

Los Angeles County Metropolitan Transportation Authority  
Federal Formula Grants Final Allocations  
Fiscal Year 2022

**ATTACHMENT C**



Bus Transit Subsidies

**FEDERAL FORMULA GRANTS**

**Fiscal Year 2022**

**PROPOSED**

**Final Actual Allocations**

June 07, 2022

**Los Angeles County Metropolitan Transportation Authority  
Federal Formula Grants Final Allocations  
Fiscal Year 2022**

**FY 2022 FEDERAL FORMULA GRANTS ACTUAL REVENUE**

Los Angeles County Share of Los Angeles-Long Beach-Anaheim UZA

1	<b><u>Section 5307 Urbanized Area Formula Grants:</u></b>		
	Estimated Revenue		<b>\$ 317,929,002</b>
2	Estimated Revenue	\$ 317,929,002	
	Off the Top:		
3	1% Enhancement Allocation	(3,179,290)	
4		<u>\$ 314,749,712</u>	
5	85% Formula Allocation	\$ 267,537,255	
6	15% Discretionary Allocation	47,212,457	
7		<u>\$ 314,749,712</u>	
8	<b><u>Section 5339 Bus and Bus Facilities Formula Grants:</u></b>		
	Estimated Revenue		<b>\$ 24,549,578</b>
	<b><u>Section 5337 State of Good Repair (LA County Share of LA UZA 2):</u></b>		
	<b>High Intensity Fixed Guideway:</b>		
9	Directional Route Miles (DRM) Generated	\$ 49,388,763	
10	Vehicle Revenue Miles (VRM) Generated	85,584,206	
11		<u>\$ 134,972,969</u>	
	<b>High Intensity Motorbus:</b>		
12	Directional Route Miles (DRM) Generated	\$ 3,604,592	
13	Vehicle Revenue Miles (VRM) Generated	4,682,176	
14		<u>\$ 8,286,768</u>	
15	<b>Section 5337 State of Good Repair Total Estimated Revenue</b>		<b>\$ 143,259,737</b>
16	<b>Total Federal Formula Funds Available</b>		<b>\$ 485,738,317</b>

**Los Angeles County Metropolitan Transportation Authority  
Federal Formula Grants Final Allocations  
Fiscal Year 2022**

**5307 Revised Allocation (Proposed)**

(\$ Millions)				
	Adopted	Actual	Variance	% Delta
1% Off the top (1)	\$ 2.48	\$ 3.16	\$ 0.67	27.0%
15% Discretionary Pool (1)	36.88	47.24	10.36	28.1%
85% Formula Pool	208.97	267.54	58.57	28.0%
<b>Total</b>	<b>\$ 248.33</b>	<b>\$ 317.93</b>	<b>\$ 69.60</b>	<b>28.0%</b>

**Recommendation**

- (1) - Maintain 1% and 15% pools as allocated including positive variance
- Pro-rated to recipients up to 100% of FY22 Request
  - 1% pool fulfillment of requests leads to a shift of \$24,336 to 15% pool
- Create a \$10 million carve out for Local Operators (LO) from 85% Formula Pool
- Assumes funding is for exclusively capital expenditures
- Assumes available funding subject to an internal Call for Projects among eligible operators
- Staff would propose an additional even-year allocation of 5307 85% Formula funding of \$5M per (FY's 24/26)

**Impacts**

	Adopted	Actual	Variance	% Delta
85% Formula Pool	\$ 208.97	\$ 267.54	\$ 58.57	
Local Operators Carve Out		(10.00)	(10.00)	
<b>Balance</b>	208.97	257.54	48.57	23.2%
Metro	141.32	174.17	32.84	
Municipal Operators	67.65	83.37	15.72	
<b>Balance</b>	<b>\$ 208.97</b>	<b>\$ 257.54</b>	<b>\$ 48.57</b>	<b>23.2%</b>
<b>Metro Impact</b>			\$ (6.76)	
<b>Municipal Operators Impact</b>			\$ (3.24)	
			<b>\$ (10.00)</b>	

**Los Angeles County Metropolitan Transportation Authority  
Federal Formula Grants Final Allocations  
Fiscal Year 2022  
FISCAL YEAR 2022  
FEDERAL SECTION 5307 CAPITAL ALLOCATION**

OPERATOR	LA UZA 2 NET FORMULA SHARE	85% Formula Allocations PROPOSED	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange (1)	Total Funds Available
			Project Title	Amount	Project Title	Amount				
1 Antelope Valley	0.1154%	\$ 297,311	Battery Electric Commuter Coach Replacement	\$ 928,799			\$ 1,226,111		\$ 794,871	\$ 2,020,982
2 Arcadia	0.1653%	425,661					425,661		40,576	466,236
3 Claremont	0.0596%	153,398					153,398		14,623	168,021
4 Commerce	0.3453%	889,354	CNG Replacement Buses	2,360,806	Eastern Avenue Transit Hub	596,800	3,846,960		84,777	3,931,737
5 Culver City	1.4611%	3,762,994	Battery Electric Buses	2,170,990	Design and Build 10 TAILS	180,000	6,113,984		358,705	6,472,689
6 Foothill Transit	8.5786%	22,093,001	Zero-Emission Hydrogen Fuel Cell Buses	3,338,746			25,431,748		6,774,358	32,206,106
7 Gardena	1.2831%	3,304,490	CNG Replacement Buses	3,476,744			6,781,234		314,998	7,096,232
8 LADOT	3.9013%	10,047,267	Propane to Electric Buses	1,756,092			11,803,359		1,955,339	13,758,698
9 La Mirada	0.0668%	172,047					172,047		16,400	188,447
10 Long Beach Transit	6.4505%	16,612,509	Admin., Operating & Maintenance Facility Rehab	2,252,736	Bus Stop Improvements - Phase 2	550,000	19,745,244 (2)	(330,000)	1,817,815	21,233,060
11 Montebello	1.9227%	4,951,787	Regional Training (2)	330,000			4,951,787		472,026	5,423,813
12 Metro Bus Ops.	67.6283%	174,168,130	Bus Midlife Refurbishment - 900 New Flyer Xcelsior	23,634,571	Bus Stop Lighting with Security Enhancements	1,272,000	199,074,701 (2)	330,000	(14,712,743)	184,691,958
13 Norwalk	0.7057%	1,817,361	Five Battery Electric Buses	2,069,081	Phase IV Bus Stop Improvement Program	276,154	4,162,596		173,239	4,335,835
14 Redondo Beach	0.3408%	877,807					877,807		83,676	961,483
15 Santa Clarita	0.7914%	2,038,084	Commuter Bus Replacement	1,363,410			3,401,494		194,279	3,595,773
16 Santa Monica	4.7246%	12,167,548	Bus Replacement	3,554,817	Bus Stop Enhancements	280,000	16,002,365		1,258,783	17,261,148
16 Torrance	1.4594%	3,758,506					3,758,506		358,277	4,116,783
17 TOTAL	100.0000%	\$ 257,537,255		\$ 47,236,792		\$ 3,154,954	\$ 307,929,001	\$ -	\$ -	\$ 307,929,001

**Notes:** Total may not add due to rounding.

(1) Operators' share of Section 5337 and 5339 will be exchanged with Metro's share of Section 5307 allocation.

(2) Second year of fund allocations to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. Funds to the SCR TTC will be exchanged with Metro's TDA share.

**Los Angeles County Metropolitan Transportation Authority  
Federal Formula Grants Final Allocations  
Fiscal Year 2022**

**FY22 ACTUAL Federal 5307 Capital Allocation**

**15% Discretionary Allocation and 1% Enhancement Allocation**

OPERATOR	15% DISCRETIONARY ALLOCATION <sup>(1)</sup>				1% ENHANCEMENT ALLOCATION <sup>(2)</sup>		
	Project Title	Estimated Allocation	Requested amount	FY22 Actual Allocation	Project Title	Estimated Allocation	FY22 Actual Allocation (=Requested amount)
1 Antelope Valley	Battery Electric Commuter Coach Replacement	\$ 717,399	\$ 1,576,701	\$ 928,799			
2 Arcadia							
3 Claremont							
4 Commerce	CNG Replacement Buses	2,121,733	2,360,806	2,360,806	Eastern Avenue Transit Hub	537,120	596,800
5 Culver City	Battery Electric Buses	1,676,860	4,140,394	2,170,990	Design and Build 10 TAILS	162,000	180,000
6 Foothill Transit	Zero-Emission Hydrogen Fuel Cell Buses	2,578,828	5,928,340	3,338,746			
7 Gardena	CNG Replacement Buses	2,685,417	5,902,016	3,476,744			
8 LADOT	Propane to Electric Buses	1,356,395	2,981,088	1,756,092			
9 La Mirada							
10 Long Beach Transit	Admin., Operating & Maintenance Facility Rehab	1,740,000	4,000,000	2,252,736	Bus Stop Improvements - Phase 2	467,500	550,000
	Regional Training	330,000	330,000	330,000			
11 Montebello							
12 Metro Bus Ops.	Bus Midlife Refurbishment - 900 New Flyer Xcelsior	18,273,588	126,510,400	23,634,571	Bus Stop Lighting with Security Enhancements	857,769	1,272,000
13 Norwalk	Five Battery Electric Buses	1,598,146	3,673,899	2,069,081	Phase IV Bus Stop Improvement Program	220,923	276,154
14 Redondo Beach							
15 Santa Clarita	Commuter Bus Replacement	1,053,090	2,632,726	1,363,410			
16 Santa Monica	Bus Replacement	2,745,720	6,312,000	3,554,817	Bus Stop Enhancements	238,000	280,000
17 Torrance							
18 <b>TOTAL</b>		<b>\$ 36,877,176</b>	<b>\$ 166,348,370</b>	<b>\$ 47,236,792</b>		<b>\$ 2,483,312</b>	<b>\$ 3,154,954</b>

Note:

(1) The City of Commerce share of actual allocation of 15% fund was \$360,928 more than their requested amount. This amount was proportionally reallocated to the other operators within 15% pool.

(2) After allocating 100% of requested amount of the 1% pool to the operators, \$24,336 excess amount was added to the 15% pool.

**Los Angeles County Metropolitan Transportation Authority  
Federal Formula Grants Final Allocations  
Fiscal Year 2022**

**Federal Section 5307 Capital Allocations  
85% Formula Allocations**

	<b>OPERATOR</b>	<b>LA UZA 2 NET FORMULA SHARE</b>	<b>FY22 Estimate</b>	<b>85% Formula Allocations ACTUAL</b>	<b>\$10M Contribution</b>	<b>85% Formula Allocations PROPOSED</b>
1	Antelope Valley	0.1154%	\$ 241,244	\$ 308,856	\$ (11,544)	\$ 297,311
2	Arcadia	0.1653%	345,389	442,189	(16,528)	425,661
3	Claremont	0.0596%	124,470	159,355	(5,956)	153,398
4	Commerce	0.3453%	721,639	923,887	(34,533)	889,354
5	Culver City	1.4611%	3,053,365	3,909,109	(146,115)	3,762,994
6	Foothill Transit	8.5786%	17,926,685	22,950,858	(857,857)	22,093,001
7	Gardena	1.2831%	2,681,326	3,432,801	(128,311)	3,304,490
8	LADOT	3.9013%	8,152,545	10,437,396	(390,129)	10,047,267
9	La Mirada	0.0668%	139,602	178,727	(6,680)	172,047
10	Long Beach Transit	6.4505%	13,479,708	17,257,561	(645,053)	16,612,509
11	Montebello	1.9227%	4,017,975	5,144,062	(192,275)	4,951,787
12	Metro Bus Ops.	67.6283%	141,323,358	180,930,962	(6,762,832)	174,168,130
13	Norwalk	0.7057%	1,474,642	1,887,928	(70,567)	1,817,361
14	Redondo Beach	0.3408%	712,269	911,892	(34,085)	877,807
15	Santa Clarita	0.7914%	1,653,740	2,117,221	(79,137)	2,038,084
16	Santa Monica	4.7246%	9,872,982	12,640,006	(472,458)	12,167,548
17	Torrance	1.4594%	3,049,724	3,904,446	(145,940)	3,758,506
18	<b>TOTAL</b>	<b>100.0000%</b>	<b>\$ 208,970,663</b>	<b>\$ 267,537,255</b>	<b>\$ (10,000,000)</b>	<b>\$ 257,537,255</b>

**Notes:** Total may not add due to rounding.

**Los Angeles County Metropolitan Transportation Authority  
Federal Formula Grants Final Allocations  
Fiscal Year 2022**

**FEDERAL SECTION 5337 - STATE OF GOOD REPAIR**

Actual apportionment

LOS ANGELES COUNTY SHARE (UZA 2)	Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total \$ Allocation	Fund Exchange	Net Funds Available <sup>(1)</sup>
	DRM	DRM%	DRM \$Allocation	VRM	VRM%	VRM \$Allocation			
<b>High Intensity Fixed Guideway:</b>									
1 Metro (Including Metrolink)	485.4	99.774%	\$ 49,277,093	27,684,200	98.806%	\$ 84,562,064	\$ 133,839,157	\$ 1,133,812	\$ 134,972,969
2 Long Beach Transit	0.5	0.103%	50,759	60,068	0.214%	183,479	234,238	(234,238)	-
3 Santa Monica	0.6	0.123%	60,911	12,443	0.044%	38,007	98,919	(98,919)	-
4 Foothill Transit	-	0.000%	-	262,121	0.936%	800,655	800,655	(800,655)	-
5 Sub-total	486.5	100.000%	49,388,763	28,018,832	100.000%	85,584,206	134,972,969	-	134,972,969
<b>High Intensity Motorbus:</b>									
6 Antelope Valley	23.6	15.003%	540,803	116,374	4.821%	225,727	766,530	(766,530)	-
7 Foothill Transit	39.4	25.048%	902,867	1,528,527	63.322%	2,964,835	3,867,701	(3,867,701)	-
8 LADOT	35.1	22.314%	804,330	99,635	4.128%	193,259	997,589	(997,589)	-
9 Metro Bus Ops.	59.2	37.635%	1,356,592	669,370	27.730%	1,298,356	2,654,947	5,631,821	8,286,768
10 Sub-total	157.3	100.00%	3,604,592	2,413,906	100.000%	4,682,176	8,286,768	-	8,286,768
11 <b>Total LA County Share - UZA 2</b>	<b>643.80</b>		<b>\$ 52,993,355</b>	<b>30,432,738</b>	<b>200.000%</b>	<b>\$ 90,266,382</b>	<b>\$ 143,259,737</b>	<b>\$ -</b>	<b>\$ 143,259,737</b>

Note:

(1) Operators' share of Section 5337 will be exchanged with Metro's share of Section 5307 allocation.

**Los Angeles County Metropolitan Transportation Authority  
Federal Formula Grants Final Allocations  
Fiscal Year 2022**

**FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION**

Actual apportionment

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available <sup>(1)</sup>
1	Antelope Valley	0.1154%	\$ 28,341	\$ (28,341)	\$ -
2	Arcadia	0.1653%	40,576	(40,576)	-
3	Claremont	0.0596%	14,623	(14,623)	-
4	Commerce	0.3453%	84,777	(84,777)	-
5	Culver City	1.4611%	358,705	(358,705)	-
6	Foothill	8.5786%	2,106,002	(2,106,002)	-
7	Gardena	1.2831%	314,998	(314,998)	-
8	LADOT	3.9013%	957,749	(957,749)	-
9	La Mirada	0.0668%	16,400	(16,400)	-
10	Long Beach	6.4505%	1,583,577	(1,583,577)	-
11	Montebello	1.9227%	472,026	(472,026)	-
12	Metro Bus Ops.	67.6283%	16,602,468	7,947,110	24,549,578
13	Norwalk	0.7057%	173,239	(173,239)	-
14	Redondo Beach	0.3408%	83,676	(83,676)	-
15	Santa Clarita	0.7914%	194,279	(194,279)	-
16	Santa Monica	4.7246%	1,159,864	(1,159,864)	-
17	Torrance	1.4594%	358,277	(358,277)	-
18	<b>TOTAL</b>	<b>100.0000%</b>	<b>\$ 24,549,578</b>	<b>\$ -</b>	<b>\$ 24,549,578</b>

Note:

(1) Operators' share of Section 5339 will be exchanged with Metro's share of Section 5307 allocation.

**Los Angeles County Metropolitan Transportation Authority  
Federal Formula Grants Final Allocations  
Fiscal Year 2022**

**Summary of Bus Transit Subsidies  
Fiscal Year 2022**

**ACTUAL FEDERAL FORMULA GRANTS**

Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
	FY22\$Allocation	Fund Exchanges	Adjusted \$ Allocation	FY22 \$Allocation	Fund Exchange	Adjusted \$ Allocation	FY22 \$Allocation	Fund Exchange	Adjusted \$ Allocation	
	<b>Included Operators:</b>									
1 Metro Bus Ops	\$ 199,074,701	\$ (14,382,743)	\$ 184,691,958	\$ 16,602,468	\$ 7,947,110	\$ 24,549,578	\$ 136,494,104	\$ 6,765,633	\$ 143,259,737	\$ 352,501,273
<b>Municipal Operators:</b>										
2 Arcadia	425,661	40,576	466,236	40,576	(40,576)	-	-	-	-	466,236
3 Claremont	153,398	14,623	168,021	14,623	(14,623)	-	-	-	-	168,021
4 Commerce	3,846,960	84,777	3,931,737	84,777	(84,777)	-	-	-	-	3,931,737
5 Culver City	6,113,984	358,705	6,472,689	358,705	(358,705)	-	-	-	-	6,472,689
6 Foothill Transit	25,431,748	6,774,358	32,206,106	2,106,002	(2,106,002)	-	4,668,356	(4,668,356)	-	32,206,106
7 Gardena	6,781,234	314,998	7,096,232	314,998	(314,998)	-	-	-	-	7,096,232
8 La Mirada	172,047	16,400	188,447	16,400	(16,400)	-	-	-	-	188,447
9 Long Beach	19,745,244	1,487,815	21,233,060	1,583,577	(1,583,577)	-	234,238	(234,238)	-	21,233,060
10 Montebello	4,951,787	472,026	5,423,813	472,026	(472,026)	-	-	-	-	5,423,813
11 Norwalk	4,162,596	173,239	4,335,835	173,239	(173,239)	-	-	-	-	4,335,835
12 Redondo Beach	877,807	83,676	961,483	83,676	(83,676)	-	-	-	-	961,483
13 Santa Monica	16,002,365	1,258,783	17,261,148	1,159,864	(1,159,864)	-	98,919	(98,919)	-	17,261,148
14 Torrance	3,758,506	358,277	4,116,783	358,277	(358,277)	-	-	-	-	4,116,783
15 Sub-Total	92,423,337	11,438,254	103,861,591	6,766,740	(6,766,740)	-	5,001,513	(5,001,513)	-	103,861,591
<b>Eligible Operators:</b>										
16 Antelope Valley	1,226,111	794,871	2,020,982	28,341	(28,341)	-	766,530	(766,530)	-	2,020,982
17 LADOT	11,803,359	1,955,339	13,758,698	957,749	(957,749)	-	997,589	(997,589)	-	13,758,698
18 Santa Clarita	3,401,494	194,279	3,595,773	194,279	(194,279)	-	-	-	-	3,595,773
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	16,430,963	2,944,489	19,375,453	1,180,370	(1,180,370)	-	1,764,120	(1,764,120)	-	19,375,453
21 Total Excluding Metro	108,854,301	14,382,743	123,237,043	7,947,110	(7,947,110)	-	6,765,633	(6,765,633)	-	123,237,043
22 Re-Allocated to Local Operators (1)			10,000,000							10,000,000
23 <b>Grand Total</b>	<b>\$ 307,929,001</b>	<b>\$ -</b>	<b>\$ 317,929,001</b>	<b>\$ 24,549,578</b>	<b>\$ -</b>	<b>\$ 24,549,578</b>	<b>\$ 143,259,737</b>	<b>\$ -</b>	<b>\$ 143,259,737</b>	<b>\$ 485,738,316</b>

Note: Totals may not add due to rounding.

(1) The 5307 funds allocated to Local Operators will be exchanged with Metro's local funds.

**Los Angeles County Metropolitan Transportation Authority  
Federal Formula Grants Final Allocations  
Fiscal Year 2022**

**CAPITAL ALLOCATION % SHARE CALCULATION**

	OPERATOR	MILEAGE CALCULATION				ACTIVE FLEET CALCULATION						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (1) [Input]	Peak Bus Fixed Route (2) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (3) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	2,446,104	1,358,830	2,011,194	0.8153%	80	71	80.0	0	0.0	80.0	0.6989%
2	Arcadia DR	103,481	-	62,089	0.0252%	0	0	0.0	102	2.3	2.3	0.0203%
3	Arcadia MB	188,621	-	113,173	0.0459%	8	6	7.2	0	0.0	7.2	0.0629%
4	Claremont	48,300	-	28,980	0.0117%	0	0	0.0	218	5.0	5.0	0.0433%
5	Commerce	475,304	-	285,182	0.1156%	19	15	18.0	48	1.1	19.1	0.1668%
6	Culver City	1,832,828	-	1,099,697	0.4458%	54	44	52.8	0	0.0	52.8	0.4613%
7	Foothill Transit	10,319,428	6,972,134	8,980,510	3.6405%	347	303	347.0	0	0.0	347.0	3.0316%
8	Gardena	1,770,445	-	1,062,267	0.4306%	54	43	51.6	0	0.0	51.6	0.4508%
9	LADOT	2,982,484	2,943,835	2,967,024	1.2028%	199	170	199.0	0	0.0	199.0	1.7386%
10	La Mirada	73,476	-	44,086	0.0179%	0	0	0.0	208	4.7	4.7	0.0413%
11	Long Beach	8,195,601	-	4,917,361	1.9934%	234	196	234.0	40	0.9	234.9	2.0523%
12	Montebello	2,466,913	77,933	1,511,321	0.6127%	72	67	72.0	40	0.9	72.9	0.6370%
13	Metro Bus Ops.	82,830,000	5,360,000	51,842,000	21.0156%	2,419	1,963	2,355.6	0	0.0	2,355.6	20.5803%
14	Norwalk	1,089,677	-	653,806	0.2650%	34	24	28.8	0	0.0	28.8	0.2516%
15	Redondo Beach	487,557	-	292,534	0.1186%	20	14	16.8	75	1.7	18.5	0.1617%
16	Santa Clarita	2,249,325	1,086,067	1,784,022	0.7232%	83	69	82.8	0	0.0	82.8	0.7234%
17	Santa Monica	5,417,000	242,000	3,347,000	1.3568%	196	166	196.0	0	0.0	196.0	1.7124%
18	Torrance	1,634,000	613,000	1,225,600	0.4968%	56	48	56.0	48	1.1	57.1	0.4988%
19	<b>TOTAL</b>	<b>124,610,544</b>	<b>18,653,799</b>	<b>82,227,846</b>	<b>33.3333%</b>	<b>3,875</b>	<b>3,199</b>	<b>3,797.6</b>	<b>779</b>	<b>17.7</b>	<b>3,815.3</b>	<b>33.3333%</b>

**Notes:**

Include only MTA Funded Programs:

- (1) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode MB), Number of Active Vehicles in Fleet". LADOT's total active vehicles is reported separately.
- (2) Source: NTD Report Form S-10 "Service Non-Rail (Mode MB), Vehicles Operated in Annual Maximum Service". LADOT's figure is from TPM excluding Community Dash.
- (3) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode DR), Seating Capacity". Redondo Beach's Seating Capacity is apportioned between FAP and non-FAP vehicles.

**Los Angeles County Metropolitan Transportation Authority  
Federal Formula Grants Final Allocations  
Fiscal Year 2022**

**CAPITAL ALLOCATION % SHARE CALCULATION (Continued)**

OPERATOR	FARE UNITS				UNLINKED PASSENGERS		Gross Formula Share	Re-Allocate AVTA And Santa Clarita's Non-LA2 UZA Share	LA UZA 2 Net Formula Share
	Passenger Revenue [Input]	Base Fare \$ [Input]	Fare Units	1/2 of 1/3 Weight	Unlinked Passengers [Input]	1/2 of 1/3 Weight			
1 Antelope Valley	\$4,706,264	\$ 1.50	3,137,509	0.3188%	2,301,868	0.1078%	1.9408%	-1.8253%	0.1154%
2 Arcadia DR	5,087	0.50	10,174	0.0010%	22,841	0.0011%	0.0475%	0.0014%	0.0490%
3 Arcadia MB	7,526	0.50	15,052	0.0015%	54,902	0.0026%	0.1129%	0.0034%	0.1163%
4 Claremont	37,700	2.50	15,080	0.0015%	26,500	0.0012%	0.0578%	0.0018%	0.0596%
5 Commerce (1)	-	-	309,059	0.0314%	455,961	0.0213%	0.3351%	0.0102%	0.3453%
6 Culver City	2,908,933	1.00	2,908,933	0.2955%	4,600,876	0.2154%	1.4181%	0.0431%	1.4611%
7 Foothill	16,079,595	1.50	10,719,730	1.0891%	12,053,307	0.5644%	8.3256%	0.2529%	8.5786%
8 Gardena	2,235,072	1.00	2,235,072	0.2271%	2,920,856	0.1368%	1.2453%	0.0378%	1.2831%
9 LADOT	6,411,286	1.50	4,274,191	0.4343%	8,769,797	0.4106%	3.7863%	0.1150%	3.9013%
10 La Mirada	35,602	1.00	35,602	0.0036%	43,686	0.0020%	0.0648%	0.0020%	0.0668%
11 Long Beach	13,854,161	1.25	11,083,329	1.1260%	23,248,158	1.0886%	6.2603%	0.1902%	6.4505%
12 Montebello	3,972,587	1.10	3,611,443	0.3669%	5,328,407	0.2495%	1.8661%	0.0567%	1.9227%
13 Metro Bus Ops.	191,776,000	1.75	109,586,286	11.1338%	275,603,000	12.9047%	65.6344%	1.9939%	67.6283%
14 Norwalk	1,246,966	1.25	997,573	0.1014%	1,427,804	0.0669%	0.6849%	0.0208%	0.7057%
15 Redondo Beach	328,405	1.00	328,405	0.0334%	366,810	0.0172%	0.3308%	0.0100%	0.3408%
16 Santa Clarita	3,159,143	1.00	3,159,143	0.3210%	2,565,484	0.1201%	1.8877%	-1.0963%	0.7914%
17 Santa Monica	11,431,000	1.25	9,144,800	0.9291%	12,536,000	0.5870%	4.5853%	0.1393%	4.7246%
18 Torrance	2,473,000	1.00	2,473,000	0.2513%	3,620,000	0.1695%	1.4164%	0.0430%	1.4594%
19 <b>TOTAL</b>	<b>\$260,668,327</b>		<b>164,044,380</b>	<b>16.6667%</b>	<b>355,946,257</b>	<b>16.6667%</b>	<b>100.0000%</b>	<b>0.0000%</b>	<b>100.0000%</b>

**Note:**

(1) Commerce Fare Units are calculated as follows: ((Total Fare Units w/out MTA and Commerce) / (Total Unlinked Passengers w/out MTA and Commerce)) \* Commerce Unlinked Passengers.

**FORM FFA10, SECTION 9 STATISTICS PASSENGER MILES IS USED TO CALCULATE AVTA AND SANTA CLARITA'S RE-ALLOCATION OF CAPITAL MONIES.**

	ANTELOPE VALLEY			SANTA CLARITA		
	Passenger Miles	%	Re-Allocated Share	Passenger Miles	%	Re-Allocated Share
20 Non-LA 2 UZA (AV 123 for AVTA, AV 176 for Santa Clarita)	28,383,366	94.0517%	1.8253%	11,404,989	58.0772%	1.0963%
21 UZA number LA 2	1,795,116	5.9483%	0.1154%	8,232,648	41.9228%	0.7914%
22 Total	30,178,482	100.0000%	1.9408%	19,637,637	100.0000%	1.8877%



# ALLIANCE OF LOCAL TRANSIT OPERATORS

City of Agoura Hills  
City of Alhambra  
City of Artesia  
City of Avalon  
City of Azusa  
City of Baldwin Park  
City of Bell Gardens  
City of Beverly Hills  
City of Burbank  
City of Calabasas  
City of Carson  
City of Cerritos  
City of Covina  
City of Downey  
City of Duarte  
City of El Monte  
City of El Segundo  
City of Glendale  
City of Glendora  
City of Inglewood  
City of La Canada Flintridge  
City of Lakewood  
City of Lawndale  
City of Lynwood  
City of Manhattan Beach  
City of Monrovia  
City of Monterey Park  
City of Paramount  
City of Pasadena  
City of Pico Rivera  
City of Redondo Beach  
City of Rosemead  
City of San Fernando  
City of Santa Fe Springs  
City of South Gate  
City of South Pasadena  
City of West Covina  
City of West Hollywood  
City of Whittier  
Los Angeles County DPW  
Palos Verdes Peninsula  
Transit Authority  
Pomona Valley  
Transportation Authority

March 23, 2022

Stephanie Wiggins  
Chief Executive Officer  
One Gateway Plaza  
Los Angeles, CA 90012

SUBJECT: New Federal and State Funding Opportunities for Local Operator

Dear Ms. Wiggins,

The Alliance of Local Transit Operators, comprised of over 40 locally funded agencies in L.A. County, was formed to advocate that Federal Transit Administration (FTA) COVID relief funds be allocated to locally funded operators. With the extraordinary amount of new federal formula and discretionary capital funds passed in the Federal Infrastructure Bill to fund transit fleet modernization and climate priorities such as replacement of CNG/gasoline buses with zero-emission buses, our members also need funding to accomplish the transition to zero-emission fleets. We are requesting Metro work with the Alliance and LTSS to allocate new capital funds to local transit operators.

Much like with Metro and our municipal operator peers, our agencies are experiencing the same operational and capital challenges. Bus driver shortages, low ridership, and the implementation of the Innovative Clean Transit (ICT) regulation requiring zero-emission fleets by 2040 are shared issues. However, the resources to address these issues are not. Lack of capital funding for locally funded operators is further exacerbated by the ending of the Call for Projects, and unfortunately, Measure M subregional funds are not yet available in the amounts necessary to deliver capital improvements to meet the national and state climate priorities.

Despite these challenges, our members stand ready to help implement more equitable and sustainable transit services in L.A. County. Federal and state funding programs have prioritized making transit more equitable and supporting the 2028 Olympics. Increasing Local Transit funding with new or increased funding prioritizes equity by keeping the whole region on a level footing, not a select area served by specific operators. Our members provide local paratransit service and crucial first/last mile fixed-route service to access regional bus and rail services. Additionally, helping our members electrify would greatly aid L.A. County and the South Coast Air Basin achieve its air quality and climate change goals.

We appreciate your and Metro staff's assistance with including our members in the distribution of COVID relief funds. This arrangement was essential in helping us stay operational. Our members and the LTSS Subcommittee are excited to work quickly with Metro staff to develop a funding framework such as a countywide Call for Projects with FHWA CMAQ and other Infrastructure Bill program funds for FY 2023. In addition, local operators need Metro grant writing assistance to apply for FTA discretionary grant programs such as Low or No Emission and Buses and Bus Facilities.

We appreciate your consideration of our request. If you have any questions or would like to discuss this further, please contact me at (909) 596-7664.

Sincerely,

George Sparks, PVRTA Administrator  
For the Alliance of Local Transit Operators

CC: Metro Board



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza,  
Los Angeles, CA 90012-2952

**Stephanie N. Wiggins**  
*Chief Executive Officer*  
213.922.7599 Tel  
213.922.7447 Fax  
wiggins@metro.net

April 7, 2022

Mr. George Sparks  
Pomona Valley Transit Authority Administrator  
Alliance of Local Transit Operators  
2120 Foothill Boulevard  
Suite 116  
La Verne, California 91750

Dear Mr. Sparks:

Thank you for your letter of March 23, 2022 expressing the views of the Alliance of Local Transit Operators (the Alliance) within Los Angeles County. Metro appreciates the role that local system providers play within the region's mobility network. I personally appreciate the readiness of your members to partner in the implementation of transit services that are more equitable and sustainable for Los Angeles County.

While there are indications that the Federal government seeks to increase infrastructure investments, significant information remains unknown including: proposed overall levels of resource availability, the scope of activities those resources will ultimately support, and the periods and timing of actions by the Administration, Congress, and the Federal Transit Administration (FTA).

Recognizing the vital role of Local Transit Systems play in the overall mobility framework here in Los Angeles County, I have asked my Chief Financial Officer, Nalini Ahuja to work with members of the Alliance to achieve a clear understanding of the needs of your members for future investments and to engage a dialog as to the various options Metro may, or may not, have, to seek to address those needs. I stand committed to ensuring that mobility improvements, be they through transit, infrastructure and capacity investments, or other equity driven solutions are at the forefront of Metro's actions.

I look forward to our continued partnership in addressing the needs of Los Angeles County residents and visitors.

Sincerely,

Stephanie N. Wiggins  
Chief Executive Officer

cc: Metro Board of Directors