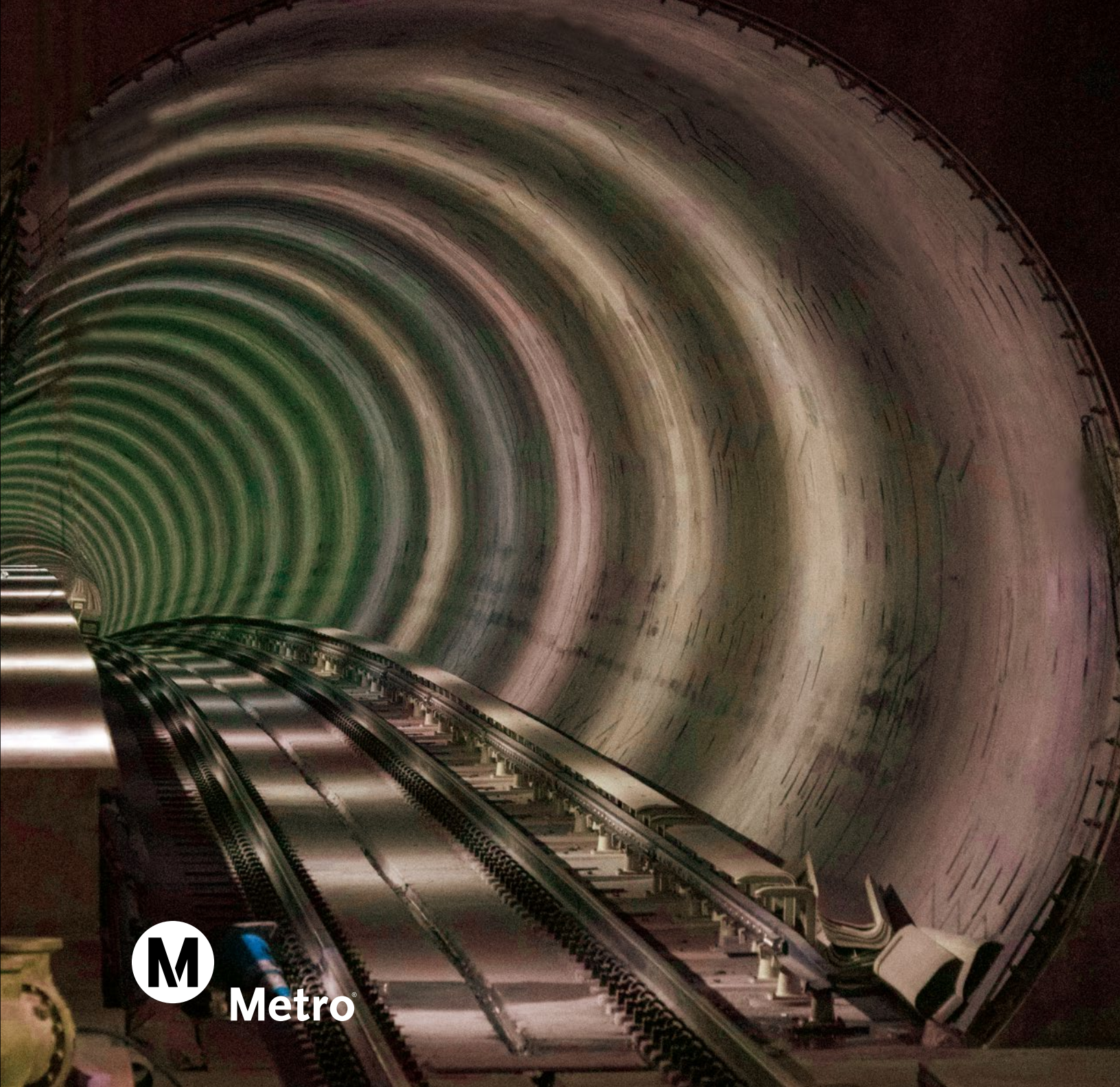


Los Angeles County  
Metropolitan Transportation Authority

# Proposed Budget Summary

# FY27



Metro®



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

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

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

#### **By Putting People First, Metro Maintains a Balanced Budget and Avoids Service Cuts**

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

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

Metro is reinventing the way public safety is delivered on transit through our new Department of Public Safety (DPS), which will take a key step forward in FY27: hiring the first sworn officers for the LA Metro Police Department. Already, Metro’s safety strategy is showing results – violent and societal crimes have decreased for the past two years, and our customers report feeling safer as a result. By focusing on maintaining an engaged

and visible presence of uniformed personnel, enhancing access control and strengthening partnerships to address societal issues that impact the transit environment including homelessness, addiction and untreated mental illness, we are making measurable progress. But there’s still a long way to go.

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

#### **Metro Sees Improved Customer Experience and Workplace Culture**

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

The FY27 budget invests in our workforce through employee engagement and recognition programs, workplace safety programs, and our continued effort to help fill vacancies and build our service. We’ll continue to focus on the things that make Metro better for our riders by investing \$311 million in cleaning, a 2.2% increase over FY26, and \$29.6 million for improved lighting, accessible restrooms, and the modernization of our elevators and escalators through our Station Experience program.

#### **Metro’s Transit Revolution Continues, Reaching New Destinations Throughout LA County**

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

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

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

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

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

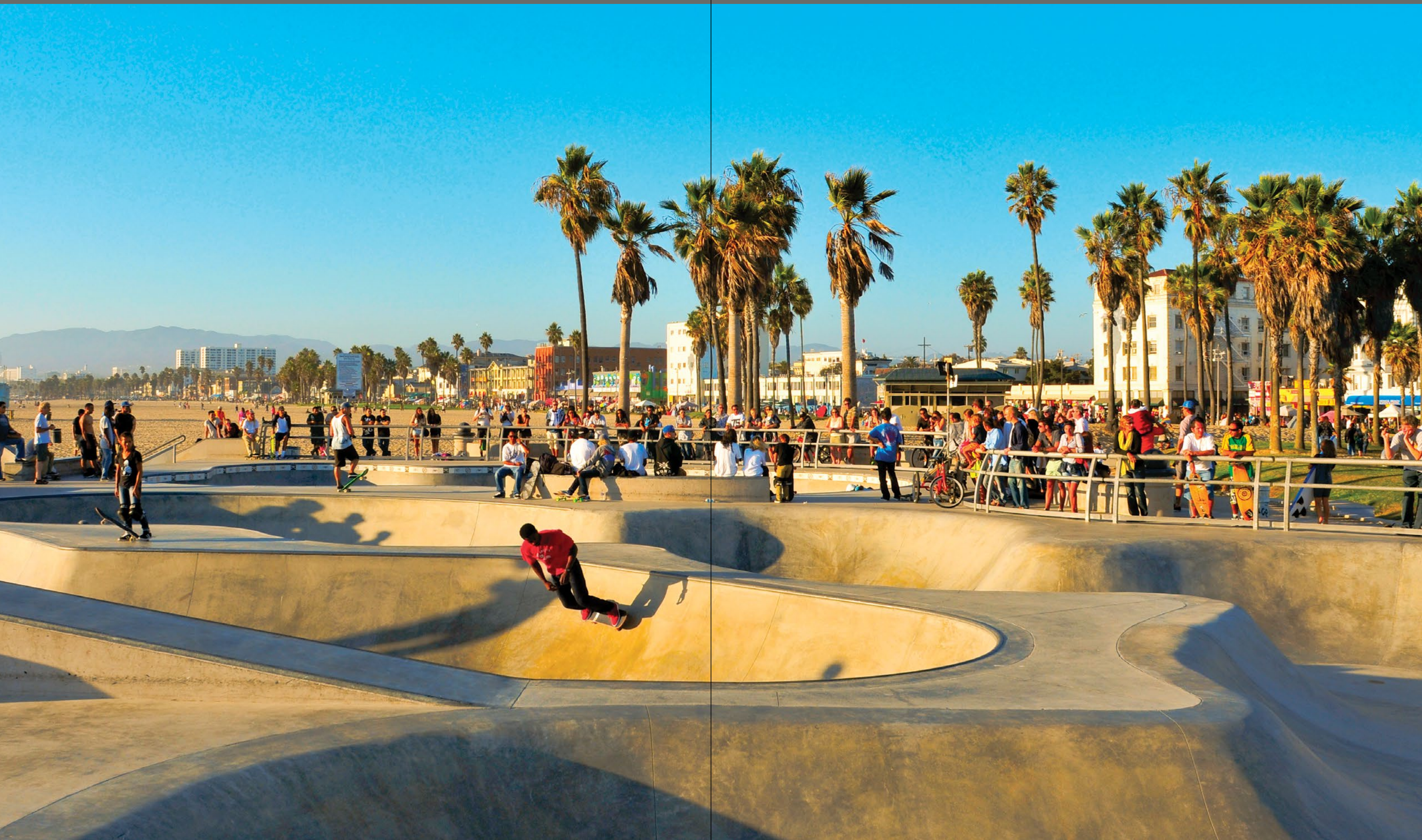
Taken together, all the projects and initiatives contained within Metro’s FY27 Budget will help us reach our strategic goals and keep our agency moving forward. They put people first and they keep our agency in a strong position as we tackle the challenges of the years ahead. Thank you for your continued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

With gratitude,



Stephanie Wiggins  
Chief Executive Officer





Like many other transit agencies, Metro is recovering from the aftermath of the pandemic with limited transit funding and building off of the new norm. Metro is evolving to address the changing mobility needs for riders, with care-based safety strategies at the forefront and overall improvements to the transit experience. With the financial challenges ahead Metro must do so much more with less by evaluating what we are doing and reinventing how we do things.

The FY27 Proposed Budget totals \$9.7 billion, representing a 2.4% increase over the prior year. This growth remains modest and below the current inflation rate of approximately 3%, underscoring Metro's commitment to fiscal discipline even while addressing contractual obligations, system expansion, and rising operating costs. Simultaneously, the budget continues to advance critical multi-year capital investments already underway, while emphasizing efficiency, cost containment, and the preservation of the existing workforce.



Guided by the CEO's direction, the budget:

- > Balances equity-centered decision-making with disciplined fiscal stewardship
- > Prioritizing essential operations
- > Preserving service quality
- > Aligning resources to the agency's core mission

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

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

The FY27 Proposed Budget is also shaped by an unprecedented level of public engagement, ensuring that investments reflect the priorities of our riders.

- > **Focused investments** continue to enhance the customer experience by advancing a safer, cleaner, and more reliable system
  - Improvements such as lighting upgrades
  - Modernizing elevators and escalators
  - Expanding Throne Restrooms
  - Continuing TAP-to-Exit and taller faregates program to strengthen access control

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

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

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

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

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

The FY27 Proposed Budget for Public Safety Resource Deployment is \$430.0 million, reflecting a 1.9% increase from the prior year driven by expanded resource deployment efforts.

#### Care-Based Services

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

The Proposed Budget is \$87.6 million a 4.4% increase from the prior year, primarily due to salary and wage adjustments per the Collective Bargaining Agreements (CBAs) for the Metro Ambassadors.

#### Metro Department of Public Safety (DPS)

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

DPS was established after the FY26 budget adoption and the FY27 Proposed Budget is \$5.8 million.

#### Law Enforcement

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

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

#### Metro Transit Security (MTS)

- > MTS officers conduct fare and code-of-conduct compliance through rider education, technology enhancements, and enforcement actions (removals, warnings, and citations)

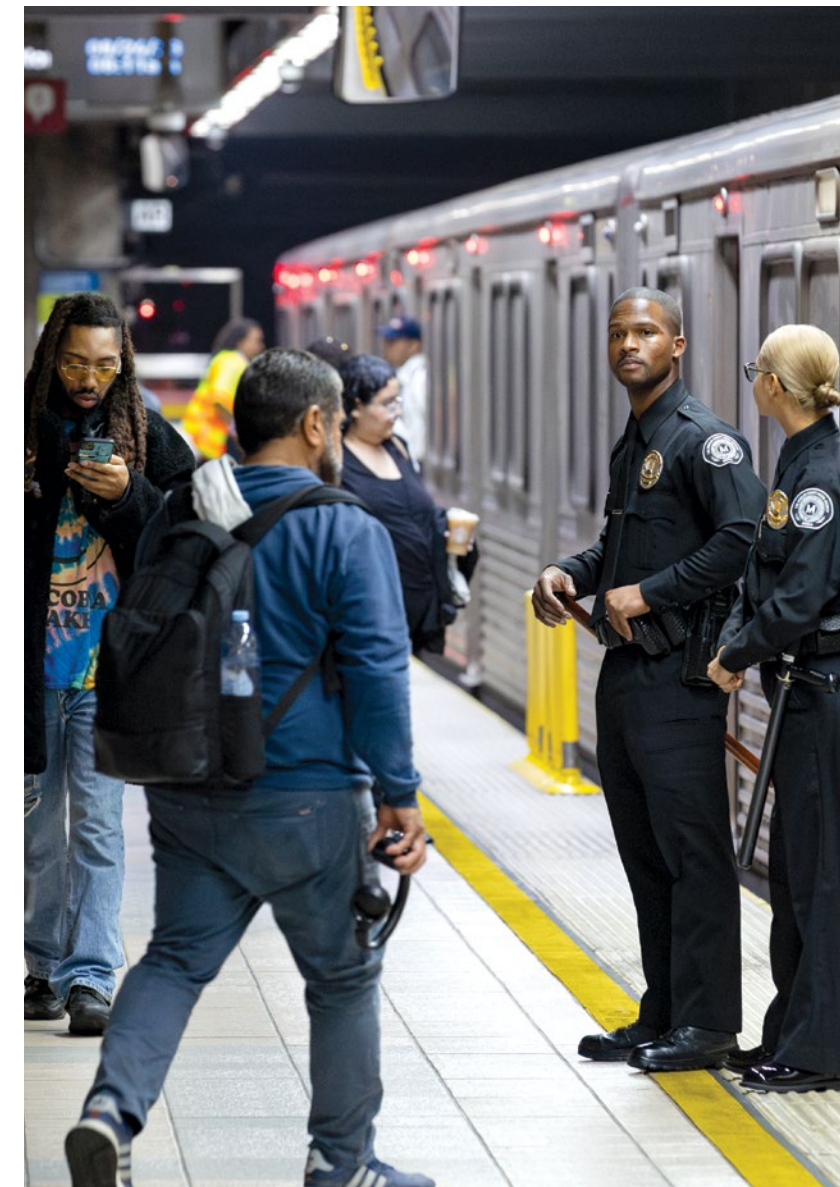
- > Bus and Train Safety Teams are deployed to enhance the safety of operators and riders by preventing and responding to crime across the system

The Proposed Budget of \$80.0 million, a 3.7% increase from prior year, represents MTS' annual salary and wage adjustments per the CBAs.

#### Private Security

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

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





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

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

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

**Cleaning**

The FY27 Proposed Budget allocates \$311.0 million for cleaning efforts, reflecting a 2.2% or \$6.7 million increase over FY26. This budget includes three shifts, seven days a week and the following:

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

**TAP-to-Exit and Taller Faregates Program**

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

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

Additionally, Metro has launched taller, modern faregates at 14 stations across the system that improve accessibility for customers with bikes, strollers and other items:

- > **Firestone, Glendora, Hollywood/Western**
- > **La Verne Fairplex, Lake, LAX/Metro Transit Center**
- > **North Hollywood, Pershing Square, Pomona North**
- > **San Dimas, Vermont/Santa Monica, 7th St/Metro Center**
- > **Willowbrook/Rosa Parks, Wilshire/Vermont**



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

This year, participation reached record-breaking levels, with over 7,400 submissions and 5,000 unique comments gathered through the award-winning My Metro Budget Activity and the new, youth focused My Metro Priorities tool.

Notably, engagement from youths under 18 increased by 650%, ensuring the next generation of riders are directly shaping the transit system they will rely on for decades to come.

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

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

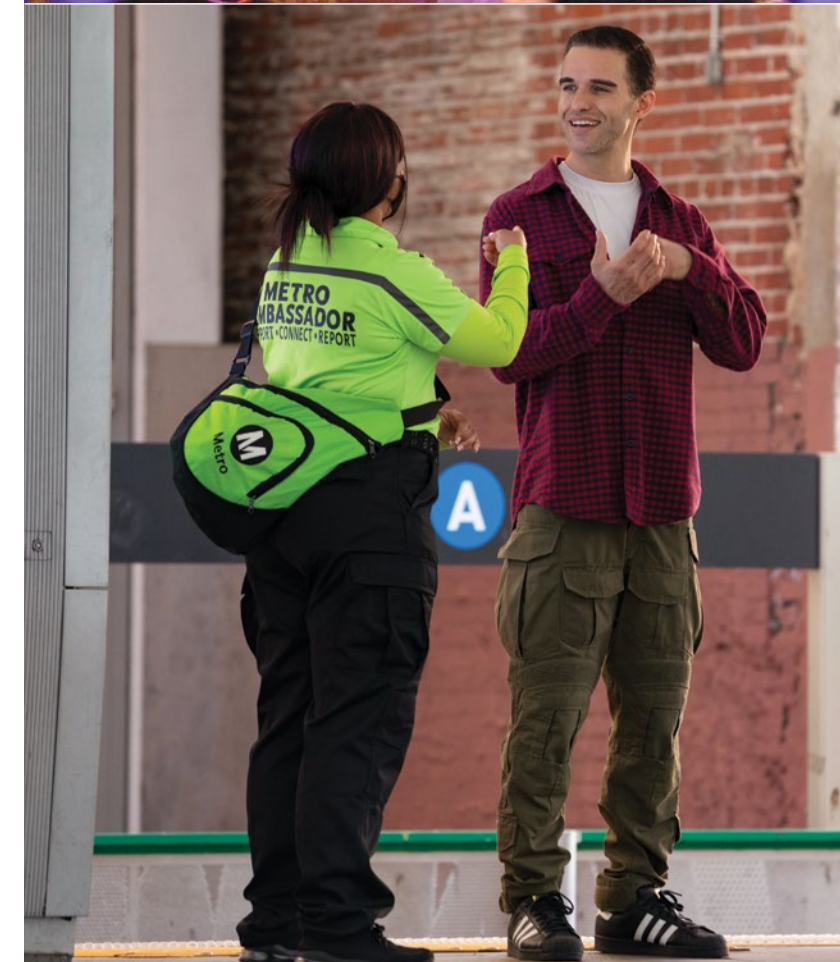
Outreach and engagement efforts resulted in:

- > **7,400+** responses between:
  - My Metro Budget Activity (5,900+)
  - My Metro Priorities (1,500+)
- > **5,000+** written comments
- > **28** Key Stakeholder meetings
- > **Digital reach** to hundreds of thousands of residents

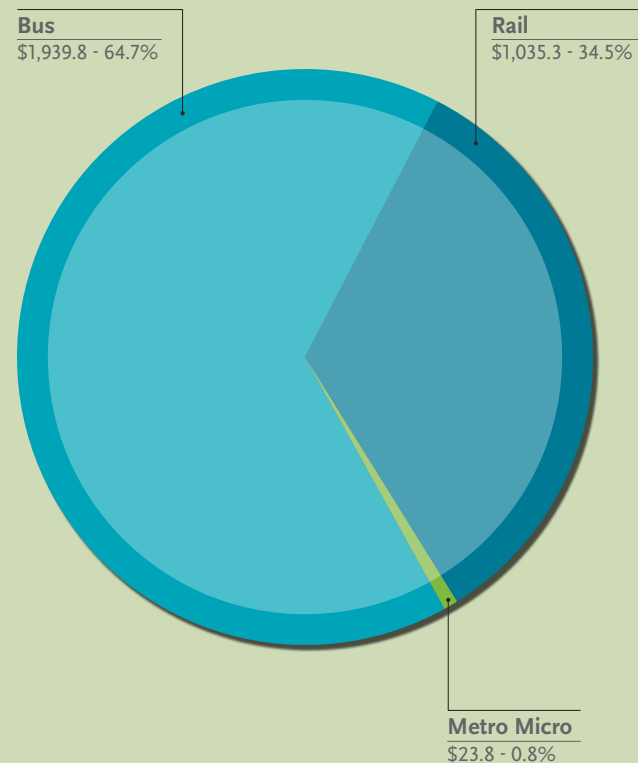
Through traditional and care-based safety initiatives, optimizing maintenance and cleanliness, as well as enhancing the passenger environment through the Station Experience Program, Metro is transitioning from recovery to reinvention, delivering the world-class transit system our riders deserve.

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

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



FY27 Proposed Budget Transit Operations: \$2,998.9 (\$ in Millions)



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

The FY27 Proposed Budget for Transit Operations is \$3.0 billion, reflecting a \$83.3 million or 2.9% increase from the previous year. This budget supports a total of 8.8 million Revenue Service Hours (RSH) across Bus, Rail, and Metro Micro Pilot.

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

The FY27 Proposed Budget for Bus is \$1.9 billion, reflecting a \$44.3 million, or 2.3% increase from FY26. This budget supports 7.13 million RSH and other bus investments, such as:

- > Bus Operations & Maintenance
- > NextGen Bus Plan

The FY27 Proposed Budget for Metro Micro Pilot is \$23.8 million, a \$1.4 million (6.1%) increase from FY26, driven by providing important first-last mile connections. This budget supports 253 thousand RSH while maintaining current service levels and geographical coverage.

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

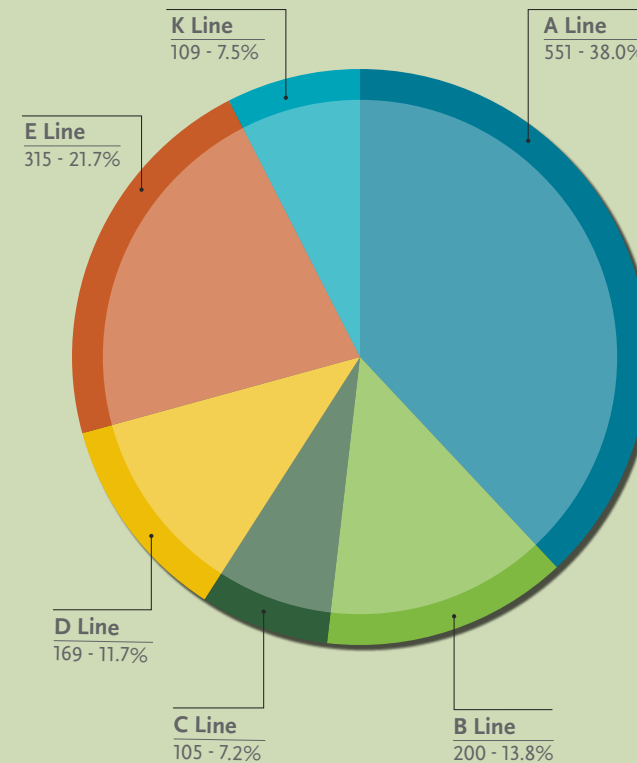
The FY27 Proposed Budget for Rail is \$1.0 billion, reflecting a \$37.7 million or 3.8% increase from FY26. This budget:

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

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

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

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





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

The FY27 Proposed Budget of \$93.9 million supports design work for the last stretch of the A Line Foothill Extension beyond Pomona and the completion of closeout items on Glendora to Pomona stretch.

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

The FY27 Proposed Budget of \$680.2 million will support the wrap up in Section 1, ongoing tunneling, station box, and trackwork construction activities related to Sections 2 and 3:

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

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

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

The FY27 Proposed Budget of \$319.2 million supports right-of-way acquisition and construction activities for this project.

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

The FY27 Proposed Budget of \$188.2 million supports right-of-way acquisitions and early construction work.

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

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

#### FIFA World Cup 2026™

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

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

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

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

#### 2027 NFL Super Bowl

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

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

#### 2028 Olympic and Paralympic Games

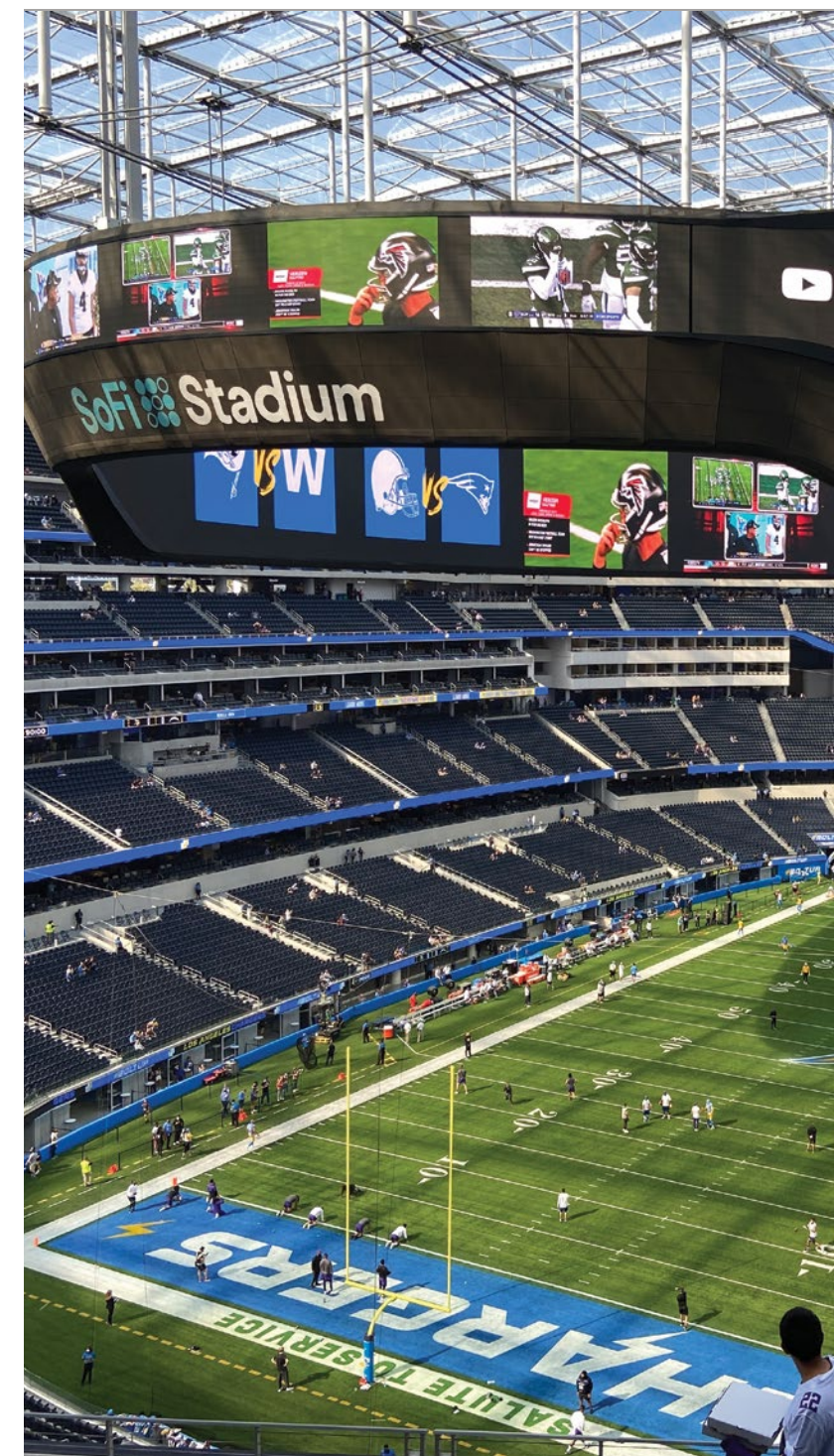
In the summer of 2028, Los Angeles will welcome the world once again, to the largest, most spectacular, global sporting event the world has ever seen – the Olympic and Paralympic Games – where top athletes worldwide compete for **gold** on the biggest stage in sports.

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

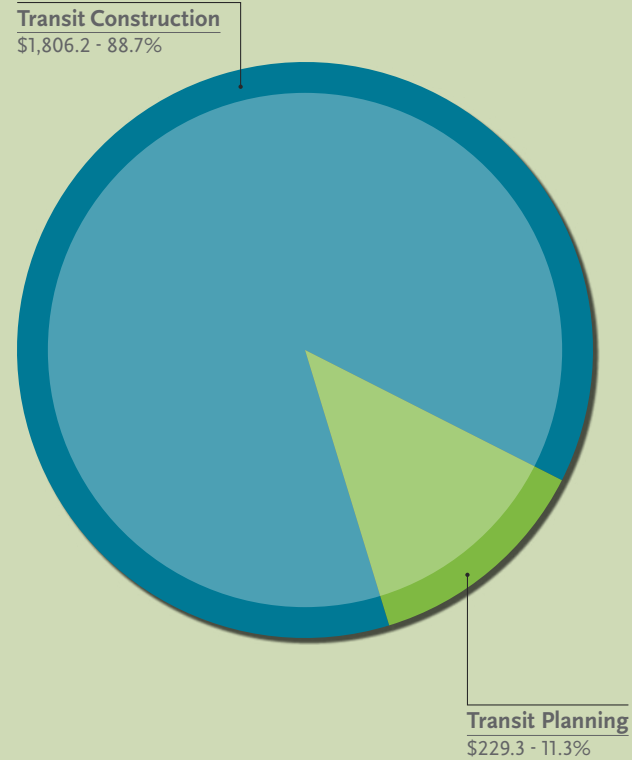
Today, Los Angeles public transit consists of Metro rail and Metrolink providing daily service to its residents.

With over **one million spectator trips expected per day** during the 2028 Games, the anticipated activity is equivalent to hosting seven Super Bowls each day during the Olympics and two Super Bowls each day during the Paralympics.

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



FY27 Proposed Budget for TID:  
\$2,035.5 (\$ in Millions)



### The TID Program delivers rail expansions and rapid bus routes identified in the Measure R and Measure M ordinances.

In the current environment, where rising costs for raw materials and professional services are outpacing available revenues, many projects face financial risks and challenges over the project's life. Despite these pressures, Metro remains committed to the promises outlined in the ordinances and is advancing the rail and bus transit projects through various stages of planning and construction.

The FY27 Proposed Budget for the TID Program totals \$2.0 billion, a decrease of 7.7% from FY26, reflecting the various stages of the projects. The decrease is primarily attributable to the wind-down of construction activities following the opening of:

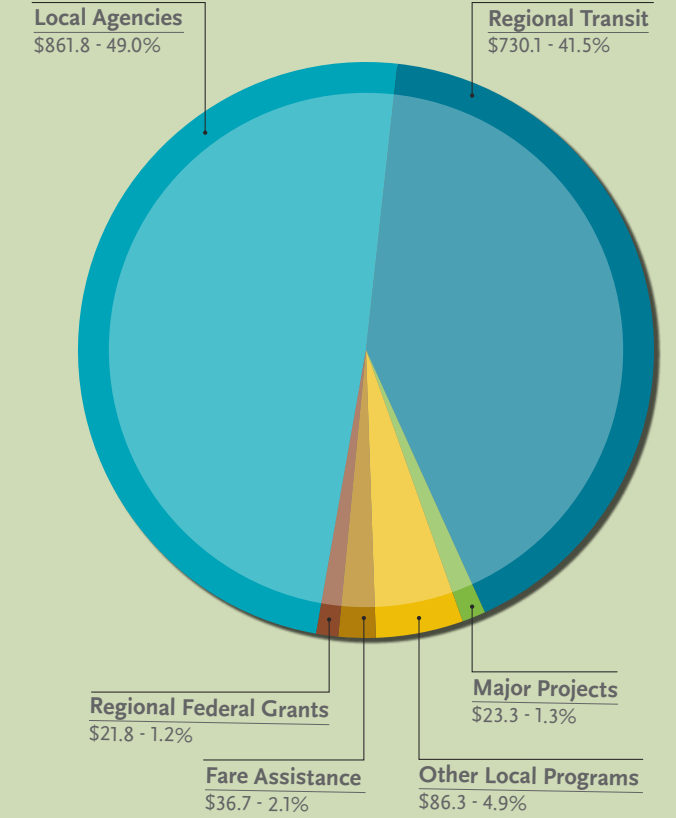
- > LAX/Metro Transit Center
- > A Line extension to Pomona
- > D Line Section 1

Metro steadily advances projects from planning phase towards shovel-readiness, being mindful of the promise embodied in the ordinances to provide mobility and access to destination points within Los Angeles County. Additionally, bus improvement project construction will accelerate in FY27, with three alignments:

- > G Line Bus Rapid Transit (BRT) Improvements
- > North Hollywood to Pasadena BRT Connector
- > Vermont Transit Corridor



FY27 Proposed Budget for Regional Allocations & Pass Throughs:  
\$1,760.0 (\$ in Millions)



### The Regional Allocations and Pass-Through Program allocates resources to regional partners to address their local transportation needs.

This program is directly tied to locally imposed sales taxes, as well as Metro's oversight and distribution of local, state and federal pass-through grant funding.

The FY27 Proposed Budget for this program is \$1.8 billion, a decrease of \$49.9 million or 2.8% over FY26. The decline is primarily due to reductions in programs tied to state funds which are projected to be lower in FY27 and grant-funded projects requiring less funding due to their progression.

Other subprograms such as Active Transportation, Transit Projects and Programs, Call for Projects, Access Services, and LIFE are projected to increase in FY27.

Metro serves as a Regional Transportation Planning Agency (RTPA) for LA County to provide oversight and to distribute local, state, and federal pass-through grants. The program includes:

- > **Pass-through funding** allocated to local jurisdictions, 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)
- > **Pass-through funding** for Major Projects being implemented by local agencies, including the Antelope Valley Metrolink Line Projects, and the 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

Formula Programs for municipal and local operators include:

- > Proposition A Discretionary funding
- > Measure R 20% and Measure M 20%
- > Senate Bill 1 (SB1) State of Good Repair
- > Transportation Development Act (TDA) Article 4 and other funding programs



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Resources

Summary of Resources  
(\$ in Millions)

PROGRAM TYPE	FY26 BUDGET	FY27 PROPOSED	\$ CHANGE	% CHANGE
<b>SALES TAX, TDA &amp; STA/SB1 REVENUES</b>				
Proposition A	\$ 1,070.0	\$ 1,089.0	\$ 19.0	1.8%
Proposition C	1,070.0	1,089.0	19.0	1.8%
Measure R	1,070.0	1,089.0	19.0	1.8%
Measure M	1,070.0	1,089.0	19.0	1.8%
Transportation Development Act (TDA)	535.0	544.5	9.5	1.8%
State Transit Assistance (STA)/SB1 STA <sup>(1)</sup>	220.0	208.7	(11.3)	-5.2%
Senate Bill 1 (SB1) State of Good Repair <sup>(1)</sup>	40.2	40.7	0.5	1.3%
<b>Sales Tax, TDA, &amp; STA/SB1 Revenues Subtotal</b>	<b>\$ 5,075.2</b>	<b>\$ 5,149.9</b>	<b>\$ 74.7</b>	<b>1.5%</b>
<b>OPERATING &amp; OTHER REVENUES</b>				
Passenger Fares	\$ 174.7	\$ 149.6	\$ (25.2)	-14.4%
ExpressLanes Tolls	107.6	107.0	(0.6)	-0.6%
Advertising	41.5	32.0	(9.5)	-22.8%
Other Revenues <sup>(2)</sup>	56.5	68.0	11.5	20.5%
<b>Operating &amp; Other Revenues Subtotal</b>	<b>\$ 380.2</b>	<b>\$ 356.5</b>	<b>\$ (23.7)</b>	<b>-6.2%</b>
<b>CAPITAL &amp; BOND REVENUES</b>				
Grant Reimbursements <sup>(3)</sup>	\$ 1,214.5	\$ 1,527.5	\$ 313.1	25.8%
Bond Proceeds & Prior Year Carryover <sup>(4)</sup>	2,784.8	2,643.7	(141.1)	-5.1%
<b>Capital &amp; Bond Resources Subtotal</b>	<b>\$ 3,999.3</b>	<b>\$ 4,171.3</b>	<b>\$ 172.0</b>	<b>4.3%</b>
<b>Resources Total</b>	<b>\$ 9,454.7</b>	<b>\$ 9,677.7</b>	<b>\$ 223.0</b>	<b>2.4%</b>

Sales Tax, TDA, & STA/SB1 Revenues  
\$5,149.9 - 53.2%Capital & Bond Revenues  
\$4,171.3 - 43.1%

Operating & Other Revenues  
\$356.5 - 3.7%

Notes

(1) Refer to the Regional Transit Allocations Chart for STA and SB1 allocation details.

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

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

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

Totals may not add due to rounding

Expenses

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Summary of Expenses  
by Program Type  
(\$ in Millions)

PROGRAM TYPE	FY26 BUDGET	FY27 PROPOSED	\$ CHANGE	% CHANGE
<b>TRANSIT INFRASTRUCTURE DEVELOPMENT</b>				
Transit Construction	\$ 1,938.7	\$ 1,806.2	\$ (132.5)	-6.8%
Transit Planning	266.9	229.3	(37.6)	-14.1%
<b>Transit Infrastructure Development Total</b>	<b>\$ 2,205.6</b>	<b>\$ 2,035.5</b>	<b>\$ (170.1)</b>	<b>-7.7%</b>
<b>METRO TRANSIT - OPERATIONS</b>				
Operations & Maintenance	\$ 2,875.4	\$ 2,949.1	\$ 73.7	2.6%
Regional Operating Services	40.1	49.7	9.6	23.9%
<b>Metro Transit - Operations Subtotal</b>	<b>\$ 2,915.5</b>	<b>\$ 2,998.9</b>	<b>\$ 83.3</b>	<b>2.9%</b>
<b>METRO TRANSIT - CAPITAL IMPROVEMENT PROGRAM (CIP)</b>				
Bus & Rail	\$ 393.8	\$ 375.7	\$ (18.1)	-4.6%
Other Asset Improvements	226.2	200.8	(25.4)	-11.2%
<b>Metro Transit - CIP Subtotal</b>	<b>\$ 619.9</b>	<b>\$ 576.5</b>	<b>\$ (43.4)</b>	<b>-7.0%</b>
<b>Metro Transit Total</b>	<b>\$ 3,535.5</b>	<b>\$ 3,575.3</b>	<b>\$ 39.9</b>	<b>1.1%</b>
<b>REGIONAL ALLOCATIONS &amp; PASS -THROUGHS</b>				
Fare Assistance	\$ 36.2	\$ 36.7	\$ 0.4	1.2%
Local Agencies	989.4	971.4	(18.0)	-1.8%
Regional Federal Grants	22.1	21.8	(0.3)	-1.4%
Regional Transit	762.1	730.1	(32.1)	-4.2%
<b>Regional Allocations and Pass-Throughs Total</b>	<b>\$ 1,809.9</b>	<b>\$ 1,759.9</b>	<b>\$ (49.9)</b>	<b>-2.8%</b>
<b>Highway Multimodal Development Total</b>	<b>\$ 637.7</b>	<b>\$ 886.9</b>	<b>\$ 249.1</b>	<b>39.1%</b>
<b>REGIONAL RAIL</b>				
Metro Regional Rail	\$ 114.5	\$ 239.6	\$ 125.1	109.2%
Metrolink <sup>(1)</sup>	181.4	175.3	(6.1)	-3.4%
<b>Regional Rail Total</b>	<b>\$ 295.9</b>	<b>\$ 415.0</b>	<b>\$ 119.0</b>	<b>40.2%</b>
<b>GENERAL PLANNING &amp; PROGRAMS</b>				
Active Transportation, Bike, & Other	\$ 94.1	\$ 89.5	\$ (4.6)	-4.9%
Financial, Grants Management & Admin	50.6	48.8	(1.8)	-3.6%
Property Management	85.6	90.4	4.8	5.6%
Other Planning & Strategic Initiatives	27.7	26.6	(1.1)	-4.0%
<b>General Planning &amp; Programs Total</b>	<b>\$ 257.9</b>	<b>\$ 255.2</b>	<b>\$ (2.7)</b>	<b>-1.1%</b>
<b>CONGESTION MANAGEMENT</b>				
ExpressLanes	\$ 62.1	\$ 39.0	\$ (23.1)	-37.2%
Freeway Service Patrol	38.2	43.5	5.2	13.7%
Motorist Services	15.7	14.6	(1.2)	-7.6%
Rideshare Services	13.6	13.5	(0.1)	-0.7%
<b>Congestion Management Total</b>	<b>\$ 129.6</b>	<b>\$ 110.6</b>	<b>\$ (19.1)</b>	<b>-14.7%</b>
<b>Debt Program Total<sup>(2)</sup></b>	<b>\$ 481.2</b>	<b>\$ 537.7</b>	<b>\$ 56.5</b>	<b>11.7%</b>
<b>Oversight and Administration Total</b>	<b>\$ 101.3</b>	<b>\$ 101.5</b>	<b>\$ 0.3</b>	<b>0.3%</b>
<b>Grand Total</b>	<b>\$ 9,454.7</b>	<b>\$ 9,677.7</b>	<b>\$ 223.0</b>	<b>2.4%</b>

Notes

(1) Metrolink's FY27 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 \$3.5M in FY26 and \$2.1M in FY27.

Totals may not add due to rounding

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

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

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

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

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

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

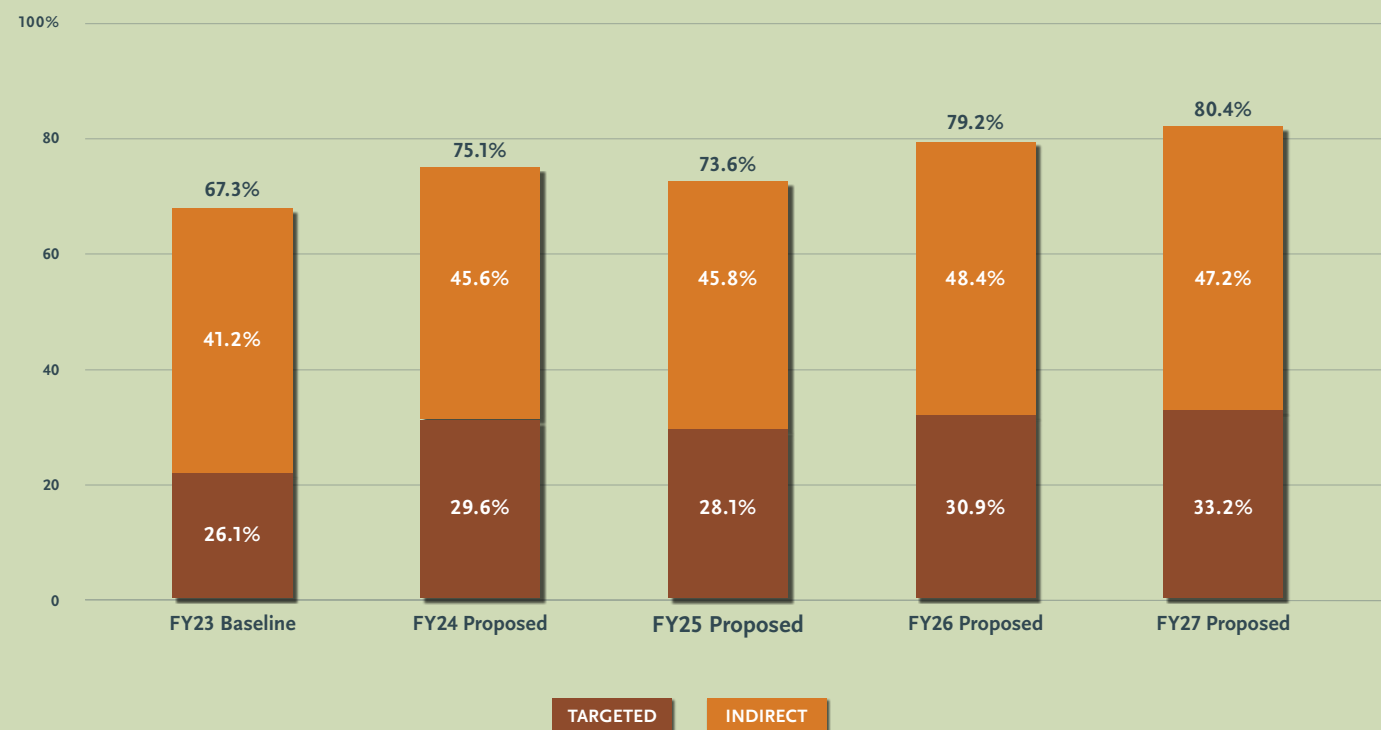
While keeping Budget Equity Principles in mind, OER and OMB are working on continued improvements to staff training to ensure consistent application over time.

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

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



### EFC Budget Assessment Results





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