

Outstanding questions from South Bay COG during FY27 Budget Presentation:

1) [Ms. J. Bacharach's question regarding the details for revenue sources](#)

From the FY27 Proposed Budget Book (pp.15-17), the resources used to balance the \$9.7 billion budget are shown below.

	Resources (\$ in millions)	FY26 Budget	FY27 Proposed	\$ Change	% Change
1	Sales Tax, TDA and STA/SB1 Revenues				
2	Proposition A	\$ 1,070.0	\$ 1,089.0	\$ 19.0	1.8 %
3	Proposition C	1,070.0	1,089.0	19.0	1.8 %
4	Measure R	1,070.0	1,089.0	19.0	1.8 %
5	Measure M	1,070.0	1,089.0	19.0	1.8 %
6	Transportation Development Act (TDA)	535.0	544.5	9.5	1.8 %
7	State Transit Assistance (STA)/SB1 STA ⁽¹⁾	220.0	208.7	(11.3)	(5.2)%
8	Senate Bill 1 (SB1) State of Good Repair ⁽¹⁾	40.2	40.7	0.5	1.3 %
9	Sales Tax, TDA, and STA/SB1 Revenues Subtotal	\$ 5,075.2	\$ 5,149.9	\$ 74.7	1.5 %
10	Operating and Other Revenues				
11	Passenger Fares	\$ 174.7	\$ 149.6	\$ (25.2)	(14.4)%
12	ExpressLanes Tolls	107.6	107.0	(0.6)	(0.6)%
13	Advertising	41.5	32.0	(9.5)	(22.8)%
14	Other Revenues ⁽²⁾	56.5	68.0	11.5	20.5 %
15	Operating and Other Revenues Subtotal	\$ 380.2	\$ 356.5	\$ (23.7)	(6.2)%
16	Capital and Bond Resources				
17	Grant Reimbursements ⁽³⁾	\$ 1,214.5	\$ 1,527.5	\$ 313.1	25.8 %
18	Bond Proceeds & Prior Year Carryover ⁽⁴⁾	2,784.8	2,643.7	(141.1)	(5.1)%
19	Capital and Bond Resources Subtotal	\$ 3,999.3	\$ 4,171.3	\$ 172.0	4.3 %
20	Resources Total	\$ 9,454.7	\$ 9,677.7	\$ 223.0	2.4 %

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

⁽¹⁾ Refer to Appendix VI - 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, 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)	FY26 Budget	FY27 Proposed	\$ Change	% Change
1	Proposition A Estimated Tax Revenue				
2	5% Administration	\$ 53.5	\$ 54.5	\$ 1.0	1.8 %
3	25% Local Return	254.1	258.6	4.5	1.8 %
4	35% Rail Development	355.8	362.1	6.3	1.8 %
5	40% Discretionary				
6	Transit (95% of 40%)	386.3	393.1	6.8	1.8 %
7	Incentive (5% of 40%)	20.3	20.7	0.4	1.8 %
8	Proposition A Estimated Tax Revenue Subtotal	\$ 1,070.0	\$ 1,089.0	\$ 19.0	1.8 %
9	Proposition C Estimated Tax Revenue				
10	1.5% Administration	\$ 16.1	\$ 16.3	\$ 0.3	1.8 %
11	5% Rail/Bus Security	52.7	53.6	0.9	1.8 %
12	10% Commuter Rail	105.4	107.3	1.9	1.8 %
13	20% Local Return	210.8	214.5	3.7	1.8 %
14	25% Freeways/Highways	263.5	268.2	4.7	1.8 %
15	40% Discretionary	421.6	429.1	7.5	1.8 %
16	Proposition C Estimated Tax Revenue Subtotal	\$ 1,070.0	\$ 1,089.0	\$ 19.0	1.8 %
17	Measure R Estimated Tax Revenue				
18	1.5% Administration	\$ 16.1	\$ 16.3	\$ 0.3	1.8 %
19	2% Transportation Capital Metro Rail	21.1	21.5	0.4	1.8 %
20	3% Transportation Capital Metrolink	31.6	32.2	0.6	1.8 %
21	5% Operations - New Rail	52.7	53.6	0.9	1.8 %
22	15% Local Return	158.1	160.9	2.8	1.8 %
23	20% Operations - Bus	210.8	214.5	3.7	1.8 %
24	20% Highway Capital	210.8	214.5	3.7	1.8 %
25	35% Transportation Capital New Rail/Bus Rapid Transit (BRT)	368.9	375.4	6.6	1.8 %
26	Measure R Estimated Tax Revenue Subtotal	\$ 1,070.0	\$ 1,089.0	\$ 19.0	1.8 %

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)	FY26 Budget	FY27 Proposed	\$ Change	% Change
27	Measure M Estimated Tax Revenue				
28	.5% Administration ⁽¹⁾	\$ 5.5	\$ 5.6	\$ 0.1	1.8 %
29	1% Regional Rail	10.5	10.7	0.2	1.8 %
30	2% Metro State of Good Repair (SGR)	21.1	21.5	0.4	1.8 %
31	2% Active Transportation Projects (ATP)	21.1	21.5	0.4	1.8 %
32	2% ADA Paratransit/ Metro Discounts	21.1	21.5	0.4	1.8 %
33	5% Rail Operations	52.7	53.6	0.9	1.8 %
34	17% Local Return ⁽¹⁾	179.2	182.4	3.2	1.8 %
35	17% Highway Construction	179.2	182.4	3.2	1.8 %
36	20% Transit Operations	210.8	214.5	3.7	1.8 %
37	35% Transit Construction	368.9	375.4	6.6	1.8 %
38	Measure M Estimated Tax Revenue Subtotal	\$ 1,070.0	\$ 1,089.0	\$ 19.0	1.8 %
39	Transportation Development Act (TDA) Estimated Tax Revenue				
40	Administration	\$ 13.7	\$ 14.0	\$ 0.3	1.8 %
41	2.0% Article 3 (Pedestrians & Bikeways)	10.4	10.6	0.2	1.8 %
42	90.8% Article 4 (Bus Transit)	473.2	481.4	8.2	1.7 %
43	7.2% Article 8 (Transit/Streets & Highways)	37.6	38.5	0.9	2.4 %
44	TDA Estimated Tax Revenue Subtotal	\$ 535.0	\$ 544.5	\$ 9.5	1.8 %
45	State Transit Assistance (STA)/Senate Bill 1 (SB1) ⁽²⁾ Estimated Tax Revenue				
46	STA/SB1 STA Bus	\$ 125.2	\$ 118.9	\$ (6.3)	(5.0)%
47	STA/SB1 STA Rail	94.9	89.8	(5.1)	(5.4)%
48	SB1 State of Good Repair Bus	22.8	23.1	0.3	1.2 %
49	SB1 State of Good Repair Rail	17.3	17.6	0.3	1.6 %
50	STA/SB1 Estimated Tax Revenue Subtotal	\$ 260.2	\$ 249.4	\$ (10.8)	(4.2)%
51	Revenues Total	\$ 5,075.2	\$ 5,149.9	\$ 74.7	1.5 %

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

2) Ms. J. Bacharach’s question “What is the total need for state of good repair”?

I misspoke when I stated “needs outweigh the investments.” It’s the desires which (always) outpaces the revenue. Metro is working within the allotted \$576.5 million to ensure its assets are kept in state of good repair. Also, Metro is strategically advancing “legacy” projects, leveraging the grant funds for the Games. These projects enhance customer experience and improve the transit system flow not only during the Games but provide benefits well beyond the Games.

- 3) Mr. C. Pimentel's question "What are rideshare services" (under Congestion Management Program in slide #10)

This refers to Metro's vanpool service. Metro Micro budget is included under Metro Operations.

- 4) Mr. C. Pimentel's question of \$52.3 million for K Line to Torrance (slide #8) – what is included in this?

Large portion of this budget is set aside for right-of-way acquisition (Contrary to the response given during the presentation). The budget also supports supplemental environmental review and other preliminary engineering activities including design.