)	(9.8) %
8	Senate Bill 1 (SB1) State of Good Repair ⁽¹⁾	35.8	40.2	4.4	12.3 %
9	Sales Tax, TDA, and STA/SB1 Revenues Subtotal	\$ 5,481.6	\$ 5,075.2	\$ (406.5)	(7.4) %
10	Operating and Other Revenues				
11	Passenger Fares	\$ 174.6	\$ 174.7	\$ 0.2	0.1 %
12	ExpressLanes Tolls	81.7	107.6	25.8	31.6 %
13	Advertising	27.2	41.5	14.2	52.3 %
14	Other Revenues ⁽²⁾	88.0	56.5	(31.5)	(35.8) %
15	Operating and Other Revenues Subtotal	\$ 371.5	\$ 380.2	\$ 8.7	2.3 %
16	Capital and Bond Resources				
17	Grant Reimbursements ⁽³⁾	\$ 1,440.0	\$ 1,578.4	\$ 138.4	9.6 %
18	Bond Proceeds & Prior Year Carryover ⁽⁴⁾	1,967.7	2,408.0	440.3	22.4 %
19	Capital and Bond Resources Subtotal	\$ 3,407.7	\$ 3,986.4	\$ 578.6	17.0 %
20	Resources Total	\$ 9,260.8	\$ 9,441.8	\$ 180.9	2.0 %

Note: Totals and percentages may not add up due to rounding.

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

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

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

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

Sales Tax, Transit Development Act, and State Transit Assistance Revenues

	Type of Revenue (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Proposition A Estimated Tax Revenue				
2	5% Administration	\$ 57.8	\$ 53.5	\$ (4.3)	(7.4)%
3	25% Local Return	274.6	254.1	(20.4)	(7.4)%
4	35% Rail Development	384.4	355.8	(28.6)	(7.4)%
5	40% Discretionary				
6	Transit (95% of 40%)	417.3	386.3	(31.0)	(7.4)%
7	Incentive (5% of 40%)	22.0	20.3	(1.6)	(7.4)%
8	Proposition A Estimated Tax Revenue Subtotal	\$ 1,156.0	\$ 1,070.0	\$ (86.0)	(7.4)%
9	Proposition C Estimated Tax Revenue				
10	1.5% Administration	\$ 17.3	\$ 16.1	\$ (1.3)	(7.4)%
11	5% Rail/Bus Security	56.9	52.7	(4.2)	(7.4)%
12	10% Commuter Rail	113.9	105.4	(8.5)	(7.4)%
13	20% Local Return	227.7	210.8	(16.9)	(7.4)%
14	25% Freeways/Highways	284.7	263.5	(21.2)	(7.4)%
15	40% Discretionary	455.5	421.6	(33.9)	(7.4)%
16	Proposition C Estimated Tax Revenue Subtotal	\$ 1,156.0	\$ 1,070.0	\$ (86.0)	(7.4)%
17	Measure R Estimated Tax Revenue				
18	1.5% Administration	\$ 17.3	\$ 16.1	\$ (1.3)	(7.4)%
19	2% Transportation Capital Metro Rail	22.8	21.1	(1.7)	(7.4)%
20	3% Transportation Capital Metrolink	34.2	31.6	(2.5)	(7.4)%
21	5% Operations - New Rail	56.9	52.7	(4.2)	(7.4)%
22	15% Local Return	170.8	158.1	(12.7)	(7.4)%
23	20% Operations - Bus	227.7	210.8	(16.9)	(7.4)%
24	20% Highway Capital	227.7	210.8	(16.9)	(7.4)%
25	35% Transportation Capital New Rail/Bus Rapid Transit (BRT)	398.5	368.9	(29.6)	(7.4)%
26	Measure R Estimated Tax Revenue Subtotal	\$ 1,156.0	\$ 1,070.0	\$ (86.0)	(7.4)%

Note: Totals and percentages may not add up due to rounding.

Sales Tax, Transit Development Act, and State Transit Assistance Revenues (continued)

	Type of Revenue (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
27	Measure M Estimated Tax Revenue				
28	.5% Administration ⁽¹⁾	\$ 6.0	\$ 5.5	\$ (0.4)	(7.4)%
29	1% Regional Rail	11.4	10.5	(0.8)	(7.4)%
30	2% Metro State of Good Repair (SGR)	22.8	21.1	(1.7)	(7.4)%
31	2% Active Transportation Projects (ATP)	22.8	21.1	(1.7)	(7.4)%
32	2% ADA Paratransit/ Metro Discounts	22.8	21.1	(1.7)	(7.4)%
33	5% Rail Operations	56.9	52.7	(4.2)	(7.4)%
34	17% Local Return ⁽¹⁾	193.6	179.2	(14.4)	(7.4)%
35	17% Highway Construction	193.6	179.2	(14.4)	(7.4)%
36	20% Transit Operations	227.7	210.8	(16.9)	(7.4)%
37	35% Transit Construction	398.5	368.9	(29.6)	(7.4)%
38	Measure M Estimated Tax Revenue Subtotal	\$ 1,156.0	\$ 1,070.0	\$ (86.0)	(7.4)%
39	Transportation Development Act (TDA) Estimated Tax Revenue				
40	Administration	\$ 14.5	\$ 13.7	\$ (0.8)	(5.2)%
41	2.0% Article 3 (Pedestrians & Bikeways)	11.3	10.4	(0.8)	(7.5)%
42	90.8% Article 4 (Bus Transit)	511.3	473.2	(38.0)	(7.4)%
43	7.2% Article 8 (Transit/Streets & Highways)	40.9	37.6	(3.4)	(8.2)%
44	TDA Estimated Tax Revenue Subtotal	\$ 578.0	\$ 535.0	\$ (43.0)	(7.4)%
45	State Transit Assistance (STA)/Senate Bill 1 (SB1) ⁽²⁾ Estimated Tax Revenue				
46	STA/SB1 STA Bus	\$ 138.8	\$ 125.2	\$ (13.7)	(9.8)%
47	STA/SB1 STA Rail	105.1	94.9	(10.2)	(9.7)%
48	SB1 State of Good Repair Bus	20.4	22.8	2.5	12.2 %
49	SB1 State of Good Repair Rail	15.4	17.3	1.9	12.4 %
50	STA/SB1 Estimated Tax Revenue Subtotal	\$ 279.6	\$ 260.2	\$ (19.5)	(7.0)%
51	Revenues Total	\$ 5,481.6	\$ 5,075.2	\$ (406.5)	(7.4)%

Note: Totals and percentages may not add up due to rounding.

⁽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 VII - Regional Allocations Revenue Estimates for STA/SB1 allocation details.

Expenditures by Program and Program Summaries

Expenditures by Program and Program Summaries

Summary of Expenditures by Program

	Program Type (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Transit Infrastructure Development				
2	Transit Construction	\$ 1,753.5	\$ 1,937.7	\$ 184.1	10.5 %
3	Transit Planning	215.3	280.7	65.3	30.3 %
4	Transit Infrastructure Development Total	\$ 1,968.9	\$ 2,218.3	\$ 249.4	12.7 %
5	Metro Transit - Operations				
6	Operations & Maintenance	\$ 2,692.2	\$ 2,850.1	\$ 157.9	5.9 %
7	Regional Operating Services	32.8	38.7	5.9	18.1 %
8	Metro Transit - Operations Subtotal	\$ 2,725.0	\$ 2,888.8	\$ 163.8	6.0 %
9	Metro Transit - Capital Improvement Program (CIP)				
10	Bus and Rail	\$ 381.9	\$ 429.8	\$ 47.8	12.5 %
11	Other Assets	196.5	179.0	(17.4)	(8.9)%
12	Metro Transit - Capital Improvement Program (CIP) Subtotal	\$ 578.4	\$ 608.8	\$ 30.4	5.3 %
13	Metro Transit Total	\$ 3,303.4	\$ 3,497.6	\$ 194.2	5.9 %
14	Regional Allocations and Pass-Throughs				
15	Fare Assistance	\$ 34.3	\$ 36.4	\$ 2.1	6.1 %
16	Local Agencies	1,214.1	993.5	(220.6)	(18.2)%
17	Regional Federal Grants	23.8	21.8	(1.9)	(8.1)%
18	Regional Transit	805.8	761.8	(44.0)	(5.5)%
19	Regional Allocations and Pass-Throughs Total	\$ 2,078.0	\$ 1,813.6	\$ (264.4)	(12.7)%
20	Highway Multimodal Development Total	\$ 681.8	\$ 626.7	\$ (55.1)	(8.1)%
21	Regional Rail				
22	Metro Regional Rail	\$ 57.1	\$ 119.1	\$ 61.9	108.4 %
23	Metrolink ⁽¹⁾	199.2	173.1	(26.1)	(13.1)%
24	Regional Rail Total	\$ 256.3	\$ 292.2	\$ 35.8	14.0 %
25	General Planning & Programs				
26	Active Transportation, Bike, & Other	\$ 92.0	\$ 99.1	\$ 7.1	7.7 %
27	Financial, Grants Management & Admin	49.1	51.5	2.4	5.0 %
28	Property Management	79.6	87.6	7.9	9.9 %
29	Public Private Partnership (P3), Unsolicited Proposals, & Other	38.7	41.8	3.1	8.0 %
30	General Planning & Programs Total	\$ 259.5	\$ 280.0	\$ 20.5	7.9 %
31	Congestion Management				
32	ExpressLanes	\$ 55.5	\$ 62.1	\$ 6.6	11.8 %
33	Freeway Service Patrol	40.8	38.2	(2.6)	(6.4)%
34	Motorist Services	14.0	15.9	1.9	13.4 %
35	Rideshare Services	14.1	13.6	(0.5)	(3.5)%
36	Congestion Management Total	\$ 124.5	\$ 129.9	\$ 5.3	4.3 %
37	Debt Program Total ⁽²⁾	\$ 498.3	\$ 481.8	\$ (16.5)	(3.3)%
38	Oversight and Administration Total	\$ 90.2	\$ 101.7	\$ 11.6	12.8 %
39	Grand Total	\$ 9,260.8	\$ 9,441.8	\$ 181.0	2.0 %

Note: Totals and percentages may not add up due to rounding.

⁽¹⁾ Metrolink's FY26 Proposed Budget is preliminary, pending the transmittal of Metrolink's official budget request.

⁽²⁾ Total budget for Debt Program includes all debt service cost (in Debt Service section) plus investment and debt management cost of \$3.5 million in FY25 and \$4.1 million in FY26.

Expenditures by Program and Program Summaries

Transit Infrastructure Development (TID)

The Transit Infrastructure Development program includes transit infrastructure expansions and improvements specified in the Measure R and Measure M Ordinances. The project development activities are divided into planning and construction phases, with the budget reflecting the annual increments of these phases. Typically, the planning phase begins with a feasibility study, followed by alternative analyses, leading to environmental clearance and a Locally Preferred Alternative (LPA) selection. Once the LPA is determined, the project is constructed and handed over to Operations for revenue service. The FY26 Proposed Budget stands at \$2,218.3 million. It allocates \$280.7 million, or 12.7% of the program, to the planning phase and \$1,937.7 million, or 87.3%, to the construction phase.

	Transit Infrastructure Development (\$ in millions)	Forecasted Exp Thru FY25 ⁽¹⁾	FY26 Proposed	Life of Project
1	Transit Expansion			
2	Transit Construction			
3	Rail			
4	A Line Foothill Extensions 2A & 2B	\$ 2,109.0	\$ 156.0	\$ 2,345.1
5	D Line Westside Extension Sections 1, 2, & 3	7,685.5	794.5	10,330.4
6	E Line Expo Light Rail Transit	2,030.0	0.7	2,300.2
7	East San Fernando Valley Light Rail Transit	470.7	267.7	1,491.5
8	K Line Crenshaw/LAX Light Rail Transit	2,722.3	11.7	2,740.2
9	LAX/Metro Transit Center	841.4	22.9	902.2
10	Regional Connector	1,797.0	5.2	1,874.9
11	Southeast Gateway Line	234.1	316.0	997.8
12	Bus			
13	G Line Bus Rapid Transit (BRT) Improvements	197.4	215.0	668.5
14	North Hollywood to Pasadena BRT Connector	29.5	84.5	135.2
15	Systemwide ⁽²⁾	0.0	63.4	0.0
16	Transit Construction Subtotal	\$ 18,117.0	\$ 1,937.7	\$ 23,785.8
17	Transit Planning ^{(3), (4)} Subtotal	\$ 587.2	\$ 280.7	\$ 29.7
18	Transit Infrastructure Development Total	\$ 18,704.2	\$ 2,218.3	\$ 23,815.5

Note: Totals and percentages may not add up due to rounding.

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

⁽²⁾ Annually funded.

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

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

A Line Foothill Extension

A Line Foothill Extension will extend rail service to the east beyond the current endpoint of the A Line in Azusa, expanding travel options and access to opportunities in the San Gabriel Valley. The Glendora to Pomona segment is currently under construction, with a targeted substantial completion of the extension to Pomona planned for 2025. The FY26 Proposed Budget of \$156.0 million will facilitate construction work on tracks, stations, and systems and preparations for revenue services.

Expenditures by Program and Program Summaries

D Line Westside Extension

The D Line Extension includes three sections of the subway extension westward from the current terminus of the Wilshire/Western station, adding seven new stations and a reliable, high-speed connection between downtown and the Westside. Additionally, the B/D Line vehicle portal widening and turnback facility is currently in construction, facilitating the headway improvements for the entire D Line. The \$794.5 million proposed budget supports the continued construction activities along the 9.1-mile subway extension and preparations for revenue services for Sections 1 and 2. The Revenue Service Dates for Sections 1, 2, and 3 are slated for 2025, 2026, and 2027, respectively.

East San Fernando Valley Light Rail Transit

The East San Fernando Valley Light Rail Transit will improve connections and access to crucial destinations while connecting transit users to the growing network in the San Fernando Valley. The project is being built in two segments. The south segment spans a 6.7-mile stretch between the G Line Van Nuys station to San Fernando Road in Pacoima, with 11 new transit stations and a new maintenance and storage facility as the first segment to be built. The \$267.7 million proposed budget supports right-of-way acquisition, advanced utility relocation, and construction activities.

G Line BRT Improvements

The G Line BRT Improvements will provide better transit service in the San Fernando Valley area, grade separations on major streets, better signal priority technology, and a four-quadrant gating system at intersections for faster trips. The \$215.0 million proposed budget supports engineering and other construction activities.

LAX/Metro Transit Center

The LAX/Metro Transit Center is a station hub at Aviation Blvd/96th Street on the K Line. It will facilitate quicker and smoother transfers to the Los Angeles International Airport (LAX) and Metro Transit networks and offers a direct connection to the future LAX Automated People Mover. This hub will include a light rail station, bus plaza, bicycle parking, customer service center, and passenger pick-up and drop-off area. The \$22.9 million proposed budget supports contract closeout and as-built drawing updates.

North Hollywood to Pasadena BRT Connector

Metro is planning Bus Rapid Transit (BRT) to connect the cities of Los Angeles (North Hollywood and Eagle Rock communities), Burbank, Glendale, and Pasadena. Environmental review was completed in 2022 and a budget of \$84.5 million will support final design and construction activities.

Southeast Gateway Line

The Southeast Gateway Line is a new light rail transit route connecting southeast Los Angeles County to Downtown Los Angeles. Slauson A Line to Pioneer Station, the Locally Preferred Alternative approved by the board, spans 14.5 miles, encompassing nine stations and one maintenance and storage facility. The FY26 Proposed Budget of \$316.0 million supports essential activities, including right-of-way acquisitions, early construction works, community outreach efforts, and more.

Expenditures by Program and Program Summaries

Metro Transit Expenditures

Metro Transit is comprised of the Bus and Rail Operations and Maintenance (O&M) program and the Capital Improvement Program (CIP). The FY26 Proposed Budget is based on the service plan, which determines the resources required to operate the system and to upgrade and maintain transit assets. Metro's top priority for this budget is to support safe and reliable service, and all budget requests are evaluated to support these priorities.

The FY26 Proposed Budget for the Metro Transit Program (O&M and CIP) totals \$3,497.6 million, reflecting a \$194.2 million increase, or 5.9%, from the FY25 Budget. This allocation includes operations, maintenance, and support resources necessary to deliver transit services. The CIP budget prioritizes maintaining and modernizing transit assets to ensure high-quality service.

	Metro Transit (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Operations	\$ 2,725.0	\$ 2,888.8	\$ 163.8	6.0 %
2	Capital Improvement Program (CIP)	578.4	608.8	30.4	5.3 %
3	Metro Transit Total	\$ 3,303.4	\$ 3,497.6	\$ 194.2	5.9 %

Note: Totals and percentages may not add up due to rounding.

Metro Transit - Operations & Maintenance (O&M)

The program goal is to attract and retain riders by delivering best-in-class service. Metro will achieve this by continuing NextGen improvements, enhancing service reliability, and improving service frequency while prioritizing accessibility and affordability of transit.

The FY26 Proposed Budget for O&M totals \$2,888.8 million, an increase of 6.0% or \$163.8 million over the FY25 Budget, as shown in the table below.

	Metro Transit - Operations (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Bus	\$ 1,783.5	\$ 1,897.3	\$ 114.2	6.4 %
2	Rail	899.1	968.4	68.9	7.7 %
3	Metro Micro (Microtransit)	42.3	23.1	(19.2)	(45.5)%
4	Metro Transit - Operations Total	\$ 2,725.0	\$ 2,888.8	\$ 163.8	6.0 %

Note: Totals and percentages may not add up due to rounding.

The Bus and Rail O&M budget, excluding Metro Micro, totals \$2,865.7 million, an increase of 6.8% or \$183.1 million over the FY25 Budget. Labor constitutes 59.1% of this budget, from which most of the increases (\$150.8 million) stem.

Labor expense increases includes Collective Bargaining Agreement (CBA) wage as well as increased staffing for new system openings (A Line to Pomona and D Line Section 1), the expansion of station experience, end-of-line cleaning expansion, and Public Safety enhancements. Parts and supplies are increasing by \$8.4 million to support preventative maintenance activities and current demand needs. Compressed Natural Gas (CNG) fuel and Propulsion Power expenses are decreasing by \$11.9 million, mainly due to decreased costs in the CNG fuel market.

Expenditures by Program and Program Summaries

Metro Transit - Operations & Maintenance (O&M) (continued)

Contract and professional services are increasing by \$23.2 million to support delivery of planned bus and rail service as well as funding for security, Transit Ambassador program and Homeless Outreach efforts. Other Operating Expenses are increasing by \$5.4 million, covering utilities, insurance, workers' compensation, Purchased Transportation, and contracted bus service subsidies. Additionally, the FTA-approved burden rate allocation is increasing by \$7.1 million based on labor costs.

	Bus & Rail (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change	% of Total
1	Labor	\$ 1,543.2	\$ 1,694.0	\$ 150.8	9.8%	59.1%
2	Parts & Supplies	117.8	126.3	8.4	7.2%	4.4%
3	CNG Fuel/Propulsion Power	95.2	83.2	(11.9)	-12.5%	2.9%
4	Contract/Professional Services	490.1	513.3	23.2	4.7%	17.9%
5	Other Operating Expenses	198.6	204.0	5.4	2.7%	7.1%
5	FTA Cost Allocations	237.7	244.8	7.1	3.0%	8.5%
6	Bus & Rail Total⁽¹⁾	\$ 2,682.6	\$ 2,865.7	\$ 183.1	6.8%	100.0%

Note: Totals and percentages may not add up due to rounding.

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

Metro Transit - Capital Improvement Project (CIP)

The Metro Capital Improvement Program (CIP) budget focuses on maintaining, upgrading, and modernizing assets and infrastructure to ensure the transit system has state-of-the-art equipment and peripheral systems to provide high-quality service. Capital asset improvements within this budget include implementing new technologies, rolling stock purchases and modernization, station improvements, and more to enhance the customer experience while improving safety and reliability.

The CIP program include projects to achieve the Board's goal of attaining a zero-emissions fleet. The plan consists of the continued procurement of zero-emissions 40' Battery Electric Buses (BEB) and related electric charging infrastructure, as well as purchases of Heavy Rail Vehicles (HRV) and Light Rail Vehicles (LRV). Other projects include resources for scheduled bus and rail vehicle maintenance, wayside system repairs and upgrades, facilities improvements, technology projects, and maintenance upgrades for regional infrastructure throughout the transit system.

The FY26 Proposed Budget for CIP is \$608.8 million, which is \$30.4 million or 5.3% higher than the FY25 Budget primarily due to the zero-emissions bus fleet transition and rail car investments. The \$608.8 million reflects the FY26 cash flow required to deliver the projects.

FY26 milestones and deliverables include the following:

- > Receiving 40' Battery Electric Bus deliveries
- > Receiving HR4000 Heavy Rail Car deliveries
- > Ongoing milestones for HR5000 Heavy Rail Procurement
- > LRV and HRV midlife modernization projects designed to prevent vehicle failures and increase operational performance

Expenditures by Program and Program Summaries

Metro Transit - Capital Improvement Project (CIP) (continued)

- > Continue significant rail improvements and maintenance at rail facilities and right-of-way, focusing on track system and circuit refurbishments, Overhead Catenary System (OCS) inspection/refurbishment, tunnel corrosion mitigation, and replacement of mainline fasteners
- > Significant investments in customer relations-related technology such as Enterprise Asset Management System (EAMS) replacement and other backend customer experience support system upgrades
- > Expanded "Station Experience" strategies to include lighting, ventilation, fare gates, cameras, elevators/escalators, and restrooms throughout Metro stations and transit centers. Work will be site-specific upon further evaluation with a focus on safety.
- > Regional projects include Transit Signal Priority (TSP) upgrades and expansion, and Advanced Transportation Management System (ATMS) Bus System Replacement

	Capital Category (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Bus				
2	Fleet Procurement	\$ 47.6	\$ 36.0	\$ (11.5)	(24.3)%
3	Fleet Maintenance	49.4	51.2	1.8	3.7 %
4	Facilities Improvements	48.8	89.1	40.3	82.5 %
5	Bus Subtotal	\$ 145.8	\$ 176.4	\$ 30.6	21.0 %
6	Rail				
7	Fleet Procurement	\$ 58.5	\$ 74.6	\$ 16.1	27.6 %
8	Fleet Maintenance	94.2	106.6	12.4	13.1 %
9	Facilities Improvements	19.1	20.3	1.2	6.2 %
10	Wayside Systems	64.3	52.0	(12.4)	(19.2)%
11	Rail Subtotal	\$ 236.1	\$ 253.4	\$ 17.3	7.3 %
12	Other Asset Improvements				
13	Regional and Hubs	\$ 77.9	\$ 61.4	\$ (16.5)	(21.2)%
14	Technology	69.8	66.4	(3.5)	(5.0)%
15	Non MR/MM Major Construction	39.6	36.8	(2.8)	(7.0)%
16	Non-Revenue Vehicles	8.9	14.4	5.5	61.8 %
17	Other Asset Improvements Subtotal	\$ 196.5	\$ 179.0	\$ (17.4)	(8.9)%
18	Total Proposed CIP Budget	\$ 578.4	\$ 608.8	\$ 30.4	5.3 %

Note: Totals and percentages may not add up due to rounding.

Expenditures by Program and Program Summaries

Regional Allocations and Pass-Throughs

The Regional Allocations and Pass-Throughs Program allocates resources to regional partners to address their local transportation needs. This program is directly tied to locally imposed and collected sales taxes, as well as Metro's oversight and distribution of local, state and federal pass-through grant funding. The program includes:

- > Pass-through funding allocated to local jurisdictions, and municipal and local transit operators through Local Agency Programs (i.e. Local Return) and Regional Transit Funding (i.e. Transit Formula Fund Allocations and Access Services which is federally mandated by the Americans with Disabilities Act (ADA)).
- > Pass-through funding for Major Projects being implemented by local agencies, including the Antelope Valley Metrolink Line Projects, and Inglewood Transit Connector project.
- > Grants allocated to local agencies through Other Local Programs such as the Congestion Reduction Demonstration (CRD) Toll Revenue grant program, Open Streets grant program, Active Transportation Program (ATP), Federal Pass-Throughs, and the Transit Oriented Development (TOD) grant initiative.

The FY26 Proposed Budget for this program is \$1,813.6 million, a decrease of \$264.4 million or 12.7% from FY25. The decline is primarily due to reductions in programs tied to sales tax revenues, which are projected to be lower in FY26 (see Resources section), and multi-year grant-funded projects requiring less funding due to their progression. Other subprograms, such as Active Transportation, Transit Projects and Programs, Access Services, and LIFE, are projected to increase in FY26, dampening the decline in this program budget compared to FY25.

Expenditures by Program and Program Summaries

Regional Allocations and Pass-Throughs (continued)

	Regional Allocations and Pass-Throughs (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Local Agencies				
2	Local Agency Programs				
3	Local Return (Propositions A and C, Measures R and M)	\$ 866.7	\$ 802.2	\$ (64.5)	(7.4)%
4	Transportation Development Act Articles 3 & 8	54.7	42.6	(12.1)	(22.1)%
5	Local Agency Programs Subtotal	\$ 921.4	\$ 844.8	\$ (76.6)	(8.3)%
6	Major Projects				
7	Inglewood Transit Connector	\$ 179.5	\$ 62.0	\$ (117.5)	(65.5)%
8	Alameda Corridor East Grade Separation Phase 2	14.0	0.0	(14.0)	(100.0)%
9	Sankofa Park Project	1.1	0.0	(1.1)	(100.0)%
10	Antelope Valley Line Projects	16.3	10.4	(5.9)	(36.2)%
11	Major Projects Subtotal	\$ 211.0	\$ 72.4	\$ (138.6)	(65.7)%
12	Other Local Programs				
13	Active Transportation, Transit Projects and Programs	\$ 28.8	\$ 33.1	\$ 4.3	14.9 %
14	Call for Projects	40.2	30.9	(9.3)	(23.1)%
15	Congestion Reduction Demonstration (CRD)	6.4	6.6	0.2	3.1 %
16	Federal Pass-through	5.5	5.6	0.1	1.8 %
17	Transit Oriented Development Planning Grants	0.7	0.1	(0.6)	(85.7)%
18	Other Local Programs Subtotal	\$ 81.7	\$ 76.3	\$ (5.4)	(6.6)%
19	Local Agencies Total	\$ 1,214.1	\$ 993.5	\$ (220.6)	(18.2)%
20	Regional Transit				
21	Municipal and Local Operators	\$ 616.0	\$ 558.6	\$ (57.4)	(9.3)%
22	Access Services	189.8	203.2	13.4	7.1 %
23	Regional Transit Total	\$ 805.8	\$ 761.8	\$ (44.0)	(5.5)%
24	Regional Federal Grants Total	\$ 23.8	\$ 21.8	\$ (2.0)	(8.4)%
25	Fare Assistance (LIFE Program) ⁽¹⁾ Total	\$ 34.3	\$ 36.4	\$ 2.1	6.1 %
26	Regional Allocations and Pass-Throughs Total	\$ 2,078.0	\$ 1,813.6	\$ (264.4)	(12.7)%

Note: Totals and percentages may not add up due to rounding.

⁽¹⁾ LIFE stands for Low-Income Fares is Easy, a program established to provide free and/or additional discounts to eligible low income riders.

Expenditures by Program and Program Summaries

Highway Multimodal Development

Metro's Highway Multimodal Development Program continues to evolve. As legacy capacity expansion projects advance towards substantial completion, the focus has shifted to investments in ExpressLanes, bus-only lane infrastructure, and subregional street and freeway projects selected by local municipalities including an investment of more than \$2 billion in community-driven Mobility Improvement Projects along the I-710 North and South corridors.

Additionally, in alignment with a Board-directed initiative to incorporate multimodal components into freeway and street projects, new highway and subregional roadway projects integrate pedestrian and active transportation features into the design and construction phases.

The Highway Multimodal Development Program differs from the Transit Construction Program in that completed projects represent non-Metro-owned capital assets despite similarities in delivery and construction phases. Metro oversees most highway projects' planning and early engineering phases, then transitions the project to California Department of Transportation (Caltrans) to execute right-of-way acquisitions and construction. Upon completion, Highway projects are capitalized as Caltrans assets, with Caltrans assuming primary responsibility for operations and maintenance.

	Highway Multimodal Development ⁽¹⁾ Subprogram (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Bus Improvements	\$ 37.1	\$ 36.7	\$ (0.4)	(1.0)%
2	Capacity Improvements	126.5	134.7	8.2	6.5 %
3	Express/HOV Improvements	192.8	168.1	(24.7)	(12.8)%
4	General Planning	3.3	6.7	3.4	104.7 %
5	Local Subregion/Street/Safety/Op Improvements	291.6	273.4	(18.3)	(6.3)%
6	Property Maintenance	1.3	2.0	0.7	52.6 %
7	Traffic Noise Reduction	29.2	5.1	(24.1)	(82.7)%
8	Highway Multimodal Development Total	\$ 681.8	\$ 626.7	\$ (55.1)	(8.1)%

Note: Totals and percentages may not add up due to rounding.

⁽¹⁾ Please refer to Appendix IV for the list of projects that lie within the Highway Multimodal Development Program.

Expenditures by Program and Program Summaries

Regional Rail

The Regional Rail program consists of Metro's support for Metrolink's operating and capital programs, planning and construction activities for Metro-led regional rail projects, and regional rail corridor and expansion studies. The FY26 Proposed Budget of \$292.2 million represents a \$35.8 million, or 14.0%, increase from FY25. This increase is primarily driven by the Link Union Station project as the project team procures the Construction Manager/General Contractor (CM/GC) contract in FY26, as well as the Doran Street Grade Separation project which will begin full construction activities in FY26. These increases are partially offset by a decrease in cash flow needs for Metrolink's State-of-Good Repair and Capital program, which incurred a \$29.3 million one-time expense in FY25 to fund Metrolink's Working Capital Fund.

The FY26 Proposed Budget also supports construction activities for the Brighton to Roxford Double Track project, pre-construction work for the Lone Hill to White Double Track project, preliminary engineering for the Los Angeles General Medical Center Metrolink Station, and preliminary engineering for the High Desert Corridor high-speed rail project. Additionally, the Metrolink operating subsidy is forecasted to remain relatively flat in FY26 as the optimized service plan operates for a full year, with the goal of building towards pre-COVID ridership while delivering operational and fiscal efficiencies.

	Regional Rail (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Metro Regional Rail				
2	Link Union Station	\$ 10.6	\$ 41.9	\$ 31.3	294.1 %
3	Rosecrans & Marquardt Grade Separation	6.0	12.4	6.4	106.9 %
4	Brighton to Roxford Double Track	6.8	8.9	2.2	32.3 %
5	High Desert Corridor	10.7	14.2	3.5	32.5 %
6	Doran Street Grade Separation	7.9	19.5	11.6	147.5 %
7	Lone Hill to CP White Double Track	6.7	11.3	4.6	68.0 %
8	Other Metro Regional Rail	8.4	10.8	2.4	28.7 %
9	Metro Regional Rail Subtotal	\$ 57.1	\$ 119.0	\$ 61.9	108.4 %
10	Metrolink ⁽¹⁾				
11	Metrolink Operating	\$ 139.9	\$ 133.0	\$ (6.9)	(4.9)%
12	Metrolink Capital & State of Good Repair ⁽²⁾	59.3	40.0	\$ (19.3)	(32.5)%
13	Metrolink Subtotal	\$ 199.2	\$ 173.1	\$ (26.2)	(13.1)%
14	Regional Rail Total	\$ 256.3	\$ 292.2	\$ 35.8	14.0 %

Note: Totals and percentages may not add up due to rounding.

⁽¹⁾ Metrolink's FY26 Proposed Budget is preliminary, pending the transmittal of Metrolink's official budget request.

⁽²⁾ FY25 Budget includes \$29.3M for Working Capital Fund.

Expenditures by Program and Program Summaries

General Planning & Programs

The General Planning and Programming budget encompasses a wide range of activities that support Metro's goal of delivering improved mobility, sustainability, and financial and technical support to Metro's partners throughout Los Angeles County. Activities under this program include long-range and system wide financial planning and grants management, new and enhanced transportation infrastructure, various aspects of Metro's bike and Active Transportation program, public-private partnerships, unsolicited proposals, sustainability and joint development efforts, and Union Station upgrades.

This year's budget development process primarily considers operational needs and resources, grant availability, developer-funded nature of projects, activities required under federal or state regulatory bodies, and Board-approved system connectivity studies or other mobility initiatives.

The FY26 Proposed Budget of \$280.0 million represents a \$20.5 million, or 7.9%, increase from the FY25 Budget. Project highlights include the following:

- > Bike hubs and locker expansion.
- > Los Angeles River Bike Path Phase 2 environmental clearance/design and Los Angeles River Bike Path (San Fernando Valley/Los Angeles).
- > First/Last Mile planning for Street/Pedestrian Safety Program and Transit to Parks.
- > Bike share program and expansion.
- > Joint Development 10k Housing, Housing Lab Program, and Transit-Oriented Housing.
- > Union Station capital improvement projects, including digital signage upgrades, public address system, ADA improvements, waterproofing, drainage repairs, plumbing system upgrades, and paver replacement.
- > Unsolicited Proposals, Public-Private Partnership (P3) and other development work on Mobility Wallet, Reconnecting Communities & Neighborhood (RCN) scope of work, Integrated Event Ticketing Phase 2, and Travel Rewards Research.
- > Joint Development 10k Housing, Housing Lab Program, and Transit-Oriented Housing.
- > Union Station capital improvement projects, including digital signage upgrades, public address system, ADA improvements, waterproofing, drainage repairs, plumbing system upgrades, and paver replacement.
- > Unsolicited Proposals, Public-Private Partnership (P3) and other development work on Mobility Wallet, Reconnecting Communities & Neighborhood (RCN) scope of work, Integrated Event Ticketing Phase 2, and Travel Rewards Research.

Expenditures by Program and Program Summaries

General Planning & Programs (continued)

General Planning and Programs ⁽¹⁾ (\$ in millions)		FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Active Transportation, Bike and Other				
2	Active Transportation including Bike	\$ 54.6	\$ 53.3	\$ (1.3)	(2.4)%
3	First Last Mile	4.0	7.8	3.8	93.5 %
4	Sustainability	20.0	21.9	1.9	9.4 %
5	System Connectivity Program and Studies	13.4	16.1	2.7	20.4 %
6	Active Transportation, Bike and Other Subtotal	\$ 92.0	\$ 99.1	\$ 7.1	7.7 %
7	Financial, Grants Mgmt, and Administration				
8	Financial Planning and Grants Management	\$ 20.6	\$ 24.0	\$ 3.4	16.6 %
9	Administrative and Planning Support	28.5	27.5	(1.0)	(3.4)%
10	Financial, Grants Mgmt, and Administration Subtotal	\$ 49.1	\$ 51.5	\$ 2.4	5.0 %
11	Property Management				
12	Art and Design	\$ 1.7	\$ 1.3	\$ (0.3)	(20.4)%
13	Joint Development	17.2	23.6	6.3	36.6 %
14	Parking	6.6	9.1	2.5	38.2 %
15	Property Maintenance and Contract Mgmt	27.5	28.4	0.9	3.2 %
16	Transit Oriented Communities	10.6	6.1	(4.5)	(42.3)%
17	Union Station	16.1	19.1	3.0	18.8 %
18	Property Management Subtotal	\$ 79.6	\$ 87.6	\$ 7.9	9.9 %
19	Unsolicited Proposals, P3 and Other Subtotal	\$ 38.7	\$ 41.8	\$ 3.1	8.0 %
20	General Planning & Programs Total	\$ 259.5	\$ 280.0	\$ 20.5	7.9 %

Note: Totals and percentages may not add up due to rounding.

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

Congestion Management

The program comprises four significant groups: ExpressLanes, Freeway Service Patrol (FSP), Motorist Services and Rideshare Services. The FY26 Proposed Budget totals \$129.9 million, an increase of \$5.3 million, or 4.3% from the FY25 Budget, mainly due to the procurement of a new ExpressLanes Back Office System (BOS) to help ensure account security, system performance, and invoice accuracy.

ExpressLanes manages the on-going operations of the I-10 and I-110 ExpressLanes, supports the planning and implementation activities associated with the I-10 ExpressLanes extension, and provides funding for Incremental Transit Services subsidies to support transit operations along both ExpressLanes corridors.

Freeway Service Patrol (FSP) mitigates congestion caused by incidents and assists motorists with disabled vehicles on Los Angeles County freeways. In FY26, FSP will reduce service on selected routes, slightly decreasing the budget.

Expenditures by Program and Program Summaries

Congestion Management (continued)

Motorist Services includes the Los Angeles County Service Authority for Freeway Emergency (SAFE) and the Regional Integration of Intelligent Transportation Systems (RIITS). SAFE operates the Kenneth Hahn Call Box Program and the Southern California 511 Traveler Information system. RIITS is a regional program administered by Metro that promotes operational collaboration by collecting, compiling, and sharing data and resources from intelligent transportation systems.

Rideshare Services include Regional Shared Mobility, Transportation Demand Management, and Vanpool Incentives. Program cost savings from technical services, outreach, and other associated program support slightly decreased the FY26 Budget.

	Congestion Management (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	ExpressLanes	\$ 55.5	\$ 62.1	\$ 6.6	11.8 %
2	Freeway Service Patrol	40.8	38.2	(2.6)	(6.4)%
3	Motorist Services	14.0	15.9	1.9	13.4 %
4	Rideshare Services	14.1	13.6	(0.5)	(3.5)%
5	Congestion Management Total	\$ 124.5	\$ 129.9	\$ 5.3	4.3 %

Note: Totals and percentages may not add up due to rounding.

Debt Service

Debt financing is a cash management and budget tool Metro uses as a last resort to help deliver projects. Debt issuance is based on cash flow needs and is authorized by applicable federal and state legislation and local sales tax ordinances. The Board-adopted Debt Policy establishes prudent guidelines for issuing and managing debt following industry best practices and ordinance-specific affordability limits.

As of July 1, 2025, Metro has approximately \$4,542.9 million in outstanding long-term debt principal balance including \$22.4 million of USG Building General Revenue Bonds principal. The annual debt service cost in FY26 is estimated at \$477.8 million, a decrease of 3.4% over the FY25 Budget of \$494.8 million, according to the debt service schedule. In FY26, it is anticipated that the I-105 Express Lanes, D Line Westside Extension Section 3, A Line Foothill Extension, E Line Eastside Light Rail Phase 2, East San Fernando Transit Corridor, Southeast Gateway Line, Metro G Line Bus Rapid Transit (BRT) Improvements, and various other projects will utilize bond proceeds from future issuances.

Expenditures by Program and Program Summaries

Debt Service (continued)

	Funding Demand of Debt Service (\$ in millions)	FY25 Budget				FY26 Proposed			
		Bus	Rail	Highway	Total	Bus	Rail	Highway	Total
1 Resources									
2 Proposition A 35% Rail Set Aside ⁽¹⁾	\$ 0.0	\$ 103.4	\$ 0.0	\$ 103.4	\$ 0.0	\$ 93.3	\$ 0.0	\$ 93.3	
3 Proposition A 40% Discretionary	0.9	0.0	0.0	0.9	0.5	0.0	0.0	0.5	
4 Proposition C 40% Discretionary	5.3	40.7	0.0	46.1	4.3	32.6	0.0	36.9	
5 Proposition C 10% Commuter Rail	0.0	3.6	0.0	3.6	0.0	3.6	0.0	3.6	
6 Proposition C 25% Street & Highways	0.0	0.0	110.6	110.6	0.0	0.0	108.3	108.3	
7 Measure R Transit Capital - New Rail 35%	0.0	264.9	0.0	264.9	0.0	277.1	0.0	277.1	
8 Measure R Transit Capital - Metrolink 3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
9 Measure R Transit Capital - Metro Rail 2%	0.0	2.0	0.0	2.0	0.0	1.6	0.0	1.6	
10 Measure R Highway Capital 20%	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0	
11 Measure R BAB Federal Subsidy	0.0	9.1	0.0	9.1	0.0	0.0	0.0	0.0	
12 Measure M Transit Construction 35%	0.0	25.2	0.0	25.2	0.0	25.3	0.0	25.3	
13 Measure M Highway Construction 17%	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0	
14 Funding Demand of Debt Service Total	\$ 6.3	\$ 449.1	\$ 112.2	\$ 567.6	\$ 4.7	\$ 433.5	\$ 109.3	\$ 547.6	
15 (Premium)/Discount Amortization Total ⁽²⁾	\$ (0.8)	\$ (57.6)	\$ (14.4)	\$ (72.8)	\$ (0.6)	\$ (55.3)	\$ (13.9)	\$ (69.8)	
16 Debt Service Expense Total ⁽³⁾	\$ 5.5	\$ 391.5	\$ 97.8	\$ 494.8	\$ 4.1	\$ 378.2	\$ 95.4	\$ 477.8	
17 Debt Service (Deficit)/Surplus	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	

Note: Totals and percentages may not add up due to rounding.

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

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

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

	Outstanding Debt Principal Balance (\$ in millions)	Beginning FY25 Balance				Beginning FY26 Balance			
		Bus	Rail	Highway	Total	Bus	Rail	Highway	Total
1 Proposition A	\$ 6.2	\$ 671.1	\$ 0.0	\$ 677.2	\$ 3.1	\$ 623.0	\$ 0.0	\$ 626.0	
2 Proposition C	50.8	420.9	1,050.4	1,522.0	41.6	351.4	1,052.9	1,446.0	
3 Measure R	0.0	2,620.6	0.0	2,620.6	0.0	2,448.5	0.0	2,448.5	
4 Outstanding Debt Principal Balance Total⁽¹⁾	\$ 56.9	\$ 3,712.5	\$ 1,050.4	\$ 4,819.9	\$ 44.7	\$ 3,422.9	\$ 1,052.9	\$ 4,520.5	

Note: Totals and percentages may not add up due to rounding.

⁽¹⁾ The Debt Service Expense and Outstanding Principal Balance excludes USG Building General Revenue Bonds of \$11.3 million debt service and \$22.4 million Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process.

Expenditures by Program and Program Summaries

Debt Service (continued)

	Tax Revenue Source for Debt Servicing (\$ in millions)	FY26 Net Sales Tax Revenue	FY26 Debt Service ⁽¹⁾	Annual Debt Service Maximum ⁽²⁾	Maximum Additional Bond Issuance Allowed	% of Allowable Revenue Used	Debt Policy Limit % to Sales Tax Revenue
1	Proposition A (PA)						
2	Proposition A 35% Rail Set Aside	\$ 355.8	\$ 76.9	\$ 309.5	\$ 3,410.5	24.8%	87.0%
3	Proposition A 40% Discretionary ⁽³⁾	406.6	0.5	N/A	N/A	100.0%	N/A
4	Proposition C (PC)						
5	Proposition C 10% Commuter Rail	\$ 105.4	\$ 2.7	\$ 42.2	\$ 579.0	6.3%	40.0%
6	Proposition C 25% Street & Highways	263.5	105.9	158.1	765.2	67.0%	60.0%
7	Proposition C 40% Discretionary	421.6	32.1	168.6	2,001.6	19.0%	40.0%
8	Measure R (MR)						
9	Measure R Transit Capital - New Rail 35%	\$ 368.9	\$ 261.3	\$ 320.9	\$ 519.6	81.4%	87.0%
10	Measure R Highway Capital 20%	210.8	0.0	126.5	1,102.2	0.0%	60.0%
11	Measure R Transit Capital - Metrolink 3%	31.6	0.0	27.5	239.7	0.0%	87.0%
12	Measure R Transit Capital - Metro Rail 2%	21.1	1.6	18.3	145.5	9.0%	87.0%
13	Measure M (MM)						
14	Measure M Transit Construction 35%	\$ 368.9	\$ 0.0	\$ 320.9	\$ 4,704.8	0.0%	87.0%
15	Measure M Highway Construction 17%	179.2	0.0	155.9	2,285.2	0.0%	87.0%
16	Measure M Metro Active Transportation Program 2%	21.1	0.0	18.3	268.8	0.0%	87.0%
17	Measure M Metro State of Good Repair 2%	21.1	0.0	18.3	268.8	0.0%	87.0%
18	Measure M Regional Rail 1%	10.5	0.0	9.2	134.4	0.0%	87.0%

Note: Totals and percentages may not add up due to rounding.

⁽¹⁾ All of the debt service amounts are for long-term debt. Short-term debt is not included because 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.

Expenditures by Program and Program Summaries

Oversight and Administration

The FY26 Oversight and Administration budget is \$101.7 million, representing 1.1% of the Agency's total annual budget. This program consists of legal services, ethics compliance, internal investigations, regulatory environmental assessments as well as legally mandated financial and compliance audits. Agency-wide support functions include investments in areas of customer experience to deliver transportation services for LA's key journeys as well as valuing the workforce by attracting and retaining the best employee base.

Continued investments are planned to value our workforce, which includes the Employee Engagement and Recognition Programs, Transportation School (SEED LA) and Workforce Initiative Now (WIN-LA) to create future employment opportunities in our communities. Other investments include software and hardware license renewals and maintenance support to help drive efficiency and performance.

Metro is creating a digital roadmap to enhance customer experience with our technology platforms and conducting a traffic reduction study to deliver world class transportation. In addition, Metro will be enhancing the Customer Experience Plan to provide a better rider experience.

	Oversight and Administration (\$ in Millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Oversight and Administration	\$ 90.2	\$ 101.7	\$ 11.6	12.8 %
2	Oversight and Administration Total	\$ 90.2	\$ 101.7	\$ 11.6	12.8 %

Note: Totals and percentages may not add up due to rounding.

Expenditures by Cabinet and Type

Summary of Expenditures by Cabinet

	Expenditures by Cabinet (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Board of Directors				
2	County Counsel	\$ 17.7	\$ 24.3	\$6.6	37.0 %
3	Ethics Office	2.9	3.0	0.1	2.0 %
4	Inspector General	8.3	8.6	0.3	3.7 %
5	Office of the Board Administration	8.2	8.8	0.6	6.8 %
6	Board of Directors Subtotal	\$ 37.2	\$ 44.7	\$ 7.5	20.1 %
7	Chief Executive Office	\$ 61.3	\$ 65.4	\$ 4.1	6.6 %
8	Chief of Staff	50.2	54.8	4.5	9.0 %
9	Chief People Office	130.3	140.3	10.0	7.7 %
10	Chief Safety Office	412.5	440.5	28.1	6.8 %
11	Countywide Planning & Development	1,030.5	869.4	(161.1)	(15.6)%
12	Customer Experience Office	188.5	217.1	28.6	15.2 %
13	Office of Strategic Innovation	28.0	24.9	(3.2)	(11.3)%
14	Operations	3,040.4	3,099.8	59.4	2.0 %
15	Program Management	2,084.2	2,499.2	415.1	19.9 %
16	Strategic Financial Management	2,197.6	1,985.6	(212.0)	(9.6)%
17	Grand Total	\$ 9,260.8	\$ 9,441.8	\$ 181.0	2.0 %

Note: Totals and percentages may not add up due to rounding.

Summary of Expenditures by Type

	Expenditures by Type (\$ in millions)	FY25 Budget	FY26 Proposed	\$ Change	% Change
1	Labor & Benefits	\$ 1,967.5	\$ 2,155.6	\$ 188.1	9.6 %
2	Asset Acquisitions for Transit & Highway Projects	1,812.8	1,734.5	(78.3)	(4.3)%
3	Regional Transit/Highway Subsidies	2,645.1	2,375.3	(269.7)	(10.2)%
4	Contract & Professional Services	1,775.4	2,123.0	347.5	19.6 %
5	Materials & Supplies	360.3	364.9	4.7	1.3 %
6	Public Liability/Property Damage (PL/PD) & Other Insurance	202.4	207.6	5.2	2.6 %
7	Debt Principal/Interest ⁽¹⁾	493.2	476.1	(17.1)	(3.5)%
8	Training & Travel	4.2	4.8	0.6	13.5 %
9	Grand Total	\$ 9,260.8	\$ 9,441.8	\$ 181.0	2.0 %

Note: Totals and percentages may not add up due to rounding.

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

Cost Inflation & Areas of Uncertainty

Cost Inflation & Areas of Uncertainty

Economic forecasts have changed significantly since the start of the FY26 Budget process as the national economy has entered another period of instability. Tariff increases and other recent actions by the new Presidential administration have increased market volatility, caused the Federal Reserve to pause interest rate reductions, and heightened concerns of both recession and inflation. Locally, the devastation caused by the recent wildfires coupled with continued increases in housing and insurance costs has added further economic stress to county residents. All these issues have potential impacts on Metro's revenues and expenditures.

While the labor market in Los Angeles County is expected to remain relatively stable in FY26, increasing costs in non-taxable items will reduce disposable income. Increasing uncertainty can lower consumer confidence and cause consumers to reduce spending as well. These factors may put downward pressure on Metro's sales tax revenues.

Federal grants are more uncertain than usual this year. The new administration's policy changes are slowly leading to priority and guidance changes in discretionary grant programs. The as-yet unidentified spending cuts in the proposed budget bills may impact transportation funding. Longer term, surface transportation reauthorization discussions are starting up, potentially leading to significant changes in both formula and discretionary grant programs.

The Federal Reserve has issued multiple interest rate cuts since September 2024 but is now signaling a pause in further reductions. Any bonds, Transportation Infrastructure Finance and Innovation Act (TIFIA) loans or other debt issued by Metro in FY26 will likely be at rates close to current levels.

Inflation has stabilized around 3%, the assumption used in preparing the FY26 Budget. However, the cost impacts of tariff increases may be severe and far-reaching. They are already impacting Metro in certain areas and staff are working on mitigation efforts to limit the impacts as much as possible.

It is important to remain adaptable and resilient facing this level of economic uncertainty. Metro will closely monitor revenues and expenditures, update projections and adjust spending as necessary during FY26.

Agencywide Full-Time Equivalents (FTEs)

Agencywide Full-Time Equivalents (FTEs)

	Cabinet	FY25 Budget	FY26 Proposed	Change	% Change
1	Board of Directors				
2	County Counsel	3	3	0	0.0 %
3	Ethics Office	9	9	0	0.0 %
4	Inspector General	24	24	0	0.0 %
5	Office of the Board Administration	30	30	0	0.0 %
6	Board of Directors Subtotal	66	66	0	0.0 %
7	Chief Executive Office	140	145	5	3.6 %
8	Chief of Staff	49	62	13	26.5 %
9	Chief People Office	293	330	37	12.6 %
10	Chief Safety Office	542	593	51	9.4 %
11	Countywide Planning & Development	210	228	18	8.6 %
12	Customer Experience Office	392	422	30	7.7 %
13	Office of Strategic Innovation	16	18	2	12.5 %
14	Operations	8,855	9,017	162	1.8 %
15	Program Management	264	308	44	16.7 %
16	Strategic Financial Management	594	632	38	6.4 %
17	Total FTEs	11,421	11,821	400	3.5 %
18	Metro Represented Total	9,398	9,616	218	2.3 %
19	Metro Non-Represented Total	2,023	2,205	182	9.0 %
20	Metro Total	11,421	11,821	400	3.5 %

The FY26 Proposed Budget includes 11,821 FTEs, an increase of 400 FTEs from FY25. New FTE addition includes 182 Non-Represented FTEs and 218 Represented FTEs (net of Metro Micro). Of the 182 new Non-Represented FTEs, 67 FTEs are mostly cost-neutral by shifting from temporary to permanent positions.

New Non-Represented FTEs:

- > Enhance Transit Rider Experience: Public and Community Relations, Public Safety, Heat Mitigation, Trip Planner, Wayfinding, Art and Design, TAP specialized technology, and Transit Community Public Safety Department start-up (50 FTEs; of which 11 are cost-neutral).
- > Mega Project Resource Model: building knowledge and expanding staff's technical capability on mega projects, handling mega project expansion and stabilizing existing project delivery schedules (46 FTEs; of which 27 FTEs are cost-neutral).
- > Valuing the Workforce: innovations in recruitment and retention, Metro Talent Hub, Crisis Communication, (20 FTEs; all of are cost-neutral).
- > Transit Expansion: recruitment, outreach, artwork, technology, and management support on the A and D Line (18 FTEs).
- > Administration, Financial Sustainability, and Legal Compliance: budget management, grants management, and legal compliance (18 FTEs; of which 1 are cost-neutral)

Agencywide Full-Time Equivalents (FTEs)

Agencywide Full-Time Equivalents (FTEs) (continued)

- > Operational Efficiencies: ITS operational support and data analytics, supply chain management, contract administration and procurement (18 FTEs; of which 5 are cost-neutral)
- > Capital Project Support: Non-Revenue Fleet Reliability, Acquisitions, Multi-modal Transit Corridors, Mobility Corridors (9 FTEs; of which 2 FTE is cost-neutral).
- > Complete Streets and Highways: integrating complete streets with highway projects (3 FTEs, of which 1 FTE is cost-neutral)

New Represented FTEs:

- > Transit Expansion for the A and D Line: cleaning, maintenance, public safety and technology support (277 FTEs).
- > Increased Operational Needs: System, Station and End of Line Cleaning; Maintenance of Way training; Bus and Rail Fleet Reliability; Repair and Paint of Non-Revenue Fleet and Rail Body; and Zero Emission Bus Fleet oversight (120 FTEs).
- > Technical Support for Public Safety (6 FTEs), inventory management to support agency growth (3 FTEs), Employment Processing Center (2 FTEs), and Customer Information (1 FTE).

Agencywide Full-Time Equivalents (FTEs)

Full-Time Equivalents (FTEs) by Cabinet

	Cabinet	FY25 Budget	FY26 Proposed	Change
1	Board Of Directors			
2	County Counsel	3	3	0
3	Ethics Office	9	9	0
4	Inspector General	24	24	0
5	Office of the Board Administration	30	30	0
6	Board Of Directors Total	66	66	0
7	Represented	3	3	0
8	Non-Represented	63	63	0
9	Board of Directors Subtotal	66	66	0
10	Chief Executive Office Subtotal (Non-Represented)	140	145	5
11	Chief of Staff			
12	Chief of Staff Administration	14	28	14
13	Government Relations	9	9	0
14	Office of Civil Rights, Racial Equity & Inclusion	26	25	(1)
15	Chief of Staff Subtotal (Non-Represented)	49	62	13
16	Chief People Office			
17	Human Capital & Development	160	183	23
18	Information Technology Services	133	147	14
19	Chief People Office Total	293	330	37
20	Represented	74	83	9
21	Non-Represented	219	247	28
22	Chief People Office Subtotal	293	330	37
23	Chief Safety Office			
24	Enterprise Transit Asset Management (ETAM)	11	11	0
25	Risk Management	53	55	2
26	Safety	41	42	1
27	System Security & Law Enforcement	414	460	46
28	Emergency Security Operations Center	23	25	2
29	Chief Safety Office Total	542	593	51
30	Represented	405	451	46
31	Non-Represented	137	142	5
32	Chief Safety Office Subtotal	542	593	51
33	Countywide Planning & Development			
34	Financial Planning, Programming & Grants	50	54	4
35	Mobility Corridors & Technical Services Division	53	57	4
36	Multimodal Integrated Planning	50	55	5
37	Office Of Chief Planning Officer	10	11	1
38	Real Estate & Transit Oriented Communities	47	51	4
39	Countywide Planning & Development Subtotal (Non-Represented)	210	228	18

Agencywide Full-Time Equivalents (FTEs)

Full-Time Equivalents (FTEs) by Cabinet (continued)

	Cabinet	FY25 Budget	FY26 Proposed	Change
40	Customer Experience Office			
41	Art & Community Enrichment	30	32	2
42	Community Relations	40	42	2
43	Customer Experience	17	21	4
44	Customer Programs & Services	71	75	4
45	Customer Relations	146	149	3
46	Public Relations	14	18	4
47	Fare Programs	17	17	0
48	Marketing & Creative & Brand	57	68	11
49	Customer Experience Office Total	392	422	30
50	Represented	217	218	1
51	Non-Represented	175	204	29
52	Customer Experience Office Subtotal	392	422	30
53	Office of Strategic Innovation Subtotal (Non-Represented)	16	18	2
54	Operations			
55	Executive Office Operations	316	130	(186)
56	Infrastructure Maintenance And Engineering	1,320	1,407	87
57	Operations Administration And Development	40	44	4
58	Shared Mobility	71	73	2
59	Transit Service Delivery	4,720	4,764	44
60	Vehicle Maintenance And Engineering	2,388	2,599	211
61	Operations Total	8,855	9,017	162
62	Represented	8,457	8,609	152
63	Non-Represented	398	408	10
64	Operations Subtotal	8,855	9,017	162
65	Program Management			
66	Engineering	53	57	4
67	Program Administration	18	19	1
68	Sustainability and Environmental Compliance	23	25	2
69	Project Management	137	169	32
70	Quality Management	15	17	2
71	Third Party	18	21	3
72	Program Management Subtotal (Non-Represented)	264	308	44
73	Strategic Financial Management			
74	Finance & Budget	264	283	19
75	Logistics & Supply Chain Management	263	278	15
76	Services Procurement	67	71	4
77	Strategic Financial Management Total	594	632	38
78	Represented	242	252	10
79	Non-Represented	352	380	28
80	Strategic Financial Management Subtotal	594	632	38
81	Total FTEs	11,421	11,821	400
82	Metro Represented Total	9,398	9,616	218
83	Metro Non-Represented Total	2,023	2,205	182
84	Metro Total	11,421	11,821	400

Funds

Estimated Fund Balances for the Year Ending June 30, 2026

	Fund Type (\$ in millions)	FY26 Estimated Ending Fund Balance
1	Proposition A	
2	Discretionary Transit (95% of 40%) ^{(1), (4)}	\$ 349.2
3	Discretionary Incentive (5% of 40%) ⁽¹⁾	48.6
4	Rail (35%) ^{(1), (4)}	0.4
5	Interest	61.8
6	Proposition A Total	\$ 460.0
7	Proposition C	
8	Discretionary (40%) ⁽¹⁾	\$ 43.1
9	Security (5%) ⁽¹⁾	6.7
10	Commuter Rail (10%) ⁽¹⁾	59.7
11	Street & Highway (25%)	180.3
12	Interest	\$ 56.6
13	Proposition C Total	\$ 346.4
14	Measure R	
15	Administration (1.5%)	\$ 16.0
16	Transit Capital - Metrolink (3%)	(134.4)
17	Transit Capital - Metro Rail (2%)	4.9
18	Transit Capital - New Rail (35%) ⁽²⁾	(124.2)
19	Highway Capital (20%) ^{(2), (3)}	(17.0)
20	New Rail Operations (5%) ⁽¹⁾	0.0
21	Bus Operations (20%) ⁽¹⁾	162.4
22	Measure R Total	\$ (92.3)
23	Measure M	
24	Administration (0.5%)	\$ 2.8
25	Local Return (17%)	0.3
26	Metro Rail Operations (5%) ⁽¹⁾	0.0
27	Transit Operations (20%) ⁽¹⁾	182.9
28	ADA Paratransit for the Disabled, Metro Discounts for Seniors and Students (2%)	0.0
29	Transit Construction (35%) ⁽²⁾	(923.6)
30	Metro State of Good Repair (2%)	1.3
31	Highway Construction (17%) ⁽³⁾	406.5
32	Metro Active Transportation Program (2%) ⁽¹⁾	76.9
33	Regional Rail (1%)	10.5
34	Measure M Total	\$ (242.4)

Note: Totals and percentages may not add up due to rounding.

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

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

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

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

Estimated Fund Balances for the Year Ending June 30, 2026 (continued)

	Fund Type (\$ in millions)	FY26 Estimated Ending Fund Balance
35	Transportation Development Act (TDA)	
36	Article 3 ⁽¹⁾	\$ 26.2
37	Article 4 ⁽¹⁾	150.8
38	Article 8 ⁽¹⁾	39.2
39	Interest ⁽¹⁾	30.1
40	TDA Total	\$ 246.3
41	State Transit Assistance (STA)	
42	Revenue Share ⁽¹⁾	\$ 2.3
43	Population Share ⁽¹⁾	0.0
44	STA Total	\$ 2.3
45	The Road Recovery and Accountability Act of 2017 (SB1-SGR)	
46	Revenue Share ⁽¹⁾	\$ 18.4
47	Population Share ⁽¹⁾	0.0
48	SB1-SGR Total	\$18.4
49	The Road Recovery and Accountability Act of 2017 (SB1-STA)	
50	Revenue Share ⁽¹⁾	\$ 6.6
51	Population Share ⁽¹⁾	0.0
52	SB1-STA Total	\$ 6.6
53	SAFE Fund Total ⁽³⁾	\$ 46.3
54	Other Special Revenue Funds Total (Including LCTOP and SB125) ⁽³⁾	\$ 626.7
55	General Fund	
56	Administration - Propositions A & C & TDA	\$ (42.3)
57	Low Carbon Fuel Standards 80% ⁽³⁾	10.2
58	General Fund/Other ⁽⁴⁾	(50.2)
59	General Fund Total	\$ (82.3)
60	FY26 Estimated Ending Fund Balance Total	\$ 1,336.0
61	Less: Mandatory Operating Reserve ⁽⁴⁾	\$ (239.2)
62	FY26 Estimated Ending Fund Balance After Reserve ⁽⁵⁾	\$ 1,096.8

Note: Totals and percentages may not add up due to rounding.

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

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

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

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

⁽⁵⁾ The budgetary fund balance represents the estimated net position at the end of FY26. The estimated FY26 fund balance does not cover all the existing and known encumbrance/commitments. Refer to Appendix III and Appendix V. The remaining \$5,917.5 million in LOP funds are committed to Board-approved SGR, Asset Improvement, and Transit Improvement/Modernization projects.

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

	Governmental Funds (\$ in millions)	Special Revenue Fund		General Fund		Total	
		FY25 Budget	FY26 Proposed	FY25 Budget	FY26 Proposed	FY25 Budget	FY26 Proposed
1	Revenues						
2	Sales Tax ⁽¹⁾	\$ 5,497.8	\$ 5,084.1	\$ 0.0	\$ 0.0	\$ 5,497.8	\$ 5,084.1
3	Intergovernmental Grants ⁽²⁾	228.8	265.8	50.9	51.9	279.7	317.7
5	Investment Income	0.1	0.1	2.8	2.9	2.9	3.0
6	Lease & Rental	0.0	0.0	16.1	16.1	16.1	16.1
7	Licenses & Fines	0.0	0.0	0.8	0.8	0.8	0.8
8	Federal Fuel Credits & Other	0.0	0.0	38.1	11.6	38.1	11.6
9	Revenues Total	\$ 5,726.7	\$ 5,350.0	\$ 108.7	\$ 83.3	\$ 5,835.4	\$ 5,433.3
10	Expenditures						
11	Subsidies	\$ 2,470.6	\$ 2,193.1	\$ 48.6	\$ 53.1	\$ 2,519.2	\$ 2,246.2
12	Operating Expenditures	579.3	562.5	301.1	326.6	880.4	889.1
13	Debt & Interest Expenditures	0.0	0.0	0.0	0.0	0.0	0.0
14	Debt Principal Retirement	0.0	0.0	0.0	0.0	0.0	0.0
15	Expenditures Total	\$ 3,049.9	\$ 2,755.6	\$ 349.7	\$ 379.7	\$ 3,399.6	\$ 3,135.3
16	Transfers						
17	Transfers In	\$ 238.5	\$ 147.2	\$ 195.9	\$ 180.4	\$ 434.4	\$ 327.6
18	Transfers (Out)	(4,563.2)	(4,536.2)	(53.4)	(52.3)	(4,616.6)	(4,588.5)
19	Proceeds from Financing	0.0	146.3	0.0	0.0	0.0	146.3
20	Transfers Total	\$ (4,324.7)	\$ (4,242.7)	\$ 142.5	\$ 128.1	\$ (4,182.2)	\$ (4,114.6)
21	Net Change in Fund Balances	\$ (1,647.9)	\$ (1,648.3)	\$ (98.5)	\$ (168.3)	\$ (1,746.4)	\$ (1,816.6)
22	Fund Balances - Beginning of Year	\$ 4,708.6	\$ 3,066.7	\$ 184.5	\$ 86.1	\$ 4,893.1	\$ 3,152.8
23	Fund Balances - End of Year ⁽³⁾	\$ 3,060.7	\$ 1,418.3	\$ 86.1	\$ (82.3)	\$ 3,146.8	\$ 1,336.0

Note: Totals and percentages may not add up due to rounding.

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

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

⁽³⁾ The budgetary fund balance represents the estimated net position at the end of FY26. The estimated FY26 fund balance does not cover all the existing and known encumbrance/commitments. Refer to Appendix III and Appendix V. The remaining 5,917.5 million in LOP funds are committed to Board-approved SGR, Asset Improvement, and Transit Improvement/ Modernization projects.

Enterprise Fund Bus & Rail Operations

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

	Resources and Expenses (\$ in millions)	FY25 Budget	FY26 Proposed				
			Total	Bus	Rail	Transit Court	Regional Activities
1	Transit Operations Resources						
2	Transit Fares & Other Revenues						
3	Fares ⁽¹⁾	\$ 174.6	\$ 174.7	\$ 134.1	\$ 40.6	\$ 0.0	\$ 0.0
4	Advertising	27.2	41.5	35.0	6.5	0.0	0.0
5	Other Revenues ⁽²⁾	10.5	10.6	9.3	0.0	1.4	0.0
6	Fare and Other Revenues Subtotal	\$ 212.3	\$ 226.8	\$ 178.4	\$ 47.0	\$ 1.4	\$ 0.0
7	Federal & State Grants						
8	Federal Preventive Maintenance	\$ 601.1	\$ 477.7	\$ 215.7	\$ 262.0	\$ 0.0	\$ 0.0
9	Federal CMAQ	42.2	82.8	0.0	82.8	0.0	0.0
10	Federal & State Grants	51.3	51.3	0.0	51.3	0.0	0.0
11	Federal and State Grants Subtotal	\$ 694.7	\$ 611.8	\$ 215.7	\$ 396.1	\$ 0.0	\$ 0.0
12	Local Subsidies						
13	Prop A - (40% Bus) & (35% Rail)	\$ (14.1)	\$ 669.5	\$ 414.0	\$ 255.5	\$ 0.0	\$ 0.0
14	Prop C - (40% Bus/Rail), (5% Security) & Interest	420.4	130.9	78.1	15.5	0.0	37.3
15	Measure R - (20% Bus) & (5% Rail)	391.1	415.7	332.9	82.8	0.0	0.0
16	Measure M - (20% Bus), (5% Rail) & (2% SGR)	262.2	340.7	288.0	52.7	0.0	0.0
17	TDA Article 4	446.7	181.5	168.3	0.0	0.0	13.2
17	STA, SB1 STA & SB1 SGR	306.5	307.0	194.8	112.2	0.0	0.0
18	Toll & Revenue Grant	4.4	4.4	4.4		0.0	0.0
19	General Fund & Other Funds EZ Pass	2.2	2.2	0.0	0.0	0.0	2.2
20	Local Subsidies Subtotal	\$ 1,819.3	\$ 2,051.9	\$ 1,480.4	\$ 518.7	\$ 0.0	\$ 52.8
21	Transit Operations Resources Total	\$ 2,726.2	\$ 2,890.5	\$ 1,874.5	\$ 961.9	\$ 1.4	\$ 52.8
22	Transit Capital Resources						
23	Federal, State & Local Grants	\$ 491.3	\$ 790.6	\$ 151.6	\$ 639.0	\$ 0.0	\$ 0.0
24	Local & State Sales Tax ⁽³⁾	1,776.1	1,516.1	373.5	1,142.5	0.0	0.0
25	Other Capital Financing	300.8	550.0	100.0	450.0	0.0	0.0
26	Transit Capital Resources Total	\$ 2,568.2	\$ 2,856.6	\$ 625.1	\$ 2,231.5	\$ 0.0	\$ 0.0
27	Transit Operations & Capital Resources Total	\$ 5,294.4	\$ 5,747.1	\$ 2,499.6	\$ 3,193.3	\$ 1.4	\$ 52.8

Note: Totals and percentages may not add up due to rounding.

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

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

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

Enterprise Fund Bus & Rail Operations

Summary of Resources, Expenses and Resulting (Deficit) / Surplus (continued)

	Resources and Expenses (\$ in millions)	FY25 Budget	FY26 Proposed				
			Total	Bus	Rail	Transit Court	Regional Activities
28	Transit Operations Expenses						
29	Labor & Benefits	\$ 1,677.9	\$ 1,807.7	\$ 1,194.3	\$ 554.7	\$ 0.8	\$ 57.8
30	Fuel & Propulsion Power	50.5	34.8	33.6	1.2	0.0	0.0
31	Materials & Supplies	133.9	145.3	106.4	37.1	0.0	1.8
32	Contract & Professional Services	497.5	528.1	193.9	304.4	0.3	29.6
33	PL/PD & Other Insurance	84.8	87.8	72.2	15.7	0.0	0.0
34	Purchased Transportation	82.1	79.6	77.6	0.0	0.0	2.0
35	Allocated Overhead ⁽⁴⁾	96.5	97.2	117.4	(39.5)	0.3	19.0
36	Regional Chargeback	0.0	0.0	45.8	14.2	0.0	(60.0)
37	Other Expenses ⁽⁵⁾	103.2	109.9	33.2	74.1	0.0	2.6
38	Transit Operations Expenses Total ⁽⁶⁾	\$ 2,726.3	\$ 2,890.5	\$ 1,874.5	\$ 961.9	\$ 1.4	\$ 52.8
39	Transit Capital Expenses Operating	\$ 2,358.4	\$ 2,710.8	\$ 587.9	\$ 2,122.9	\$ 0.0	\$ 0.0
40	Transit Capital Expenses Planning	\$ 209.7	\$ 145.8	\$ 37.2	\$ 108.6	\$ 0.0	\$ 0.0
41	Capital Expenses Total ⁽⁷⁾	\$ 2,568.2	\$ 2,856.6	\$ 625.1	\$ 2,231.5	\$ 0.0	\$ 0.0
42	Transit Operations & Capital Expenses Total	\$ 5,294.4	\$ 5,747.1	\$ 2,499.6	\$ 3,193.3	\$ 1.4	\$ 52.8
43	Transit Operations & Capital (Deficit)/ Surplus	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

Note: Totals may not add due to rounding.

⁽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 the Summary of Expenditures table.

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

Enterprise Fund Other Operations Summary of Resources, Expenses and Resulting (Deficit) / Surplus

	Resources and Expenses (\$ in millions)	FY25 Budget	FY26 Proposed				
			Total	Union Station	Express- Lanes	Bike Share	Park & Ride
1 Other Transit Operations Resources							
2 Toll Fares and Other Revenues							
3 Tolls & Violation Fines	\$ 81.7	\$ 110.8	\$ 0.5	\$ 107.6	\$ 1.6	\$ 1.2	
4 Rental & Lease Income	2.9	0.0	0.0	0.0	0.0	0.0	
5 Toll Fares and Other Revenues Subtotal	\$ 84.6	\$ 110.8	\$ 0.5	\$ 107.6	\$ 1.6	\$ 1.2	
6 Federal & State Grants							
7 Federal CMAQ	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	
8 Federal and State Grants Subtotal	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	
9 Local Subsidies							
10 Propositions A & C	\$ 3.7	\$ 4.9	\$ 0.0	\$ 0.0	\$ 0.0	\$ 4.9	
11 Measure M	0.0	0.0	0.0	0.0	0.0	0.0	
12 General Fund	10.9	14.5	3.5	0.0	9.1	2.0	
13 City of LA	14.3	14.4	0.0	0.0	14.4	0.0	
14 Local Subsidies Subtotal	\$ 28.9	\$ 33.8	\$ 3.5	\$ 0.0	\$ 23.4	\$ 6.9	
15 Other Transit Operations Resources Total	\$ 113.5	\$ 144.7	\$ 4.0	\$ 107.6	\$ 25.0	\$ 8.1	
16 Transit Other Operations Expenses							
17 Labor & Benefits	\$ 6.3	\$ 6.5	\$ 0.5	\$ 2.6	\$ 1.3	\$ 2.0	
18 Materials & Supplies	0.0	0.1	0.0	0.0	0.1	0.0	
19 Contract & Professional Services	61.7	70.6	2.1	41.5	21.8	5.2	
20 PL/PD & Other Insurance	0.6	0.6	0.6	0.0	0.0	0.0	
21 Allocated Overhead	2.2	2.1	0.3	0.6	0.4	0.8	
22 Other Expenses	1.1	0.6	0.0	0.2	0.3	0.1	
23 Other Transit Operations Expenses Total	\$ 72.0	\$ 80.3	\$ 3.5	\$ 44.9	\$ 23.8	\$ 8.1	
24 Operating (Deficit)/Surplus ⁽¹⁾	\$ 12.7	\$ 30.5	\$ (3.0)	\$ 62.7	\$ (22.3)	\$ (6.9)	
25 Net Income	\$ 41.6	\$ 64.3	\$ 0.5	\$ 62.7	\$ 1.2	\$ 0.0	
26 Other Operations Non-Operating Expenses							
27 Toll Grant Revenue to Bus Operations	\$ 4.4	\$ 5.5	\$ 0.0	\$ 5.5	\$ 0.0	\$ 0.0	
28 Congestion Pricing Program	7.9	7.3	0.0	7.3	0.0	0.0	
29 Capital Projects	17.7	5.4	0.0	5.4	0.0	0.0	
30 Congestion Relief Transit Operating Subsidy	3.5	4.5	0.0	4.5	0.0	0.0	
31 Congestion Relief Toll Revenue Grant Program ⁽²⁾	6.4	6.6	0.0	6.6	0.0	0.0	
32 Other Operations Non-Operating Expenses Total	\$ 39.9	\$ 29.2	\$ 0.0	\$ 29.2	\$ 0.0	\$ 0.0	
33 Change in Net Asset	\$ 1.7	\$ 35.1	\$ 0.5	\$ 33.5	\$ 1.2	\$ 0.0	
34 Net Asset - Beginning of Year	\$ 233.0	\$ 235.3	\$ (14.8)	\$ 251.3	\$ (1.2)	\$ 0.0	
35 Net Asset - End of Year	\$ 234.7	\$ 270.4	\$ (14.3)	\$ 284.8	\$ 0.0	\$ 0.0	

Note: Totals and percentages may not add up due to rounding.

⁽¹⁾ Transit Operations (Deficit)/Surplus is derived by subtracting Other Transit Operations Expenses Total (line 23) from Toll Fares & Other Revenues Subtotal (line 5).

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

Appendices

Appendix I – Legally Separate Entities

Public Transportation Services Corporation (PTSC)

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

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

	Public Transportation Services Corporation (\$ in millions)	FY25 Budget	FY26 Proposed
1	Revenues	\$ 662.7	\$ 743.3
2	Expenses	662.7	743.3
3	Increase/(Decrease) in Retained Earnings	0.0	0.0
4	Retained Earnings - Beginning of Year	0.0	0.0
5	Retained Earnings - End of Year	\$ 0.0	\$ 0.0

Note: Totals and percentages may not add up due to rounding.

Service Authority for Freeway Emergencies

The Los Angeles County Service Authority for Freeway Emergencies (SAFE) was established in Los Angeles County in 1988. SAFE is an independent legal authority created under state law 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, Expenditures and Changes in Fund Balances for the Years Ending June 30, 2025 and 2026

	Service Authority for Freeway Emergencies (\$ in millions)	FY25 Budget	FY26 Proposed
1	Revenues	\$ 8.8	\$ 8.9
2	Expenditures	7.7	8.5
3	Excess/(Deficiency) of Revenue Over	1.1	0.3
4	Other Financing and Sources (Uses) - Transfer Out	0.0	0.0
5	Fund Balances - Beginning of Year	44.8	46.0
6	Fund Balances - End of Year	\$ 46.0	\$ 46.3

Note: Totals and percentages may not add up due to rounding.

Appendix II – Service Statistics

Bus and Rail Operating Statistics

Statistic	Bus			Rail			Total		
	FY25 Budget ⁽¹⁾	FY26 Proposed	% Inc	FY25 Budget ⁽¹⁾	FY26 Proposed	% Inc	FY25 Budget ⁽¹⁾	FY26 Proposed	% Inc
Service Provided (000)									
Revenue Service Hours (RSH)	7,143	7,131	(0.2)%	1,304	1,529	17.2 %	8,447	8,660	2.5 %
Revenue Service Miles (RSM)	72,608	72,491	(0.2)%	26,219	30,691	17.1 %	98,827	103,182	4.4 %
Service Consumed (000)									
Unlinked Boardings	257,012	264,290	2.8 %	74,596	80,000	7.2 %	331,608	344,290	3.8 %
Passenger Miles	903,099	926,240	2.6 %	416,372	445,267	6.9 %	1,319,471	1,371,507	3.9 %
Operating Revenue (000)									
Fare Revenue ⁽²⁾	\$ 133,696	\$ 133,696	0.0 %	\$ 38,804	\$ 38,804	0.0 %	\$ 172,500	\$ 172,500	0.0 %
Advertising/Other	\$ 33,200	\$ 44,300	33.4 %	\$ 3,200	\$ 6,400	100.0 %	\$ 36,400	\$ 50,700	39.3 %
Operating Revenue Total	\$ 166,896	\$ 177,996	6.7 %	\$ 42,004	\$ 45,204	7.6 %	\$ 208,900	\$ 223,200	6.8 %
Operating Cost Data (000)									
Transportation	\$ 576,889	\$ 611,939	6.1 %	\$ 106,623	\$ 114,112	7.0 %	\$ 683,512	\$ 726,051	6.2 %
Maintenance	\$ 504,762	\$ 520,863	3.2 %	\$ 388,516	\$ 447,352	15.1 %	\$ 893,279	\$ 968,215	8.4 %
Regional	\$ 40,522	\$ 45,781	13.0 %	\$ 12,562	\$ 14,192	13.0 %	\$ 53,084	\$ 59,973	13.0 %
Other & Support Cost	\$ 634,095	\$ 686,529	8.3 %	\$ 385,848	\$ 386,202	0.1 %	\$ 1,019,943	\$ 1,072,731	5.2 %
Operating Cost Total	\$ 1,756,269	\$ 1,865,113	6.2 %	\$ 893,549	\$ 961,859	7.6 %	\$ 2,649,818	\$ 2,826,971	6.7 %
Subsidy (000):	\$ 1,589,374	\$ 1,687,117	6.1 %	\$ 851,544	\$ 916,654	7.6 %	\$ 2,440,918	\$ 2,603,771	6.7 %
Per Boarding Statistics									
Fare Revenue	\$ 0.52	\$ 0.50	(3.7)%	\$ 0.52	\$ 0.50	(4.2)%	\$ 0.52	\$ 0.50	(3.7)%
Operating Cost	\$ 6.83	\$ 7.06	3.3 %	\$ 11.98	\$ 12.02	0.4 %	\$ 7.99	\$ 8.21	2.8 %
Subsidy	\$ 6.18	\$ 6.38	3.2 %	\$ 11.42	\$ 11.46	0.4 %	\$ 7.36	\$ 7.56	2.7 %
Passenger Miles	3.51	3.50	(0.3)%	5.58	5.57	(0.3)%	3.98	3.98	0.0 %
Fare Recovery %	7.6 %	7.2 %	(5.8)%	4.3 %	4.0 %	(7.1)%	6.5 %	6.1 %	(6.3)%
Per RSH Statistics									
Revenue	\$ 23.37	\$ 24.96	6.8 %	\$ 32.21	\$ 29.57	(8.2)%	\$ 24.73	\$ 25.77	4.2 %
Boardings	35.98	37.06	3.0 %	57.20	52.33	(8.5)%	39.26	39.76	1.3 %
Passenger Miles	126.43	129.89	2.7 %	319.25	291.28	(8.8)%	156.20	158.38	1.4 %
Transportation Cost	\$ 80.76	\$ 85.81	6.3 %	\$ 81.75	\$ 74.65	(8.7)%	\$ 80.92	\$ 83.84	3.6 %
Maintenance Cost	\$ 70.67	\$ 73.04	3.4 %	\$ 297.89	\$ 292.64	(1.8)%	\$ 105.75	\$ 111.81	5.7 %
Regional Cost	\$ 5.67	\$ 6.42	13.2 %	\$ 9.63	\$ 9.28	(3.6)%	\$ 6.28	\$ 6.93	10.2 %
Other & Support Cost	\$ 88.77	\$ 96.27	8.4 %	\$ 295.84	\$ 252.64	(14.6)%	\$ 120.74	\$ 123.88	2.6 %
Total Cost	\$ 245.87	\$ 261.55	6.4 %	\$ 685.11	\$ 629.22	(8.2)%	\$ 313.69	\$ 326.45	4.1 %
Subsidy (000)	\$ 222.51	\$ 236.59	6.3 %	\$ 652.91	\$ 599.65	(8.2)%	\$ 288.96	\$ 300.68	4.1 %

Note: Totals and percentages may not add up due to rounding.

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

⁽²⁾ FY26 Fare Revenues do not include \$2.22 million from TAP card sales.

Bus and Rail Operating Statistics (continued)

Statistic	Bus			Rail			Total		
	FY25 Budget ⁽¹⁾	FY26 Proposed	% Inc	FY25 Budget ⁽¹⁾	FY26 Proposed	% Inc	FY25 Budget ⁽¹⁾	FY26 Proposed	% Inc
Per Passenger Mile Statistics									
Revenue	\$ 0.18	\$ 0.19	4.0 %	\$ 0.10	\$ 0.10	0.0 %	\$ 0.16	\$ 0.16	0.0 %
Transportation Cost	\$ 0.64	\$ 0.66	3.4 %	\$ 0.26	\$ 0.26	0.0 %	\$ 0.52	\$ 0.53	2.2 %
Maintenance Cost	\$ 0.56	\$ 0.56	0.0 %	\$ 0.93	\$ 1.00	7.7 %	\$ 0.68	\$ 0.71	4.3 %
Regional Cost	\$ 0.04	\$ 0.05	10.2 %	\$ 0.03	\$ 0.03	0.0 %	\$ 0.04	\$ 0.04	0.0 %
Other & Support Cost	\$ 0.70	\$ 0.74	5.6 %	\$ 0.93	\$ 0.87	(6.4)%	\$ 0.77	\$ 0.78	1.2 %
Total Cost	\$ 1.94	\$ 2.01	3.5 %	\$ 2.15	\$ 2.16	0.7 %	\$ 2.01	\$ 2.06	2.6 %
Subsidy	\$ 1.76	\$ 1.82	3.5 %	\$ 2.05	\$ 2.06	0.7 %	\$ 1.85	\$ 1.90	2.6 %
FTE's per Hundred ⁽³⁾									
Operators per RSH	4.55	4.66	2.4 %	2.78	2.51	(9.5)%	4.34	4.18	(3.7)%
Mechanics per RSM	0.12	0.12	0.0 %	0.12	0.12	0.0 %	0.12	0.12	0.0 %
Service Attendants RSM	0.08	0.08	0.0 %	0.08	0.09	13.7 %	0.08	0.08	0.0 %
Maintenance of Way (MOW) Inspectors per Route Mile (RM)	0.00	0.00	0.0 %	3.56	4.00	12.4 %	3.56	4.00	12.4 %
Transit Operations Supervisors per RSH	0.66	0.68	3.6 %	2.73	2.46	(9.7)%	1.01	1.00	(1.1)%

Note: Totals and percentages may not add up due to rounding.

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

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

Service Level Details

	Service Hours	FY25 Budget ⁽¹⁾	FY26 Proposed	Change
1	Revenue			
2	Bus			
3	Local & Rapid	6,470,277	6,458,376	(11,900)
4	J Line	119,023	119,023	0
5	G Line	99,186	99,186	0
6	Purchased Transportation	454,463	454,463	0
7	Bus Subtotal	7,142,948	7,131,048	(11,900)
8	Rail			
9	A Line	515,305	611,385	96,080
10	C Line	110,482	111,190	708
11	K Line	96,607	111,190	14,583
12	E Line	301,608	301,608	0
13	B Line / D Line	280,238	393,279	113,041
14	Rail Subtotal	1,304,239	1,528,652	224,413
15	Metro Micro	271,440	253,003	(18,437)
16	Revenue Service Hours Total	8,718,628	8,912,703	194,076
17	Pre-Revenue			
18	D Line Extension (Phase 1)	29,433	5,887	(23,547)
19	D Line Extension (Phase 2)	0	24,008	24,008
20	A Line to Pomona Extension	113,036	0	(113,036)
21	K Line	9,132	0	(9,132)
22	Pre-Revenue Service Hours Total	151,601	29,895	(121,706)
23	Service Hours Total	8,870,228	8,942,598	72,370

	Boardings (000)	FY25 Budget	FY26 Proposed	Change
1				
2	Bus			
3	Local & Rapid	234,732	243,131	8,399
4	J Line	5,101	5,419	318
5	G Line	5,461	4,695	(766)
6	Purchased Transportation	11,718	11,045	(673)
7	Bus Subtotal	257,012	264,290	7,278
8	Rail			
9	A Line	20,707	27,483	6,776
10	C Line	6,216	7,221	1,006
11	K Line	1,026	2,087	1,061
12	E Line	20,348	19,047	(1,301)
13	B Line / D Line	26,300	24,162	(2,138)
14	Rail Subtotal	74,596	80,000	5,404
15	Metro Micro	759	759	0
16	Boardings Total	332,367	345,049	12,682

	Service Miles	FY25 Budget ⁽¹⁾	FY26 Proposed	Change
1	Revenue			
2	Bus			
3	Local & Rapid	63,715,079	63,597,892	(117,187)
4	J Line	2,615,666	2,615,666	0
5	G Line	1,190,924	1,190,924	0
6	Purchased Transportation	5,086,192	5,086,192	0
7	Bus Subtotal	72,607,861	72,490,673	(117,187)
8	Rail			
9	A Line	11,477,660	13,617,710	2,140,051
10	C Line	3,051,185	3,070,746	19,561
11	K Line	1,575,944	1,813,837	237,894
12	E Line	4,971,124	4,971,124	0
13	B Line / D Line	5,143,085	7,217,684	2,074,599
14	Rail Subtotal	26,218,998	30,691,102	4,472,104
15	Metro Micro	2,714,400	2,530,030	(184,370)
16	Revenue Service Miles Total	101,541,258	105,711,805	4,170,547
17	Pre-Revenue			
18	D Line Extension (Phase 1)	540,177	108,035	(432,142)
19	D Line Extension (Phase 2)	0	440,614	440,614
20	K Line	148,965	0	(148,965)
21	A Line to Pomona Extension	2,517,707	0	(2,517,707)
22	Pre-Revenue Service Miles Total	3,206,849	548,650	(2,658,199)
23	Service Miles Total	104,748,107	106,260,455	1,512,348

	Passenger Miles (000)	FY25 Budget	FY26 Proposed	Change
1				
2	Bus			
3	Local & Rapid	775,208	802,946	27,738
4	J Line	45,743	48,592	2,849
5	G Line	32,931	28,311	(4,620)
6	Purchased Transportation	49,216	46,391	(2,825)
7	Bus Subtotal	903,099	926,240	23,141
8	Rail			
9	A Line	130,302	172,940	42,638
10	C Line	21,298	24,744	3,446
11	K Line	1,891	3,847	1,956
12	E Line	128,267	120,064	(8,203)
13	B Line / D Line	134,614	123,673	(10,942)
14	Rail Subtotal	416,372	445,267	28,895
15	Metro Micro	2,511	2,511	0
16	Passenger Miles Total	1,321,982	1,374,018	52,037

⁽¹⁾ FY25 Budgeted RSH and RSM reflect the FY25 year-end estimate, which may deviate from the FY25 Adopted Budget.

Activity-Based All Bus Cost Model

Activities	FY25 Budget ⁽¹⁾		FY26 Proposed		Change	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
Transportation						
Wages & Benefits	\$ 516,396	\$ 77.21	\$ 548,831	\$ 82.20	\$ 32,435	\$ 5.00
Materials & Supplies	1,031	0.15	1,094	0.16	63	0.01
Services	75	0.01	160	0.02	85	0.01
Field Supervision	18,573	2.78	18,566	2.78	(7)	0.00
Control Center	11,698	1.75	12,714	1.90	1,016	0.16
Training	23,339	3.49	24,422	3.66	1,084	0.17
Scheduling & Planning	5,778	0.86	6,153	0.92	374	0.06
Transportation Total	\$ 576,889	\$ 86.25	\$ 611,939	\$ 91.65	\$ 35,050	\$ 5.40
Division Maintenance						
Wages & Benefits	\$ 221,505	\$ 33.12	\$ 239,833	\$ 35.92	\$ 18,328	\$ 2.80
Materials & Supplies	64,867	9.70	68,700	10.29	3,834	0.59
Services	117	0.02	181	0.03	64	0.01
Fuel	52,665	7.87	36,783	5.51	(15,882)	(2.36)
Division Maintenance Subtotal	\$ 339,154	\$ 50.71	\$ 345,497	\$ 51.75	\$ 6,343	\$ 1.04
Central Maintenance						
Wages & Benefits	\$ 43,493	\$ 6.50	\$ 46,948	\$ 7.03	\$ 3,455	\$ 0.53
Materials & Supplies	9,958	1.49	11,687	1.75	1,729	0.26
Services	308	0.05	208	0.03	(100)	(0.01)
Central Maintenance Subtotal	\$ 53,759	\$ 8.04	\$ 58,842	\$ 8.81	\$ 5,083	\$ 0.78
Other Maintenance						
Facilities	\$ 71,741	\$ 10.73	\$ 73,581	\$ 11.02	\$ 1,840	\$ 0.29
Support	25,576	3.82	25,165	3.77	(411)	(0.05)
Non-Revenue Vehicles	14,383	2.15	17,689	2.65	3,306	0.50
Training	2,785	0.42	2,938	0.44	153	0.02
Other Maintenance Subtotal	\$ 114,484	\$ 17.12	\$ 119,372	\$ 17.88	\$ 4,888	\$ 0.76
Maintenance Total	\$ 507,398	\$ 75.86	\$ 523,712	\$ 78.44	\$ 16,314	\$ 2.58
Other Operating						
Transit Security	\$ 91,524	\$ 13.68	\$ 96,358	\$ 14.43	\$ 4,835	\$ 0.75
Customer Experience ⁽²⁾	58,824	8.79	68,910	10.32	10,086	1.53
Workers' Compensation	98,555	14.73	98,427	14.74	(128)	0.01
Casualty & Liability	70,230	10.50	72,525	10.86	2,295	0.36
Revenue	14,484	2.17	17,480	2.62	2,996	0.45
Utilities	21,130	3.16	23,133	3.46	2,003	0.31
Building Costs	8,537	1.28	9,872	1.48	1,335	0.20
Service Development	2,241	0.34	2,752	0.41	511	0.08
Other Metro Operations	22,167	3.31	29,878	4.48	7,712	1.16
Safety	5,447	0.81	5,980	0.90	533	0.08
Transitional Duty Program	2,061	0.31	2,191	0.33	129	0.02
Copy Services	982	0.15	1,134	0.17	152	0.02
Other Operating Subtotal	\$ 396,181	\$ 59.23	\$ 428,639	\$ 64.20	\$ 32,458	\$ 4.97

Note: Totals and percentages may not add up due to rounding.

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

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

Activity-Based All Bus Cost Model (continued)

Activities	FY25 Budget ⁽¹⁾		FY26 Proposed		Change	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
Support Functions						
Procurement	\$ 40,827	\$ 6.10	\$ 44,814	\$ 6.71	\$ 3,987	\$ 0.61
Informational & Technology Services	40,039	5.99	48,077	7.20	8,038	1.21
Communications	14,343	2.14	15,894	2.38	1,551	0.24
Finance & Budget	25,255	3.78	31,255	4.68	6,001	0.91
Chief Executive Office	34,231	5.12	34,366	5.15	135	0.03
Human Resources	19,610	2.93	23,571	3.53	3,961	0.60
Construction	5,161	0.77	6,520	0.98	1,359	0.20
Real Estate	3,341	0.50	4,047	0.61	706	0.11
Management Audit Services	2,579	0.39	3,031	0.45	452	0.07
Board Oversight	3,088	0.46	3,732	0.56	644	0.10
Support Functions Subtotal	\$ 188,473	\$ 28.18	\$ 215,307	\$ 32.25	\$ 26,834	\$ 4.07
Local & Rapid Bus Costs Total	\$ 1,668,590	\$ 249.47	\$ 1,779,597	\$ 266.54	\$ 111,007	\$ 17.07
Purchased Transportation						
Contracted Service	\$ 72,644	\$ 159.85	\$ 68,487	\$ 150.70	\$ (4,157)	\$ (9.15)
Security	6,219	13.68	6,559	14.43	340	0.75
Administration	8,465	18.63	10,469	23.04	2,004	4.41
Purchased Transportation Total	\$ 87,328	\$ 192.16	\$ 85,516	\$ 188.17	\$ (1,813)	\$ (3.99)
Activities Total	\$ 1,756,269	\$ 245.87	\$ 1,865,113	\$ 261.55	\$ 108,844	\$ 15.67
Metro Micro						
Services & Other	\$ 20,840	\$ 76.78	\$ 22,212	\$ 87.79	\$ 6,821	\$ 11.02
Wages & Benefits	21,492	79.18	855	3.38	(20,637)	(75.80)
Metro Micro Total	\$42,333	\$ 155.96	\$ 23,067	\$ 91.17	\$ (19,266)	\$ (64.79)
Revenue Service Hours (RSH in 000s)	FY25 Budget ⁽¹⁾		FY26 Proposed		Inc/(Dec)	
Directly Operated	6,688.0		6,676.6		(12.0)	
Purchased Transportation	454.0		454.5		0.0	
Bus RSH Total	7,143.0		7,131.1		(12.0)	
Metro Micro RSH	271.4		253.0		(19.0)	

Note: Totals and percentages may not add up due to rounding.

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

Activity-Based All Rail Cost Model

Activities	FY25 Budget ⁽¹⁾		FY26 Proposed		Change	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
Transportation						
Wages & Benefits	\$ 77,026	\$ 59.1	\$ 83,646	\$ 54.7	\$ 6,620	\$ (4.3)
Materials & Supplies	509	0.4	540	0.4	31	0.0
Services	5	0.0	65	0.0	60	0.0
Control Center	23,125	17.7	23,833	15.6	708	(2.1)
Training	5,958	4.6	6,028	3.9	70	(0.6)
Transportation Total	\$ 106,623	\$ 81.8	\$ 114,112	\$ 74.7	\$ 7,489	\$ (7.1)
Vehicle Maintenance						
Wages & Benefits	\$ 118,759	\$ 91.1	\$ 150,254	\$ 98.3	\$ 31,495	\$ 7.2
Materials & Supplies	18,465	14.2	18,768	12.3	303	(1.9)
Vehicle Maintenance Subtotal	\$ 137,225	\$ 105.2	\$ 169,022	\$ 110.6	\$ 31,797	\$ 5.4
Wayside Maintenance						
Wages & Benefits	\$ 55,434	\$ 42.5	\$ 64,190	\$ 42.0	\$ 8,756	\$ (0.5)
Materials & Supplies	4,720	3.6	4,920	3.2	200	(0.4)
Services	1,095	0.8	1,524	1.0	429	0.2
Propulsion Power	46,051	35.3	49,829	32.6	3,778	(2.7)
Wayside Maintenance Subtotal	\$ 107,301	\$ 82.3	\$ 120,464	\$ 78.8	\$ 13,163	\$ (3.5)
Other Maintenance						
Facilities	\$ 137,520	\$ 105.4	\$ 151,212	\$ 98.9	\$ 13,692	\$ (6.5)
Support	3,534	2.7	3,376	2.2	(158)	(0.5)
Non-Revenue Vehicles	3,671	2.8	4,059	2.7	388	(0.2)
Other Maintenance Subtotal	\$ 144,724	\$ 111.0	\$ 158,648	\$ 103.8	\$ 13,924	\$ (7.2)
Maintenance Total	\$ 389,249	\$ 298.5	\$ 448,134	\$ 293.2	\$ 58,885	\$ (5.3)
Other Operating						
Transit Security	\$ 203,617	\$ 156.1	\$ 208,245	\$ 136.2	\$ 4,628	\$ (19.9)
Customer Experience ⁽²⁾	33,598	25.8	35,858	23.5	2,260	(2.3)
Workers' Compensation	20,833	16.0	20,573	13.5	(260)	(2.5)
Casualty & Liability	13,967	10.7	13,258	8.7	(709)	(2.0)
Revenue	25,399	19.5	26,482	17.3	1,083	(2.2)
Utilities	11,829	9.1	12,290	8.0	461	(1.0)
Building Costs	988	0.8	1,170	0.8	182	0.0
Service Development	5,730	4.4	5,629	3.7	(101)	(0.7)
Other Metro Operations	16,058	12.3	16,382	10.7	324	(1.6)
Safety	9,005	6.9	5,986	3.9	(3,019)	(3.0)
Transitional Duty Program	528	0.4	568	0.4	40	0.0
Copy Services	123	0.1	267	0.2	144	0.1
Other Operating Subtotal	\$ 341,674	\$ 262.0	\$ 346,707	\$ 226.8	\$ 5,033	\$ (35.2)

Note: Totals and percentages may not add up due to rounding.

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

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

Activity-Based All Rail Cost Model (continued)

Activities	FY25 Budget ⁽¹⁾		FY26 Proposed		Change	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
Support Functions						
Procurement	\$ 21,546	\$ 16.5	\$ 21,203	\$ 13.9	\$ (343)	\$ (2.7)
Informational & Technology Services	6,164	4.7	6,202	4.1	38	(0.7)
Communications	8,324	6.4	8,130	5.3	(194)	(1.1)
Finance & Budget	3,294	2.5	3,730	2.4	436	(0.1)
Chief Executive Office	1,021	0.8	705	0.5	(316)	(0.3)
Human Resources	2,882	2.2	3,245	2.1	363	(0.1)
Construction	153	0.1	407	0.3	254	0.2
Real Estate	11,930	9.2	7,719	5.1	(4,211)	(4.1)
Management Audit Services	325	0.3	729	0.5	404	0.2
Board Oversight	364	0.3	835	0.6	471	0.3
Support Functions Subtotal	\$ 56,002	\$ 42.9	\$ 52,905	\$ 34.6	\$ (3,097)	\$ (8.3)
Activities Total	\$ 893,549	\$ 685.1	\$ 961,859	\$ 629.2	\$ 68,310	\$ (55.9)
Rail RSH Total (in 000s)		1,304		1,528		224

Note: Totals and percentages may not add up due to rounding.

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

Appendix III – Transit Expansion Project List

	Project Description (\$ in thousands)	Forecasted Exp Thru FY25 ⁽¹⁾	FY26 Proposed	Life of Project
1	Transit Expansion			
2	Transit Construction			
3	Bus			
4	G Line Bus Rapid Transit Improvements			
5	G Line Improvements: Construction	\$ 193,846.6	\$ 214,956.2	\$ 668,450.0
6	G Line Improvements: Planning	3,559.3	0.0	0.0
7	G Line Bus Rapid Transit Improvements Subtotal	\$ 197,405.8	\$ 214,956.2	\$ 668,450.0
8	North Hollywood to Pasadena BRT			
9	North Hollywood to Pasadena BRT Connector: Construction ⁽²⁾	\$ 8,940.4	\$ 82,960.8	\$ 135,183.7
10	North Hollywood to Pasadena BRT Connector: Planning	20,582.7	1,564.4	0.0
11	Bus G Line Bus Rapid Transit Improvements Subtotal	\$ 29,523.1	\$ 84,525.2	\$ 135,183.7
12	Bus Subtotal	\$ 226,929.0	\$ 299,481.5	\$ 803,633.7
13	Rail			
14	A Line Foothill Extension Light Rail Transit Phase 2A			
15	A Line Foothill Extension: Insurance Betterment ⁽⁴⁾	\$ 2,079.9	\$ 0.0	\$ 2,079.9
16	A Line Foothill Extension: Construction ⁽⁴⁾	646,572.3	0.0	708,833.0
17	A Line Foothill Extension: Planning ⁽⁴⁾	426.9	0.0	0.0
18	A Line Foothill Extension: Maintenance Facility - Metro 75% ⁽⁴⁾	207,118.7	0.0	207,437.4
19	A Line Foothill Extension: Closeout	5,150.0	50.0	5,200.0
20	Azusa A Line Retaining Wall Repair	27.8	467.0	1,330.0
21	Light Rail Vehicle ⁽⁴⁾	60,340.9	0.0	0.0
22	A Line Foothill Extension Light Rail Transit Phase 2A Subtotal	\$ 921,716.5	\$ 517.0	\$ 924,880.2
23	A Line Foothill Extension Light Rail Transit Phase 2B			
24	A Line Foothill Extension 2B: Planning ⁽⁴⁾	\$ 30,990.0	\$ 0.0	\$ 0.0
25	A Line Foothill Extension 2B: Construction	1,097,970.0	148,275.9	1,406,870.8
26	A Line Foothill Extension 2B: Alignment Integration	1,250.0	7,220.5	13,346.8
27	Light Rail Vehicle ⁽⁴⁾	57,100.0	0.0	0.0
28	A Line Foothill Extension Light Rail Transit Phase 2B Subtotal	\$ 1,187,310.0	\$ 155,496.4	\$ 1,420,217.5
29	D Line Westside Extension Section 1			
30	D Line Business Interruption Fund	\$ 16,448.7	\$ 1,566.7	\$ 16,848.7
31	D Line Insurance Betterment ⁽⁴⁾	6,505.1	0.0	6,505.1
32	D Line Public Safety Center ⁽⁵⁾	0.0	0.0	2,000.0
33	D Line Section 1: Construction	2,954,825.6	59,479.3	3,353,879.6
34	D Line Section 1: Planning Phase 1 ⁽⁴⁾	8,504.7	0.0	0.0
35	D Line Section 1: Planning Phase 2 ⁽⁴⁾	36,890.4	0.0	0.0
36	D Line Section 1: Alignment Integration	6,557.4	15,642.6	22,200.0
37	Division 20 Portal Widening & Turnback Facility	897,705.4	86,963.2	1,056,479.6
38	Division 20 Shop Expansion ⁽³⁾	2,011.5	370.1	0.0
39	Non-Revenue Vehicle ⁽⁴⁾	853.9	0.0	854.0
40	D Line Westside Extension Section 1 Subtotal	\$ 3,930,302.8	\$ 164,021.9	\$ 4,458,767.0

Note: Totals and percentages may not add up due to rounding.

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

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

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

⁽⁴⁾ Project completed or in closeout phase.

⁽⁵⁾ New project proposed for Board adoption.

Appendix III – Transit Expansion Project List (continued)

	Project Description (\$ in thousands)	Forecasted Exp Thru FY25 ⁽¹⁾	FY26 Proposed	Life of Project
41	D Line Westside Extension Section 2			
42	Beverly Hills North Portal	\$ 33.8	\$ 0.0	\$ 33.8
43	D Line Section 2: Business Interruption Fund	1,166.7	1,666.7	2,833.3
44	D Line Section 2: Construction	1,967,544.6	274,091.2	2,574,969.3
45	D Line Section 2: Planning	3,402.5	0.0	0.0
46	D Line Section 2: System Integration	2,528.4	4,076.7	14,700.0
47	D Line Westside Extension Section 2 Subtotal	\$ 1,974,675.9	\$ 279,834.6	\$ 2,592,536.4
48	D Line Westside Extension Section 3			
49	D Line Section 3: Business Interruption Fund	\$ 1,166.7	\$ 1,293.5	\$ 2,460.2
50	D Line Section 3: Construction	1,778,458.3	349,349.4	3,276,623.3
51	D Line Section 3: Planning ⁽⁴⁾	875.1	0.0	0.0
52	D Line Westside Extension Section 3 Subtotal	\$ 1,780,500.0	\$ 350,643.0	\$ 3,279,083.5
53	E Line Expo			
54	Division 22 Paint & Body Shop ⁽⁴⁾	\$ 10,321.8	\$ —	\$ 11,000.0
55	E Line Expo Phase 1: Light Rail Vehicle ⁽⁴⁾	0.0	0.0	0.0
56	E Line Expo Phase 1: Expo Authority ⁽⁴⁾	847,094.6	0.0	967,400.0
57	E Line Expo Phase 1: Metro Incurred ⁽⁴⁾	61,861.8	0.0	0.0
58	E Line Expo Phase 2: Insurance Betterment ⁽⁴⁾	2,462.9	0.0	2,462.9
59	E Line Expo Phase 2: Light Rail Vehicle ⁽⁴⁾	0.0	0.0	0.0
60	E Line Expo Phase 2: Closeout	2,514.6	721.0	5,100.0
61	E Line Expo Phase 2: Construction ⁽⁴⁾	924,614.5	0.0	1,295,058.0
62	E Line Expo Phase 2: Holdback ⁽⁴⁾	39,093.0	0.0	0.0
63	E Line Expo Phase 2: Non-Holdback ⁽⁴⁾	123,101.2	0.0	0.0
64	E Line Expo Phase 2: Planning ⁽⁴⁾	396.1	0.0	0.0
65	E Line Expo Phase 2: Betterments ⁽⁴⁾	3,050.5	0.0	3,050.5
66	E Line Expo Phase 2: Bikeway ⁽⁴⁾	15,499.7	0.0	16,102.2
67	E Line Expo Subtotal	\$ 2,030,010.8	\$ 721.0	\$ 2,300,173.6
68	East San Fernando Valley Light Rail Transit			
69	East San Fernando Valley: Business Interruption Fund	\$ 1,180.0	\$ 2,465.8	\$ 3,645.8
70	East San Fernando Valley: Planning	20,086.8	0.0	0.0
71	East San Fernando Valley: Construction ⁽²⁾	449,435.2	265,257.6	1,487,826.0
72	East San Fernando Valley Light Rail Subtotal	\$ 470,701.9	\$ 267,723.3	\$ 1,491,471.8
73	K Line Crenshaw/LAX			
74	K Line Crenshaw/LAX: Business Interruption Fund	\$ 24,270.0	\$ 0.0	\$ 24,270.0
75	K Line Crenshaw/LAX: Fare Gates ⁽⁴⁾	7,689.9	0.0	7,800.0
76	K Line Crenshaw/LAX: Insurance Betterment ⁽⁴⁾	5,275.7	0.0	5,275.7
77	K Line Crenshaw/LAX: Light Rail Transit: Catch-All	48,135.6	8,864.4	57,000.0
78	K Line Crenshaw/LAX: Light Rail Transit: Construction		2,801.2	2,447,900.0
79	K Line Crenshaw/LAX: Light Rail Transit: Planning Phase 1 ⁽⁴⁾	5,526.2	0.0	0.0
80	K Line Crenshaw/LAX: Light Rail Transit: Planning Phase 2 ⁽⁴⁾	20,022.9	0.0	0.0
81	K Line Crenshaw/LAX: Pre-Revenue Service	36,588.2	0.0	40,956.0
82	Southwestern Maintenance Yard ⁽⁴⁾	156,782.7	0.0	157,000.0
83	K Line Crenshaw/LAX Subtotal	\$ 2,722,339.4	\$ 11,665.7	\$ 2,740,201.7

Note: Totals and percentages may not add up due to rounding.

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

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

⁽⁴⁾ Project completed or in closeout phase.

Appendix III – Transit Expansion Project List (continued)

	Project Description (\$ in thousands)	Forecasted Exp Thru FY25 ⁽¹⁾	FY26 Proposed	Life of Project
84	LAX/Metro Transit Center			
85	LAX/Metro Transit Center: Planning ⁽⁴⁾	\$ 55,790.1	\$ 16.7	\$ 0.0
86	LAX/Metro Transit Center: Construction ⁽⁴⁾	783,915.2	22,718.8	898,581.0
87	LAX/Metro Transit Center: Station Integration ⁽⁴⁾	1,654.9	211.7	3,666.6
88	LAX/Metro Transit Center Subtotal	\$ 841,360.1	\$ 22,947.2	\$ 902,247.6
89	Regional Connector			
90	Regional Connector: Business Interruption Fund	\$ 3,504.6	\$ 0.0	\$ 3,504.6
91	Regional Connector: Catch-All	7,173.6	2,826.4	10,000.0
92	Regional Connector: Insurance Betterment ⁽⁴⁾	4,006.8	0.0	4,006.8
93	Regional Connector: System Integration ⁽⁴⁾	3,113.8	0.0	3,113.8
94	Regional Connector: Construction	1,693,740.4	2,405.5	1,794,839.8
95	Regional Connector: Construction Non-FFGA	57,680.0	0.0	59,389.2
96	Regional Connector: Planning ⁽⁴⁾	27,768.8	0.0	0.0
97	Regional Connector Subtotal	\$ 1,796,988.0	\$ 5,231.9	\$ 1,874,854.2
98	Southeast Gateway Line			
99	Southeast Gateway Line: Planning	\$ 145,538.2	\$ 5,284.8	\$ 0.0
100	Southeast Gateway Line: Construction ⁽²⁾	88,600.0	310,689.5	997,750.2
101	Southeast Gateway Line Subtotal	\$ 234,138.2	\$ 315,974.3	\$ 997,750.2
102	Rail Subtotal	\$ 17,890,043.7	\$ 1,574,776.3	\$ 22,982,183.7
103	Systemwide ⁽⁶⁾			
104	Anticipated Measure R & M Projects ⁽⁷⁾	\$ 0.0	\$ 60,000.0	\$ 0.0
105	Metro Business Solutions Center	0.0	3,396.7	0.0
106	Systemwide Subtotal	\$ 0.0	\$ 63,396.7	\$ 0.0
107	Transit Construction Total	\$ 18,116,972.7	\$ 1,937,654.5	\$ 23,785,817.4
108	Transit Planning ⁽⁸⁾			
109	C / K Line Extension to Torrance	\$ 87,536.8	\$ 61,016.7	\$ 0.0
110	Countywide BRT Planning	2,515.6	3,476.0	0.0
111	E Line Eastside LRT Phase 2	125,818.2	87,721.0	0.0
112	East San Fernando Valley LRT (shared corridor)	3,023.6	741.7	0.0
113	Eastside Light Rail Access Phases 1 & 2	15,003.7	0.0	0.0
114	Eastside Light Rail Access Phase 3 ⁽⁹⁾	152.5	165.4	29,703.1
115	K Line Northern	40,204.7	9,432.6	0.0
116	North San Fernando Valley BRT	9,536.9	412.1	0.0
117	Rail & Bus Operations Control Center Upgrade	17,844.9	17,331.9	0.0
118	Sepulveda Corridor	251,627.0	76,635.5	0.0
119	SGV Transit Feasibility Study	4,244.9	1,403.6	0.0
120	Vermont Transit Corridor	29,712.7	22,351.4	0.0
121	Transit Planning Total	\$ 587,221.6	\$ 280,687.9	\$ 29,703.1
122	Transit Expansion Total	\$ 18,704,194.3	\$ 2,218,342.4	\$ 23,815,520.5

Note: Totals and percentages may not add up due to rounding.

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

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

⁽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.

Appendix IV – Highway Project List

	Highway Multimodal Development Project (\$ in millions)	Exp thru FY24	FY25 Budget	FY26 Proposed	Subregion
1	MR/MM Projects				
2	Countywide Soundwall Constructions	\$ 181.3	\$ 29.2	\$ 5.1	sc
3	Highway Demand Based Program (SG)	0.1	0.1	2.6	sg
4	Highway Efficiency Program	64.4	34.4	58.5	av, lvm, nc
5	Highway Operational Improvements in Arroyo Verdugo Subregion	66.6	5.0	10.0	av
6	Highway Operational Improvements in Las Virgenes/Malibu Subregion	132.8	2.2	6.2	lvm
7	I-105 ExpressLane from I-405 to I-605	256.7	179.4	156.2	sc
8	Sepulveda Pass Transit Corridor (Ph 1 - I-405 ExpressLane)	27.4	7.6	6.6	sf
9	Interstate 405, I-110, I-105 and SR-91 Ramp & Interchange Improvements (South Bay)	249.4	30.1	12.6	sb
10	I-5 Capacity Enhancement from SR-134 to SR-170	158.0	4.5	0.2	av, sf
11	Interstate 5 Capacity Enhancement from I-605 to Orange County Line	158.8	12.0	12.4	gc
12	Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	329.7	53.0	86.3	nc
13	Interstate 5/St. Route 14 Capacity Enhancement (North County)	5.2	1.0	1.1	nc
14	Interstate 605 corridor "Hot Spot" Interchanges (Gateway Cities)	345.0	110.0	66.6	gc
15	Interstate 710 South and/or Early Action Projects (Gateway Cities)	244.3	38.5	47.9	gc
16	South Bay Highway Operational Improvements	2.0	0.5	5.3	sb
17	SR-57/SR-60 Interchange Improvements	263.3	82.7	30.9	sg
18	SR-71 Gap from I-10 to Rio Rancho Road	92.8	30.0	29.8	sg
19	SR-710 N Corridor Mobility Improvements	11.7	4.8	24.1	av, cc, sg
20	State Route 138 Capacity Enhancements (North County)	81.1	5.0	3.0	nc
21	SR-14 Safety Improvements	3.6	2.5	5.2	nc
22	Transportation System and Mobility Improvement Program (South Bay)	55.9	5.5	12.0	sb
23	MR/MM Projects Total	\$ 2,730.1	\$ 637.8	\$ 582.6	
24	Other				
25	Caltrans Property Maintenance	\$ 13.6	\$ 1.3	\$ 2.0	
26	Highway Planning	156.8	3.2	4.1	
27	I-210 Barrier Replacement	18.2	1.7	0.6	
28	I-405 Carpool Lane	1,143.4	0.5	0.6	
29	NextGen Bus Lanes	47.6	37.1	36.7	
30	Highway Multimodal Development Total	\$ 4,109.7	\$ 681.6	\$ 626.7	

Note: Totals and percentages may not add up due to rounding.

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

Appendix V – CIP Project List

	Project Description (\$ in Thousands)	Forecasted Exp Thru FY25 ⁽³⁾	FY26 Proposed	Life Of Project
1	Bus & Rail			
2	Bus Fleet Procurement			
3	40' Battery Electric Zero Emission Buses	\$ 75,865.6	\$ 21,497.1	\$ 163,534.0
4	40' Battery Electric Zero Emission Buses & En-Route Charging Infrastructure ⁽¹⁾	1,509.7	4,111.4	0.0
5	60' Battery Electric Zero Emission Buses	69,480.8	7,525.9	80,003.3
6	60' Battery Electric Zero Emission Buses - Grant Funded	7,098.3	196.9	8,109.5
7	Battery Electric Buses & Chargers ⁽¹⁾	1,142.0	1,708.0	0.0
8	40' Compressed Natural Gas Buses	389,208.8	604.0	420,913.3
9	60' Compressed Natural Gas Buses	141,393.8	378.7	149,311.4
10	Bus Fleet Procurement Subtotal	\$ 685,699.1	\$ 36,022.0	\$ 821,871.6
11	Bus Facilities Improvements			
12	Division 9 Building Automation Integration ⁽²⁾	\$ 0.0	\$ 450.0	\$ 2,614.3
13	Bus Division Improvements IV	13,558.3	2,224.0	28,000.0
14	Division 1 Street Closure	6,324.9	1,960.4	9,500.0
15	Division 18, ZEB Charging Infrastructure ⁽¹⁾	500.0	16,213.8	0.0
16	Division 7, ZEB Charging Infrastructure ⁽¹⁾	500.0	22,186.9	0.0
17	Division 8 Charging Infrastructure	8,000.0	2,505.2	65,150.0
18	Electric Bus Charging Infrastructure J (Silver) Line	24,034.5	8,434.0	50,000.0
19	Zero Emission Bus Infrastructure Transition - Various Divisions ⁽¹⁾	2,000.0	3,175.8	0.0
20	Resilience Charging System	5,000.4	2,430.0	22,450.0
21	Energy Resiliency ⁽²⁾	0.0	550.0	1,465.0
22	Environmental Compliance Capital Project (FY23-FY27)	21,914.0	13,084.7	35,000.0
23	Fire Alarm Panel Replacement Throughout Metro Facilities	2,286.5	1,513.4	9,830.0
24	High Security Fencing and Installation ⁽²⁾	0.0	4,500.0	20,000.0
25	Metro G Line (Orange) Reclaimed Water Project	531.1	122.8	655.4
26	Operations Central Instruction (OCI) Campus	3,500.0	9,787.7	24,500.0
27	Bus Facilities Improvements Subtotal	\$ 88,149.8	\$ 89,138.6	\$ 269,164.7
28	Bus Fleet Maintenance			
29	Bus Engine Replacements	\$ 9,112.6	\$ 3,379.4	\$ 13,518.0
30	Bus Maintenance Equipment Acquisition	1,664.4	1,291.7	3,900.0
31	New Flyer/El Dorado Bus Midlife	112,040.4	46,535.1	205,000.0
32	Collision Avoidance Dem ⁽¹⁾	1,533.5	0.0	0.0
33	Bus Fleet Maintenance Subtotal	\$ 124,350.9	\$ 51,206.2	\$ 222,418.0

Note: Totals and percentages may not add up due to rounding.

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

⁽²⁾ New project proposed for Board adoption.

⁽³⁾ Forecasted expenditures through FY25 is actual expenditure through FY24 plus FY25 Budget with December Amendments.

Appendix V – CIP Project List (continued)

	Project Description (\$ in Thousands)	Forecasted Exp Thru FY25 ⁽³⁾	FY26 Proposed	Life Of Project
34	Rail Facilities Improvements			
35	A Line (Blue) & E Line (Expo) Tunnel Artwork	\$ 219.1	\$ 0.0	\$ 453.0
36	Metro A Line (Blue) Artwork	292.7	81.0	477.2
37	Metro Art Enhancement	93.0	0.0	147.0
38	Metro B Line (Red) and Metro D Line (Purple) Art Refurbishment	878.1	490.1	3,257.7
39	Metro C Line (Green) Art Refurbishments	726.8	483.7	3,022.3
40	Division 1,2,18 CCTV Parking Lot Improvements	100.0	100.0	4,000.0
41	Elevator Modernization and Escalator Replacement	2,649.2	1,860.2	126,692.0
42	ETEL/PTEL Replacement	1,360.4	363.5	2,440.0
43	EV Charging Station and Metro Rail	82.2	6.6	175.3
44	Facilities Tools and Equipment ⁽²⁾	0.0	150.0	3,644.0
45	Logistics Equipment Replacement	662.3	0.0	1,500.0
46	Metro C Line (Green)/L Line (Gold) Backup Battery Replacement	936.1	834.7	1,871.5
47	Metro Operations Downtown Hub ⁽²⁾	0.0	16,236.8	102,000.0
48	Rail Facility Improvements	17,984.7	1,724.0	24,400.0
49	Rail Facility Maintenance & IM	3,690.4	1,400.0	35,000.0
50	Station Experience - Cameras	15.0	0.0	1,500.0
51	Station Experience Improvements	10,081.2	9,627.5	50,125.0
52	Union Station Fencing ⁽²⁾	0.0	4,561.0	6,465.8
53	Rail Facilities Improvements Subtotal	\$ 39,771.3	\$ 37,919.3	\$ 367,170.9
54	Rail Fleet Procurement			
55	Heavy Rail Vehicle Procurement	\$ 82,385.0	\$ 36,150.7	\$ 130,901.0
56	HR5000 Heavy Rail Vehicle Procurement	68,845.8	34,895.8	777,588.0
57	LRV Design, Procure And Management	29,959.7	0.0	30,850.0
58	P3010 Light Rail Vehicle (LRV) Project Plus Options	812,294.4	348.7	866,303.5
59	P3030 New LRV Procurement ⁽¹⁾	0.0	3,197.6	0.0
60	Rail Fleet Procurement Subtotal	\$ 993,484.8	\$ 74,592.7	\$ 1,805,642.5
61	Rail Fleet Maintenance			
62	A650 COH Phase Two	\$ 0.0	\$ 3,023.7	\$ 23,734.9
63	A650 Door and HVAC Overhaul ⁽²⁾	0.0	400.0	22,823.5
64	A650 Low Voltage Power Supply and Friction Brake Overhaul	6,222.2	4,776.6	11,000.0
65	A650 Heavy Rail Vehicle Refurbishment	27,752.1	27,435.7	264,662.6
66	Heavy Rail Vehicle Midlife	65,283.6	7,005.9	105,109.6
67	P2000 Light Rail Midlife Modernization	141,593.3	11,246.6	180,853.9
68	P2000 Vehicle Component Replacement	3,213.1	2,360.0	16,100.0
69	P2550 Light Rail Vehicle	30,604.6	820.8	35,007.5
70	P2550 Light Rail Vehicle Mid-Life Overhaul	95,554.0	28,227.0	206,340.8
71	P3010 Fleet Component Overhaul	6,263.5	14,429.1	50,532.0
72	P3010 Fleet-Friction Brake Overhaul	8,033.4	6,447.1	35,990.0
73	RFS Wheel Measurement Machine ⁽²⁾	0.0	400.0	8,663.6
74	Rail Fleet Maintenance Subtotal	\$ 384,519.9	\$ 106,572.3	\$ 960,818.6

Note: Totals and percentages may not add up due to rounding.

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

⁽²⁾ New project proposed for Board adoption.

⁽³⁾ Forecasted expenditures through FY25 is actual expenditure through FY24 plus FY25 Budget with December Amendments.

Appendix V – CIP Project List (continued)

	Project Description (\$ in Thousands)	Forecasted Exp Thru FY25 ⁽³⁾	FY26 Proposed	Life Of Project
75	Wayside Systems			
76	Closed Circuit TV (CCTV) System Upgrade	\$ 2,275.4	\$ 292.6	\$ 15,630.0
77	Correct Side Door Opening	541.2	1,039.6	32,000.0
78	Digital Rail Radio System	20,926.2	714.6	25,000.0
79	Distributed Energy Resources	0.0	455.0	3,000.0
80	Division 20 Bungalow A Replacement	6,723.6	1,152.5	15,000.0
81	Emergency Power Replacement	117.5	75.0	10,100.0
82	Fiber Optic Main Loop Upgrade	2,941.5	0.0	4,250.0
83	Foothill Back Up Generators	513.2	570.3	2,750.0
84	Harbor Hump Direct Fixation Replacement	383.6	732.2	3,015.3
85	Heavy Rail Supervisory Control and Data Acquisition Systems (SCADA) Replacement	15,460.4	421.6	15,882.5
86	Metro B Line (Red) SEG-2 SCADA Equipment Replacement	1,367.9	1,921.1	8,270.0
87	Metro B Line (Red) Seg-3 SCADA Equipment	1,120.1	1,487.8	8,300.0
88	Metro B Line (Red) Segment 1 SCADA Equipment Replacement	376.4	223.3	1,700.0
89	Metro L Line (Gold) Eastside SCADA Equipment Replacement	202.8	544.9	3,900.0
90	Light Rail Protective Relay	594.3	847.9	12,600.0
91	Maintenance Of Way Tools and Equipment	3,108.8	119.8	3,325.8
92	Maintenance Of Way Tools and Equipment FY26-28 ⁽²⁾	0.0	150.0	2,783.0
93	Maintenance Of Way Training Facility	286.0	600.0	10,000.0
94	Metro A Line (Blue) TC Cases and Hawk	250.0	600.0	18,600.0
95	Metro A Line (Blue) & E Line (Expo) Light Rail Speed Improvement ⁽¹⁾	287.3	289.6	0.0
96	Metro A Line (Blue) 7th/Metro Substation Replacement	1,470.6	1,308.8	7,860.0
97	Metro A Line (Blue) Gate Mechanism Replacement	210.3	663.7	5,950.0
98	Metro A Line (Blue) North and E Line (Expo) East CTS ⁽²⁾	0.0	50.0	75,000.0
99	Metro B (Red) and D Line (Purple) to NOHO CTS Replacement ⁽²⁾	0.0	50.0	64,500.0
100	Metro G Line (Orange) Communication Transmission System (CTS) Nodes Replacement	583.8	114.4	5,650.0
101	Metro B Line (Red) and D Line (Purple) CTS Upgrade	121.0	3,000.0	65,350.0
102	Metro A Line (Blue) Resignaling Rehabilitation	114,889.2	242.9	118,290.0
103	Metro A Line (Blue) Train Control Non-Vital Relay	2,970.3	1,702.9	20,455.9
104	Metro B Line (Red) Vital Processor Upgrade	4,797.2	3,704.6	70,100.0
105	Metro L Line (Gold) Electronic Code 5/Vital Harmon Logic Processor Upgrade	457.0	666.3	5,580.0
106	Metro A Line (Blue) Trip System Replacement	2,731.2	138.1	8,306.9
107	Metro A Line (Blue), E Line (Expo) and L Line (Gold) Led Tunnel Lights	390.2	134.0	6,800.0
108	Metro A Line (Blue)/ L Line (Gold) Train Control Battery Replacement	638.9	0.0	1,685.5
109	Metro B (Red) and D Line (Purple) Auxiliary RM CCTV Alarm	500.0	100.0	12,180.8
110	Metro B Line (Red) Auxiliary Power ⁽¹⁾	1,293.2	1,039.6	0.0
111	Metro B Line (Red) Backup Batteries FY22-FY25	1,806.3	1,001.7	5,640.0
112	Metro B Line (Red) Electronic Access Control	1,824.7	269.8	2,319.0
113	Metro B Line (Red) Fire Control Panel Upgrade	1,694.4	367.3	19,000.0
114	Metro B Line (Red) Mainline Fastener Replacement	9,059.5	5,655.7	36,980.0

Note: Totals and percentages may not add up due to rounding.

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

⁽²⁾ New project proposed for Board adoption.

⁽³⁾ Forecasted expenditures through FY25 is actual expenditure through FY24 plus FY25 Budget with December Amendments.

Appendices

Appendix V – CIP Project List (continued)

	Project Description (\$ in Thousands)	Forecasted Exp Thru FY25 ⁽³⁾	FY26 Proposed	Life Of Project
115	Metro C Line (Green) Mainline Fastener Replacement	2,895.1	1,691.8	17,100.0
116	Metro B Line (Red) Program Station Stop Replacement	2,111.8	147.1	2,860.0
117	Metro B Line (Red) Protective Relay	325.0	370.0	9,759.8
118	Metro B Line (Red) Segment 1 Substation Replacement ⁽¹⁾	737.8	233.4	0.0
119	Metro B Line (Red) Train to Wayside Communication (TWC) Rehabilitation	1,059.8	540.1	1,800.0
120	Metro C Line (Green) Track Circuits & TWC System Refurbishments	25,660.9	200.5	28,851.2
121	Metro C Line (Green) Arroyo Seco Hill Stabilization	677.2	597.1	10,660.0
122	Metro C Line (Green) Mainline Turnout Tie Replacement	922.1	1,106.4	5,991.7
123	Metro C Line (Green) OCS Replacement	10,660.1	6,021.4	38,350.0
124	OCS Tools and Equipment	310.6	500.0	3,700.0
125	Overhead Catenary System (OCS) Inspection System	722.0	536.5	1,259.0
126	Metro C Line (Green) Substation Replacement	1,649.9	368.1	98,500.0
127	Metro C Line (Green) Switch Machine Overhaul	1,039.2	657.4	2,763.7
128	Metro D Line (Purple) Track & Tunnel Intrusion Detection (TTID) ⁽²⁾	0.0	50.0	20,000.0
129	Metro E Line (Expo) Traction Power System Break/Relays Replacement ⁽²⁾	0.0	0.0	17,500.0
130	Metro L Line (Gold) Weight Poles and Air Brake	918.0	547.9	9,200.0
131	Metro L Line (Gold) Gate Mechanism	1,163.8	1,452.9	4,690.0
132	Metro L Line (Gold) Uninterruptible Power Supply (UPS) Replace	287.3	180.2	1,400.0
133	Rail Communication System UPS Backup and Battery Replacement	645.4	313.5	10,300.0
134	Monrovia Station Crossing Upgrade Pilot	653.3	200.1	1,700.0
135	Predictive Remote Monitoring ⁽²⁾	0.0	37.5	4,150.0
136	Substation Test Equipment/Tools	456.4	50.0	1,970.0
137	Systemwide Corrosion Control	2,194.6	1,284.9	21,350.0
138	Systemwide Corrosion Protection	6,171.2	0.0	13,000.0
139	Train Control DC Standby Power	609.7	802.9	3,700.0
140	Train Control Tools and Equipment ⁽²⁾	0.0	75.0	1,300.0
141	Transit Passenger Information System (TPIS) Station Replacement - Expo I/PGL	905.1	483.8	1,390.0
142	Tunnel Fan and Damper Replacement ⁽¹⁾	1,040.2	233.4	0.0
143	USG Plaza and East Portal Floor ⁽²⁾	0.0	75.0	6,350.0
144	VHF Rail Radio System Replacement ⁽¹⁾	523.4	825.6	0.0
145	Wayside Systems Subtotal	\$ 267,253.6	\$ 52,030.0	\$ 1,067,350.1
146	Bus & Rail Total	\$ 2,583,229.3	\$ 447,481.2	\$ 5,514,436.2
147	Non-Measure R (MR)/Measure M (MM) Major Construction			
148	Add TPSS Metro C Line (Green) 3 Car Capacity ⁽¹⁾	\$ 2,250.0	\$ 0.0	\$ 0.0
149	FY25 Platform Extension Metro C Line (Green) ⁽¹⁾	5,983.4	7,198.9	0.0
150	Industrial Park Study ⁽¹⁾	1,090.0	2,106.6	0.0
151	Metro Center Street Project	133,394.4	1,480.1	156,688.3
152	North Hollywood Transit Center	0.0	55.0	0.0
153	Rail to Rail Construction	137,677.2	5,533.3	166,384.0
154	Rosa Parks/Willowbrook Station	125,524.5	405.0	128,348.4
155	Traction Power Substation (TPSS) K Line ⁽¹⁾	766.6	20,063.8	0.0
156	Non MR/MM Major Construction Subtotal	\$ 406,686.1	\$ 36,842.7	\$ 451,420.7

Note: Totals and percentages may not add up due to rounding.

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

⁽²⁾ New project proposed for Board adoption.

⁽³⁾ Forecasted expenditures through FY25 is actual expenditure through FY24 plus FY25 Budget with December Amendments.

Appendix V – CIP Project List (continued)

	Project Description (\$ in Thousands)	Forecasted Exp Thru FY25 ⁽³⁾	FY26 Proposed	Life Of Project
157	Other Asset Improvements			
158	Non-Revenue Vehicles			
159	AQMD 1196 Rule Non-Revenue Vehicle Replacement	\$ 4,774.4	\$ 446.1	\$ 9,400.0
160	Facilities Maintenance Vehicles and Equipment	548.3	250.0	1,550.0
161	FY20 Non-Revenue Vehicle Replacement	6,500.0	173.0	8,800.0
162	FY22 Emergency Generator Replacements	2,075.5	1,037.4	4,130.0
163	FY22 Non-Revenue Vehicle Equipment Replacement	904.7	10.0	1,520.0
164	FY23 Non-Revenue Vehicle Replacements	1,696.2	37.0	13,700.0
165	FY25 Non-Revenue Vehicle Equipment Replacement	289.6	7,476.0	16,450.0
166	FY26 Non-Revenue Vehicle Equipment Expansion ⁽²⁾	0.0	389.1	13,454.5
167	FY26 Non-Revenue Vehicle Equipment Replacement ⁽²⁾	0.0	2,826.7	74,677.9
168	Maintenance of Way (MOW) Vehicles and Equipment	1,070.8	300.5	6,100.0
169	FY23 Emergency Generator Replacements	974.0	975.0	1,950.0
170	Non-Revenue Fleet EV Charging ⁽²⁾	0.0	400.0	14,772.0
171	Vehicle Operations (VO) Laptops ⁽¹⁾	282.3	100.0	0.0
172	Non-Revenue Vehicles Subtotal	\$ 19,115.8	\$ 14,420.7	\$ 166,504.4
173	Regional and Hubs			
174	Building Renovation Plan	\$ 42,003.5	\$ 837.0	\$ 42,842.0
175	Bus Division Improvements V	2,818.0	1,786.2	35,000.0
176	Call Point Security Blue Light Boxes	1,199.9	518.1	13,950.0
177	Cashroom Processing Equipment	0.0	0.0	750.0
178	Chatsworth Metrolink Station ADA Improvements	4,821.2	1,887.1	7,354.7
179	Countywide Transit Signal Priority (TSP) Upgrade and Expansion	7,150.0	3,469.2	10,620.0
180	NextGen Cloud Based Transit Signal Priority (TSP)	4,241.4	1,155.4	15,000.0
181	E PPR Bus Stop Electrical Signage	200.0	0.0	585.0
182	EV Parking Equipment	0.0	1,850.0	2,000.0
183	Fare Capping ⁽¹⁾	8,905.7	0.0	0.0
184	Faregate Retrofit Phase 2 ⁽²⁾	0.0	15,300.0	15,300.0
185	Faregates Pilot	14,398.6	0.0	14,400.0
186	Fire Detection System Renovation	692.6	857.0	5,950.0
187	Gateway New LED Lighting	82.0	20.7	2,588.7
188	Metrolink Pedestrian Connection	283.7	0.0	825.0
189	Muni Bus Mobile Validators (BMV) Replacement	4,911.5	0.0	4,912.0
190	Muni Ticket Vending Machine Installations	442.4	0.0	1,728.0
191	Passenger Screen-Facility Hardening	2,141.6	0.0	3,448.8
192	Patsaouras Bus Plaza Station Improvements	50,549.9	15.0	50,913.0
193	Public Plug-In Charge Stations	927.7	0.0	973.0
194	Systemwide Signage	12,961.0	1,522.8	24,100.0
195	Tap Plus (Capital) ⁽²⁾		10,750.0	66,423.9
196	TAP Plus Salesforce Integration	500.0	2,000.0	5,000.0
197	TAP to Exit Expansion	999.0	0.0	1,000.0
198	Tapforce Conversion	248.7	950.0	1,200.0
199	Ticket Vending Machine (TVM) Software Upgrade	783.4	0.0	1,729.8
200	Track and Tunnel Intrusion Detection	10,939.5	0.0	11,372.0
201	UFS Disaster Recovery	3,271.4	0.0	8,085.0

Note: Totals and percentages may not add up due to rounding.

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

⁽²⁾ New project proposed for Board adoption.

⁽³⁾ Forecasted expenditures through FY25 is actual expenditure through FY24 plus FY25 Budget with December Amendments.

Appendix V – CIP Project List (continued)

	Project Description (\$ in Thousands)	Forecasted Exp Thru FY25 ⁽³⁾	FY26 Proposed	Life Of Project
	USG & Bus Division UPS & HVAC	\$ 756.8	\$ 354.8	\$ 1,600.0
	USG Building Drainage Piping	626.3	228.1	11,260.0
204	USG Electrical and Security System	2,265.4	200.0	25,000.0
205	Video Management Security (VMS) Intelligence System	5,268.2	0.0	5,268.2
206	Regional and Hubs Subtotal	\$ 184,389.5	\$ 43,701.5	\$ 391,179.2
207	Technology			
208	2nd Generation Bus Mobile Validators (BMV)	\$ 13,128.9	\$ 0.0	\$ 18,100.0
209	Advanced Transportation Management System II (ATMS) Bus System Replacement	11,222.6	11,207.3	117,000.0
210	Advanced Transportation Management System II (ATMS) System Integration ⁽²⁾	0.0	2,000.0	50,000.0
211	Agency Information Security & Compliance Program	7,132.3	520.7	7,814.0
212	Camera Bus Lane Enforcement	3,177.4	2,001.6	11,000.0
213	LAUS CCTV Camera Upgrades	700.0	700.0	2,071.0
214	CCTV Expansion ⁽²⁾	0.0	4,447.2	4,447.2
215	Connected Facilities Project	1,927.6	329.8	7,454.2
216	Cyber Security Infrastructure	600.0	0.0	1,257.2
217	Cyber Security Management	1,087.5	635.0	3,365.2
218	Cyber Security Program	840.0	500.0	5,300.0
219	Data Center Modernization	2,600.0	200.0	5,500.0
220	Data Governance Program	1,571.3	347.3	2,550.0
221	Enterprise Asset Management System (EAMS)	50,374.2	14,793.1	68,750.0
222	Enterprise Safety Management	1,990.6	496.7	2,488.0
223	Enterprise Telephone & United Messaging System	7,439.9	726.4	9,646.0
224	ESOC Alert Notifications ⁽²⁾	0.0	1,420.0	3,550.0
225	Financial & Budget System Integration	3,257.7	300.0	4,200.0
226	Hastus v2022 Upgrade	3,109.7	2,244.7	5,421.0
227	Human Capital System Project	2,874.0	500.0	3,980.0
228	Integrated Data and Communications System Replacement	4,181.5	4,500.0	44,436.1
229	IT Ent Data Warehouse Implementation ⁽²⁾	0.0	900.0	3,050.0
230	IT Platform Refresh Program 26-27 ⁽²⁾	0.0	1,015.7	3,000.0
231	IT Service Management	1,405.0	850.0	4,475.0
232	IT Workstation Refresh Program 26-27 ⁽²⁾	0.0	1,604.5	3,000.0
233	IT Workstation Refresh Program FY24-FY25	2,705.5	0.0	3,000.0
234	LAUS North Patio Security Fencing	700.0	700.0	1,593.5
235	Logistics Equipment Replacement Phase 2	588.5	1,227.1	7,496.0
236	Oracle E-Business System Upgrade	2,562.1	0.0	2,636.0
237	Payroll Cloud Integration ⁽²⁾	0.0	100.0	10,000.0
238	Payroll System Replacement Program	9,984.0	8,049.5	22,856.0
239	Platform Refresh FY24-FY25	1,702.7	0.0	3,000.0
240	Print Shop Press and Cutter	1,275.7	0.0	1,911.2
241	Real Estate Management System	1,467.3	235.0	1,748.0
242	Technology Enhancement For Customer Experience	1,408.9	154.9	2,226.8

Note: Totals and percentages may not add up due to rounding.

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

⁽²⁾ New project proposed for Board adoption.

⁽³⁾ Forecasted expenditures through FY25 is actual expenditure through FY24 plus FY25 Budget with December Amendments.

Appendix V – CIP Project List (continued)

	Project Description (\$ in Thousands)	Forecasted Exp Thru FY25 ⁽³⁾	FY26 Proposed	Life Of Project
243	Transit Security Communication Enhancement ⁽²⁾	0.0	2,412.5	2,412.5
244	Union Station Gateway (USG) Building Data Center	828.2	557.0	3,450.0
245	Vendor Portal Integration	0.0	100.0	2,000.0
246	Vendor Portal Modernization	301.3	493.1	911.9
247	Visual Route Training Software ⁽²⁾	0.0	101.4	3,140.0
248	Technology Subtotal	\$ 142,144.5	\$ 66,370.6	\$ 460,236.8
249	Non-MR/MM Major Construction and Other Asset Improvements Total	\$ 752,335.9	\$ 161,335.5	\$ 1,469,341.1
250	Total CIP Budget	\$ 3,335,565.2	\$ 608,816.6	\$ 6,983,777.3
251	Other Operating Capital ⁽⁴⁾			
252	4540 MBS Eqpt. & Expansion ⁽⁵⁾	\$ 0.0	\$ 7,656.3	\$ 7,656.3
253	Bike Hub Capital Improvements	0.0	687.4	4,400.0
254	Bike Locker Capital Improvements	2,252.0	764.8	3,000.0
255	Bike Share TAP Integration	1,406.7	499.0	1,650.0
256	LA Union Station Access Control System Upgrade	0.0	0.0	1,100.0
257	LA Union Station ADA West ⁽²⁾	0.0	3,500.0	10,500.0
258	LA Union Station Building Information Modeling & Survey	1,850.0	0.0	3,850.0
259	LA Union Station Digital Signage Upgrades	1,700.0	1,050.0	2,750.0
260	LA Union Station Electrical System Upgrade	1,975.0	0.0	6,325.0
261	LA Union Station Parking Equipment ⁽²⁾	0.0	500.0	6,600.0
262	LA Union Station Plumbing Infrastructure	3,500.0	0.0	3,500.0
263	LA Union Station Plumbing Infrastructure Phase 3 ⁽²⁾	0.0	4,800.0	7,750.0
264	LA Union Station S. Patio Plumbing/Pavers	11,550.0	0.0	13,500.0
265	LA Union Station Public Safety Address System	1,915.0	2,030.0	3,905.0
266	LA Union Station Restore/Abate Window System ⁽²⁾		250.0	1,250.0
267	LA Union Station Stationwide HVAC Upgrades ⁽²⁾	0.0	1,750.0	6,550.0
268	LA Union Station Ticket Concourse Eyebrow Roof Replacement ⁽²⁾	0.0	1,000.0	1,000.0
269	Metro Bike Share Replenishment	1,687.0	0.0	2,000.0
270	Parking Guidance System	3,323.6	479.0	5,025.0
271	Station-wide Tile Replacement	248.4	50.0	1,000.0
272	Other Operating Capital Total	\$ 31,407.8	\$ 25,016.5	\$ 93,311.3

Note: Totals and percentages may not add up due to rounding.

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

⁽²⁾ New project proposed for Board adoption.

⁽³⁾ Forecasted expenditures through FY25 is actual expenditure through FY24 plus FY25 Budget with December Amendments.

⁽⁴⁾ Projects captured under General Planning & Programs.

⁽⁵⁾ LOP increase has been approved.

Appendix VI – Total Bus Investment

	Bus Investments (\$ in thousands)	FY25 Budget	FY26 Proposed	\$ Change	% Change	Life Of Project
1	Operations & Maintenance					
2	Directly Operated Service Delivery - Labor	\$ 501,107.3	\$ 584,674.6	\$ 83,567.3	16.7 %	
3	Directly Operated Service Delivery - Parts, Supplies, CNG, Other	538,066.9	549,338.6	11,271.7	2.1 %	
4	Cleanliness	115,787.6	121,047.6	5,260.0	4.5 %	
5	Public Safety					
6	Security (LE/Private/Metro)	321,062.6	331,758.5	10,695.9	3.3 %	
7	Transit Ambassador Program	4,744.0	5,071.4	327.4	6.9 %	
8	Homeless Outreach	5,686.9	5,913.3	226.4	4.0 %	
9	Mental Health/Crisis Intervention ⁽¹⁾	2,170.0	751.8	(1,418.3)	(65.4)%	
10	Public Safety Subtotal	\$ 333,663.5	\$ 343,495.0	\$ 9,831.5	2.9 %	
11	Other Operating and Support					
12	Workers Compensation	\$ 92,964.3	\$ 92,580.7	\$ (383.6)	(0.4)%	
13	PLPD	44,660.6	45,294.5	633.9	1.4 %	
14	Customer Care Call Center	24,436.0	27,147.1	2,711.0	11.1 %	
16	Supply Chain, Warehouse & Inventory Management	60,165.9	65,190.8	5,024.9	8.4 %	
15	Purchased Transportation	72,644.2	68,487.5	(4,156.7)	(5.7)%	
17	Other Operating and Support Subtotal	\$ 294,871.1	\$ 298,700.5	\$ 3,829.5	1.3 %	
18	Operations & Maintenance Total	\$ 1,783,496.3	\$ 1,897,256.2	\$ 113,759.9	6.4 %	
19	NextGen					
21	Bus Mobile Validators (BMV) (All Door Boarding)	\$ 1,711.3	\$ 0.0	\$ (1,711.3)	(100.0)%	\$ 18,100.0
20	Camera Bus Lane Enforcement	2,500.0	2,001.6	(498.4)	(19.9)%	11,000.0
22	Transit Signal Priority	3,569.3	4,624.6	1,055.2	29.6 %	25,620.0
23	NextGen Bus Priority Lanes	4,788.6	4,776.1	(12.5)	(0.3)%	0.0
24	NextGen Curb Improvements	8,130.1	7,741.0	(389.1)	(4.8)%	0.0
25	NextGen Bus Stops and Shelters	16,401.8	16,429.2	27.4	0.2 %	0.0
26	Bus Termini and Layover Improvement	3,000.0	3,570.8	570.8	19.0 %	0.0
27	NextGen Bus Lanes	4,740.2	4,209.9	(530.3)	(11.2)%	0.0
28	NextGen Total	\$ 44,841.4	\$ 43,353.2	\$ (1,488.1)	(3.3)%	\$ 54,720.0
29	Bus Capital Improvements					
30	Bus Fleet Procurement					
31	40' Battery Electric Zero Emission Buses	\$ 41,118.3	\$ 21,497.1	\$ (19,621.2)	(47.7)%	\$ 163,534.0
32	40' Compressed Natural Gas Buses	692.9	604.0	(89.0)	(12.8)%	420,913.3
33	60' Battery Electric Zero Emission Buses	1,971.7	7,525.9	5,554.2	281.7 %	80,003.3
34	60' Battery Electric Zero Emission Buses - Grant Funded	680.7	196.9	(483.8)	(71.1)%	8,109.5
35	60' Compressed Natural Gas Buses	441.9	378.7	(63.2)	(14.3)%	149,311.4
36	40' Battery Electric Zero Emission Buses & En-Route Charging Infrastructure	1,500.0	4,111.4	2,611.4	174.1 %	0.0
37	Battery Electric Buses & Chargers	1,142.0	1,708.0	566.0	49.6 %	0.0
38	Bus Fleet Procurement Subtotal	\$ 47,547.6	\$ 36,022.0	\$ (11,525.6)	(24.2)%	\$ 821,871.6
39	Bus Facilities Improvements					
40	Bus Division Improvements IV	\$ 4,773.9	\$ 2,224.0	\$ (2,549.9)	(53.4)%	\$ 28,000.0
41	Division 1 Street Closure	1,893.2	1,960.4	67.2	3.6 %	9,500.0
42	Metro G Line (Orange) Reclaimed Water Project	92.7	122.8	30.1	32.4 %	655.4
43	Electric Bus Charging Infrastructure J (Silver) Line	16,374.9	8,434.0	(7,940.9)	(48.5)%	50,000.0

Note: Totals and percentages may not add up due to rounding.

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

Appendix VI – Total Bus Investment (continued)

	Bus Investments (\$ in thousands)	FY25 Budget	FY26 Proposed	\$ Change	% Change	Life Of Project
44	Division 8 Charging Infrastructure	\$ 8,000.0	\$ 2,505.2	\$ (5,494.8)	(68.7)%	\$ 65,150.0
45	Resilience Charging System	5,000.4	2,430.0	(2,570.4)	(51.4)%	22,450.0
46	Division Zero Emission Bus Infrastructure Transition	2,000.0	3,175.8	1,175.8	58.8 %	0.0
47	Environmental Compliance Capital Project (FY23-FY27)	4,941.5	13,084.7	8,143.2	164.8 %	35,000.0
48	Fire Alarm Panel Replacement Throughout Metro Facilities	1,174.8	1,513.4	338.5	28.8 %	9,830.0
49	Energy Resiliency	0.0	550.0	550.0	N/A	0.0
50	Division 7, ZEB Charging Infrastructure	500.0	22,186.9	21,686.9	4337.4 %	218,410.0
51	Division 18, ZEB Charging Infrastructure	500.0	16,213.8	15,713.8	3142.8 %	350,000.0
52	Bus Facilities Improvements Subtotal	\$ 45,251.5	\$ 74,400.9	\$ 29,149.4	64.4 %	\$ 788,995.4
53	Bus Fleet Maintenance					
54	Bus Engine Replacements	\$ 3,287.9	\$ 3,379.4	\$ 91.4	2.8 %	\$ 13,518.0
55	New Flyer/El Dorado Bus Midlife	44,816.1	46,535.1	1,719.0	3.8 %	205,000.0
56	Bus Maintenance Equipment Acquisition	1,000.0	1,291.7	291.7	29.2 %	3,900.0
57	Bus Fleet Maintenance Subtotal	\$ 49,104.0	\$ 51,206.2	\$ 2,102.2	4.3 %	\$ 222,418.0
58	Regional & Hubs					
59	Passenger Screen-Facility Hardening	\$ 78.5	\$ 0.0	\$ (78.5)	(100.0)%	\$ 3,448.8
60	Validators For Muni Buses	2,722.1	0.0	(2,722.1)	(100.0)%	4,912.0
61	Patsaouras Bus Plaza Station Improvements	15.0	15.0	0.0	0.0 %	50,913.0
62	Bus Division Improvements V	2,818.0	1,786.2	(1,031.8)	(36.6)%	35,000.0
63	Bus Stop Lighting	340.3	250.0	(90.3)	(26.5)%	0.0
64	Regional & Hubs Subtotal	\$ 5,973.9	\$ 2,051.2	\$ (3,922.8)	(65.7)%	\$ 94,273.8
65	Technology					
66	Advanced Transportation Management System II (ATMS) Replacement	\$ 10,807.3	\$ 11,207.3	\$ 400.0	3.7 %	\$ 117,000.0
67	Technology Subtotal	\$ 10,807.3	\$ 11,207.3	\$ 400.0	3.7 %	\$ 117,000.0
68	Non MR/MM Major Construction					
69	Rosa Parks/Willowbrook Station	\$ 739.9	\$ 405.0	\$ (334.9)	(45.3)%	\$ 128,348.4
70	Non MR/MM Major Construction Subtotal	\$ 739.9	\$ 405.0	\$ (334.9)	(45.3)%	\$ 128,348.4
71	Bus Capital Improvements Total	\$ 159,424.2	\$ 175,292.6	\$ 15,868.4	10.0 %	\$ 2,172,907.1
72	Bus Transit Construction & Planning Total					
73	Transit Construction					
74	G Line Bus Rapid Transit (BRT) Improvements	\$ 106,859.9	\$ 214,896.2	\$ 32,249.3	101.1 %	\$ 149,683.0
75	North Hollywood to Pasadena BRT Connector	114,433.2	84,492.6	53,703.5	(26.2)%	0.0
76	Transit Construction Subtotal	\$ 221,293.1	\$ 299,388.8	\$ 78,095.7	35.3 %	\$ 149,683.0
77	Transit Planning					
78	Countywide BRT Planning	\$ 2,413.9	\$ 3,476.0	\$ (598.1)	44.0 %	\$ 0.0
79	North San Fernando Valley BRT	1,161.4	412.1	(1,317.2)	(64.5)%	0.0
80	SGV Transit Feasibility Study	959.9	1,403.6	(978.2)	46.2 %	0.0
81	Vermont Transit Corridor	19,976.1	22,351.4	13,683.5	11.9 %	0.0
82	Other Bus Planning & Studies	37.7	32.4	(5.3)	(14.1)%	0.0
83	Transit Planning Subtotal	\$ 24,549.0	\$ 27,675.5	\$ 3,126.5	12.7 %	
84	Bus Transit Construction & Planning Total	\$ 245,842.1	\$ 327,064.3	\$ 81,222.2	33.0 %	\$ 149,683.0
85	LIFE Program/Bus	\$ 27,104.4	\$ 28,765.6	\$ 1,661.1	6.1 %	
86	Bus Investments Total	\$ 2,260,708.4	\$ 2,471,731.9	\$ 211,023.4	9.3 %	\$ 2,377,310.1

Note: Totals and percentages may not add up due to rounding.

Appendix VII – Regional Allocations Revenue Estimates

		State & Local (\$ in thousands)	FY26 Estimated Revenue ⁽¹⁾	Carryover FY24 Budget vs Actual	Interest FY24 Actual	FY26 Total Funds Available	FY25 Total Funds
1	Transportation Development Act						
2	Planning & Administration						
3	Planning - Metro		\$ 5,350.0	\$ 0.0	\$ 0.0	\$ 5,350.0	\$ 5,780.0
4	Planning - Southern California Association of Governments (SCAG)		4,012.5	\$ 0.0	\$ 0.0	4,012.5	4,335.0
5	Administration - Metro		4,378.9	\$ 0.0	\$ 0.0	4,378.9	4,378.9
6	Planning & Administration Subtotal		\$ 13,741.4	\$ 0.0	\$ 0.0	\$ 13,741.4	\$ 14,493.9
7	Article 3 Pedestrian & Bikeways 2.0%		\$ 10,425.2	\$ (1,598.5)	\$ 427.8	\$ 9,254.4	\$ 11,812.3
8	Article 4 Bus Transit 90.8%		473,243.7	(72,564.4)	19,417.7	420,097.0	535,884.1
9	Article 8 Streets & Highways 7.2%		37,589.8	(5,763.8)	1,542.3	33,368.3	42,918.7
10	Transportation Development Act Total		\$ 535,000.0	\$ (79,926.7)	\$ 21,387.8	\$ 476,461.1	\$ 605,108.9
11	Proposition A						
12	Administration 5.0%		\$ 53,500.0	\$ (5,348.4)	\$ 0.0	\$ 48,151.6	\$ 61,768.9
13	Local Return ⁽²⁾ 25.0%		254,125.0	N/A	\$ 0.0	254,125.0	274,550.0
14	Rail Development 35.0%		355,775.0	(35,566.7)	\$ 0.0	320,208.3	410,763.1
15	Bus Transit ^{(3), (4)} 40.0%						
16	95% of 40% Capped at Consumer Price Index (CPI) of 3.0%		\$ 296,353.2	N/A	\$ 0.0	\$ 296,353.2	\$ 287,721.6
17	95% of 40% Over CPI		89,916.8	N/A	\$ 0.0	89,916.8	129,594.4
18	Bus Transit Subtotal		\$ 386,270.0	\$ 0.0	\$ 0.0	\$ 386,270.0	\$ 417,316.0
19	5% of 40% Incentive		\$ 20,330.0	\$ (2,032.4)	\$ 0.0	\$ 18,297.6	\$ 23,472.2
20	Proposition A Total		\$ 1,070,000.0	\$ (42,947.5)	\$ 0.0	\$ 1,027,052.5	\$ 1,187,870.2
21	Proposition C						
22	Administration 1.5%		\$ 16,050.0	\$ (1,604.4)	\$ 0.0	\$ 14,445.6	\$ 18,530.7
23	Rail/Bus Security 5.0%		52,697.5	(5,267.9)	\$ 0.0	47,429.6	60,842.3
24	Commuter Rail 10.0%		105,395.0	(10,535.8)	\$ 0.0	94,859.2	121,684.7
25	Local Return ⁽²⁾ 20.0%		210,790.0	N/A	\$ 0.0	210,790.0	227,732.0
26	Freeways & Highways 25.0%		263,487.5	(26,339.5)	\$ 0.0	237,148.0	304,211.7
27	Discretionary 40.0%		421,580.0	(42,143.3)	\$ 0.0	379,436.7	486,738.7
28	Proposition C Total		\$ 1,070,000.0	\$ (85,890.9)	\$ 0.0	\$ 984,109.1	\$ 1,219,740.0
29	State Transit Assistance (STA) ⁽⁵⁾						
30	Bus (PUC 99314 Revenue Base Share)		\$ 69,251.1	\$ 38,010.6	\$ 3,460.6	\$ 110,722.4	\$ 111,893.0
31	Rail (PUC 99313 Population Share)		52,490.0	4,691.5	2,152.3	59,333.7	84,324.1
32	State Transit Assistance Total		\$ 121,741.1	\$ 42,702.1	\$ 5,612.9	\$ 170,056.1	\$ 196,217.1

Note: Totals and percentages may not add up due to rounding.

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

⁽²⁾ Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.

⁽³⁾ Consumer Price Index (CPI) of 3.0% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Proposition A discretionary 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 is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.

⁽⁵⁾ STA Revenue estimates (including SB1/STA) from the State Controller's Office is reduced by 5% for the revenue base and population base shares due to anticipated shortfall of FY26 revenue.

Appendix VII – Regional Allocations Revenue Estimates (continued)

	State & Local (\$ in thousands)	FY26 Estimated Revenue ⁽¹⁾	Carryover FY24 Budget vs Actual	Interest FY24 Actual	FY26 Total Funds Available	FY25 Total Funds
33	Senate Bill 1 (SB1) State Transit Assistance ⁽⁵⁾					
34	Bus (Public Utilities Code (PUC) 99314 Revenue Base Share)	\$ 55,906.1	\$ 30,548.0	\$ 2,835.2	\$ 89,289.3	\$ 90,954.0
35	Rail (PUC 99313 Population Share)	42,374.9	3,394.7	1,763.3	47,533.0	68,535.8
36	SB1 State Transit Assistance Total	\$ 98,281.0	\$ 33,942.7	\$ 4,598.5	\$ 136,822.3	\$ 159,489.8
37	SB1 State of Good Repair					
38	Bus (PUC 99314 Revenue Base Share) ⁽⁶⁾	\$ 22,848.3	\$ 9,707.3	\$ 1,082.3	\$ 33,637.9	\$ 22,898.5
39	Rail (PUC 99313 Population Share)	17,318.3	1,257.4	170.3	18,746.0	16,914.5
40	SB1 State of Good Repair Total	\$ 40,166.6	\$ 10,964.7	\$ 1,252.6	\$ 52,383.8	\$ 39,813.0
41	Measure R					
42	Administration 1.5%	\$ 16,050.0	\$ (1,606.9)	\$ 1,659.0	\$ 16,102.2	\$ 19,098.9
43	Transit Capital - "New Rail" 35.0%	368,882.5	(36,931.1)	17,893.7	349,845.1	424,837.1
44	Transit Capital - Metrolink 3.0%	31,618.5	(3,165.5)	447.2	28,900.2	36,828.1
45	Transit Capital - Metro Rail 2.0%	21,079.0	(2,110.4)	1,596.7	20,565.4	24,678.3
46	Highway Capital 20.0%	210,790.0	(21,103.5)	5,078.3	194,764.8	246,542.5
47	Operations "New Rail" 5.0%	52,697.5	(5,275.9)	4,327.8	51,749.4	62,503.8
48	Operations Bus 20.0%	210,790.0	(21,103.5)	17,845.5	207,532.0	249,828.1
49	Local Return ⁽²⁾ 15.0%	158,092.5	N/A	N/A	158,092.5	170,799.0
50	Measure R Total	\$ 1,070,000.0	\$ (91,296.8)	\$ 48,848.2	\$ 1,027,551.4	\$ 1,235,116.0
51	Measure M					
52	Local Return Supplemental & Administration					
53	Administration 0.5%	\$ 5,510.5	\$ (561.0)	\$ 340.2	\$ 5,289.7	\$ 6,442.6
54	Supplemental Transfer to Local Return ^{(2), (7)} 1.0%	10,539.5	N/A	N/A	10,539.5	11,386.6
55	Local Return Supplemental & Administration Subtotal	\$ 16,050.0	\$ (561.0)	\$ 340.2	\$ 15,829.2	\$ 17,829.2
56	Local Return Base ^{(2), (7)} 16.0%	\$ 168,632.0	N/A	N/A	\$ 168,632.0	\$ 182,185.6
57	Metro Rail Operations 5.0%	52,697.5	(5,364.8)	993.4	48,326.1	61,340.2
58	Transit Operations (Metro & Municipal Providers) 20.0%	210,790.0	(21,459.4)	15,957.0	205,287.7	248,860.5
59	ADA Paratransit/Metro Discounts for Seniors & Students 2.0%	21,079.0	(2,145.9)	531.3	19,464.4	24,383.9
60	Transit Construction 35.0%	368,882.5	(37,553.9)	2,099.9	333,428.6	428,781.5
61	Metro State of Good Repair 2.0%	21,079.0	(2,145.9)	1,666.9	20,600.0	24,871.3
62	Highway Construction 17.0%	179,171.5	(18,240.4)	30,483.9	191,415.0	219,506.3
63	Metro Active Transportation Program 2.0%	21,079.0	(2,145.9)	3,387.5	22,320.5	25,452.2
64	Regional Rail 1.0%	10,539.5	(1,073.0)	364.5	9,831.0	12,368.0
65	Measure M Total	\$ 1,070,000.0	\$ (90,690.3)	\$ 55,824.7	\$ 1,035,134.4	\$ 1,245,578.9
66	Total State & Local Funds Available	\$ 5,075,188.7	\$ (303,142.6)	\$ 137,524.7	\$ 4,909,570.8	\$ 5,888,933.8
67	Total Planning & Admin Allocations (lines 6, 12, 22, 42, and 53)	\$ 104,851.9	\$ (9,120.7)	\$ 1,999.2	\$ 97,730.4	\$ 120,335.0

Note: Totals and percentages may not add up due to rounding.

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

⁽²⁾ Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.

⁽⁵⁾ STA Revenue estimates (including SB1/STA) from the State Controller's Office is reduced by 5% for the revenue base and population base shares due to anticipated shortfall of FY26 revenue.

⁽⁶⁾ In order to be eligible for SB1-SGR funding, eligible agencies must comply with various reporting requirements.

⁽⁷⁾ Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Appendix VIII – Eligibility and Allocations of FY26 Funding

Dedicated Funding Sources by Program Type in FY26 Budget (\$ in millions)	
1	Total FY26 Proposed Budget Resources
2	Less: Highway and Regional Rail ⁽¹⁾
3	Less: Subsidy Funding
4	Less: General Planning & Programs ⁽²⁾
5	Less: Congestion Management
6	Less: Oversight and Administration ⁽³⁾
7	Operations and Transit Capital Resources

Resource Eligibility Split by Type (\$ in millions)		Operations Only		Ops/CIP		Ops/CIP/TID		TID Only		Total
		Amount	Cat. %	Amount	Cat. %	Amount	Cat. %	Amount	Cat. %	
8	Sales Tax, TDA & STA Resources	\$ 852.7	90.7%	\$ 326.2	28.9%	\$ 1,257.3	78.1%	\$ 1,115.0	46.3%	\$ 3,551.2
9	Operating and Other Resources	4.4	0.5%	0.0	0.0%	263.1	16.3%	0.0	0.0%	\$ 267.5
10	Grant and Bond Resources	82.8	8.8%	803.3	71.1%	89.6	5.6%	1,291.1	53.7%	\$ 2,266.8
11	Total	\$ 939.9		\$ 1,129.5		\$ 1,610.1		\$ 2,406.1		\$ 6,085.5

Resource Allocation Split by Eligibility (\$ in millions)										
12	Metro Bus and Rail Operations	\$ 939.4	100.0%	\$ 1,110.9	98.4%	\$ 838.5	52.1%	\$ 0.0	0.0%	\$ 2,888.8
13	Capital Improvement Program	0.0	0.0%	18.6	1.6%	590.2	36.7%	0.0	0.0%	\$ 608.8
14	Transit Infrastructure Development	0.0	0.0%	0.0	0.0%	76.1	4.7%	2,142.2	89.0%	\$ 2,218.3
15	Debt Service ⁽⁴⁾	0.5	0.0%	0.0	0.0%	105.3	6.5%	263.9	11.0%	\$ 369.6
16	Total	\$ 939.9		\$ 1,129.5		\$ 1,610.1		\$ 2,406.1		\$ 6,085.5

Note: Totals and percentages may not add up due to rounding.

⁽¹⁾ Includes Highway and Regional Rail debt service.

⁽²⁾ Includes \$25.0M General Fund revenues for Bike, Parking and Union Station expenses. Also includes Prop A35 debt service for Union Station acquisition.

⁽³⁾ Includes \$6.1M General Fund revenues for Transit School subsidy.

⁽⁴⁾ Net of Highway, Regional Rail and Union Station debt service.

Appendix IX – Acronyms & Abbreviations

A

ADA	Americans with Disabilities Act
AFSCME	American Federation of State, County, and Municipal Employees
API	Application Program Interface
AQMD	Air Quality Management District
ARPA	American Rescue Plan Act
ASRS	Automated Storage Retrieval System
ATP	Active Transportation Program
ATU	Amalgamated Transit Union

B

BAB	Build America Bonds
BEB	Battery Electric Buses
BIF	Business Interruption Fund
BIPOC	Black, Indigenous, and People of Color
BLE	Bus Lane Enforcement
BMV	Bus Mobile Validator
BOC	Bus Operations Center
BRT	Bus Rapid Transit
BSC	Business Solution Center
BYD	Build Your Dreams

C

CARB	California Air and Resources Board
CBA	Collective Bargaining Agreement
CBO	Community-Based Organization
CCTV	Closed-Circuit Television
CEO	Chief Executive Office
CIP	Capital Improvement Program
CIS	Community Intervention Specialist
CMAQ	Congestion Mitigation and Air Quality
CMF	Central Maintenance Facility
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CRA	Community Redevelopment Agency
CRD	Congestion Reduction Demonstration

CRM	Customer Relations Management
CX	Customer Experience

D

DEI	Diversity, Equity, and Inclusion
DHS	Department of Health Services
DMH	Department of Mental Health
DPSS	Department of Public Social Services

E

EFC	Equity-Focused Communities
EV	Electric Vehicle
EZBB	Equitable Zero-Based Budget

F

FFGA	Full Funding Grant Agreement
FIS	Financial Information System
FLM	First/Last Mile
FLS	Fire Life Safety
FSI	Fareless System Initiative
FSP	Freeway Service Patrol
FTE	Full-Time Equivalent
FY	Fiscal Year

G

GHG	Greenhouse Gas
-----	----------------

H

HOV	High Occupancy Vehicle
HRV	Heavy Rail Vehicle

I

I	Interstate
IIJA	Infrastructure Investment and Jobs Act
INTP	Immediate Needs Transportation Program
IOS	Interim Operating Segment
ITS	Information and Technology Services

Appendices

L

LAC	Los Angeles County
LADOT	Los Angeles Department of Transportation
LAUS	Los Angeles Union Station
LAX	Los Angeles International Airport
LED	Light-Emitting Diode
LIFE	Low-Income Fares is Easy
LOP	Life of Project
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LRV	Light Rail Vehicle

M

MAT	Metro Active Transport
MATIS	Motorist Aid and Traveler Information System
MBEAT	Metro Budget Equity Assessment Tool
MDTs	Multidisciplinary Outreach Teams
Metro	Metropolitan Transportation Authority
MM	Measure M
MOW	Maintenance of Way
MPV	Mobile Phone Validator
MR	Measure R
MTA	Metropolitan Transportation Authority

N

NABI	North American Bus Industries
NFC	Near Field Communication

O

OCS	Overhead Catenary System
O&M	Operations & Maintenance

P

P3	Public-Private Partnership
PA	Proposition A
PATH	People Assisting the Homeless
PC	Proposition C
PERS	Public Employees Retirement System
PL/PD	Public Liability/Property Damage
PSAC	Public Safety Advisory Committee

PTSC	Public Transportation Services Corporation
------	--

PUC	Public Utilities Code
-----	-----------------------

R

RIITS	Regional Integration of Intelligent Transportation Systems
RM	Route Mile
ROC	Rail Operations Center
RPOS	Regional Point of Sale
RSH	Revenue Service Hour
RSM	Revenue Service Mile
RTPA	Regional Transportation Planning Agency

S

SAFE	Service Authority for Freeway Emergencies
SB1	Senate Bill 1 (The Road Repair Accountability Act of 2017)
SCADA	Supervisory Control and Data Acquisition
SCAG	Southern California Association of Governments
SCO	State Controller's Office
SCRRA	Southern California Regional Rail Authority
SEED	LA Transportation School
SGR	State of Good Repair
SMART	International Association of Sheet Metal, Air, Rail, and Transportation Workers
SOC	Security Operations Center
SR	State Route
SSLE	System Security and Law Enforcement
STA	State Transit Assistance

Appendices

T

TAM	Transit Asset Management
TAP	Transit Access Pass
TCPSD	Transit Community Public Safety Department
TCU	Transportation Communications Union
TDA	Transportation Development Act
TDM	Transportation Demand Management
TID	Transit Infrastructure Development
TIM	Transit Improvements/ Modernization
TOC	Transit-Oriented Communities
TOD	Transit-Oriented Development
TPSS	Traction Power Substation
TSO	Transit Security Officer
TSP	Transit Signal Priority
TVM	Ticket Vending Machine
TWC	Train to Wayside Communications

U

UFS	Universal Fare System
UPS	Uninterruptible Power Supply
USC	University of Southern California
USG	Union Station Gateway

V

VMT	Vehicle Miles Traveled
-----	------------------------

W

WIN-LA	Workforce Initiative Now Los Angeles
--------	---

Y

YOTM	Youth on the Move
------	-------------------

Z

ZEB	Zero-Emission Bus
-----	-------------------


THIS PAGE INTENTIONALLY LEFT BLANK


Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.6000
metro.net

 [losangelesmetro](https://www.facebook.com/losangelesmetro)

 [losangelesmetro](https://www.youtube.com/losangelesmetro)

 [metrolosangeles](https://www.instagram.com/metrolosangeles)

 [metrolosangeles](https://twitter.com/metrolosangeles)

 [los-angeles-county-metropolitan-transportation-authority](https://www.linkedin.com/company/los-angeles-county-metropolitan-transportation-authority)