

EXHIBIT A

City of Glendale (Beeline) and City of Pasadena (Pasadena Transit)

Included Municipal Operator Request

The City of Glendale and the City of Pasadena request to become Included Municipal Operators to continue providing regional transit services on which transit riders in Glendale, Pasadena, and neighboring cities depend. Since becoming Tier II operators in 2011, both the City of Glendale and the City of Pasadena have continued our commitment to, and prioritization of, public transit services by:

Glendale - Constructing a city-owned dedicated bus maintenance, operations, and administrative facility and expanding fixed-route service to meet the unmet transit needs within our region.

Pasadena - Designing and preparing to construct a city-owned, zero emission ready, dedicated bus maintenance and operations facility; designing and preparing to construct a hydrogen fueling station; and expanding fixed-route service and fleet to meet our region's unmet transit needs, including operating two recently transferred LA Metro routes.

Los Angeles County provides state and local bus operations subsidies and local and federal capital funding to Tier I (Included and Eligible) bus operators. Currently, the City of Glendale and the City of Pasadena are Tier II bus operators that receive an allocation of Proposition A Bus Transit Growth over Inflation funding of less than 10% of operating costs. Over the past 12 years, the percentage has decreased due to higher operating costs due to inflation. The Metro Board of Directors established criteria for a transit agency to become a Tier I operator; therefore, both Beeline and Pasadena Transit agencies must meet these requirements for new members and receive approval from the Metro Board of Directors.

The Public Utilities Commission (PUC) allows for new Included Municipal Operators that meet the new operator criteria established by the Los Angeles County Transportation Commission (now LA Metro) and revised in 1991. Beeline and Pasadena Transit services meet all the eligibility criteria required to become Tier I operators and be funded as Eligible Operators. Similar to other Eligible Operators, the funding for both operators will come from Proposition A Bus Transit Growth-Over-Inflation (GOI). For the past four years, the GOI fund has shown a surplus. GOI funding was approved to provide bus operating funds to transit agencies. The GOI surplus is transferred to Metro Board's Discretionary projects instead of funding bus operations.

Transit funding in Los Angeles County increased with Measure R and Measure M passage. Each Measure provides a 20% set aside for Transit Operations. Last year, both measures added \$268 million in funding for Tier I regional transit operators. In addition, the State of California added the SB1 State Transit Assistance (STA) and State of Good Repair (SGR) programs, providing the region \$43 million and \$17.5 million respectively. Los Angeles County transit funding has expanded significantly since 1995, the last time a new Included Municipal Operator was approved. The added \$328 million in yearly transit operations funding now allows for the inclusion of new Included Municipal Operators that are funded as an Eligible Operators without substantially impacting the existing Tier I operators.

City of Glendale Beeline Service

The City of Glendale is a major retail and employment destination in the Los Angeles Basin. Situated north of Los Angeles between Pasadena and Burbank, the city is home to over 200,000 residents and provides over 101,000 jobs. The City of Glendale is a full-service city and the fourth largest city in Los Angeles County.

In 1984, the City of Glendale began Beeline service with two routes that linked key downtown employment centers with LA Metro's predecessor Rapid Transit District (RTD) services. Thirty-seven years later, Beeline operates seven routes and two express routes with 41 buses, including 36 compressed natural gas (CNG) and five battery electric buses. In addition, Beeline also operates transit services for the City of La Cañada Flintridge (3 CNG buses), LA Metro, and the Los Angeles County unincorporated Montrose and La Crescenta areas. A 2019 Transit Route Analysis (TRA) modified routes, increased frequency on two routes, and added a new route to meet the unmet transit needs in the region. LA Metro's NextGen coordinated with Glendale to ensure an integrated system with Beeline service that provides neighborhood circulators and areas not served by LA Metro. The TRA and NextGen found that transit riders travel throughout the day and want frequent service, and most trips are taken within their communities.

The growth of Beeline service is providing some challenges to its continued operation. The City of Glendale committed to providing services by using not only Proposition A Local Return funding restricted to Public Transit but also Proposition C Local Return and Measure R Local Return funding for operations and capital needs. Glendale constructed a new bus maintenance facility with grants from LA Metro's Call for Project CMAQ, Measure R Local Return, and Measure M Subregional funding.

City of Pasadena – Pasadena Transit Service

The City of Pasadena, situated in the northwestern portion of the San Gabriel Valley of Los Angeles County, has approximately 140,000 residents and is rich in regional trip generators and activity centers, including major employment, commercial, entertainment, academic, cultural, medical, parks, etc. Major employers include Jet Propulsion Laboratory, California Institute of Technology, Huntington Memorial Hospital, Kaiser Permanente, Pasadena Unified School District, and Pasadena City College, to name just a few. Pasadena also has several regional activity centers such as the Rose Bowl, Pasadena Conference Center, and several commercial/business districts. In 2028, Pasadena will be an Olympic host venue city with the Rose Bowl hosting several events.

Since 1994, Pasadena Transit has transformed from having just two circulator routes to a system with eight routes, serving as the primary local feeder to the regional transit network, and providing vital local connections within Pasadena and to neighboring areas. This significant growth in Pasadena Transit occurred as three major regional transit agencies eliminated or reduced bus service to or within Pasadena, including LA Metro, Foothill Transit, and Montebello Bus Lines. Over 30 years ago it was not imagined that the Pasadena system would evolve into the service that it is today, with a fixed-route fleet of 39 buses serving as a vital support to the regional transit ecosystem, including numerous regional bus routes, six Metro A Line stations, and the upcoming North Hollywood to Pasadena Bus Rapid Transit line.

Pasadena is faced with extraordinary additional operating and capital costs not only to support the growth of its system, but also the transition a zero-emission fleet. The city is in the process of building its

own transit operations and maintenance facility, a hydrogen fueling station, and purchasing dozens of buses. Pasadena remains committed to continuing to use all of its Local Return funds to support transit, including Proposition A and C, as well as Measures R and M; however, the existing local funding amounts are not enough to support the projected operating costs which will substantially increase with the increase in costs to fuel, charge, and maintain a zero-emission fleet, as well as future facility maintenance and recurring fleet capital costs.

Challenges Facing City of Glendale and City of Pasadena Transit Services

Both Beeline and Pasadena Transit are facing several challenges in funding operating costs and capital costs due to the elimination of LA Metro's Call for Projects and the increasing cost of operating services due to inflation. Other operations and capital challenges include:

- The City of Glendale currently uses Proposition A Local Return, Proposition C Local Return, and Measure R Local Return to fund Beeline services. The City of Pasadena currently uses Proposition A Local Return, Proposition C Local Return, Measure R Local Return, and Measure M Local Return to fund Pasadena Transit services. While Glendale can only use Proposition A Local Return to fund Public Transit projects, the other three Local Return funds have Public Transit as one of many eligible expenses. Funding other mobility and transportation safety projects will pressure Beeline's and Pasadena Transit's continued use of Measure R and Measure M Local Return funds.
- Beeline and Pasadena Transit purchased replacement buses, and Beeline constructed a bus maintenance facility funded by Congestion Mitigation and Air Quality (CMAQ) flexed to Federal Transit Administration (FTA) 5307 funding. Pasadena Transit has used FTA grant funds for both operating and capital projects. Using FTA funding federalized the procurement of buses for both agencies, the facility construction project for Glendale, and the operation of service for Pasadena; therefore requiring both agencies to comply with FTA requirements such as Title VI, Half-fare, and facility and bus maintenance requirements. These are the same requirements that the Tier I operators are required to comply with in LA County. These FTA requirements require additional staff and consultant costs.
- The removal of the Call for Projects program has eliminated access to capital funding for both agencies. As with Tier I operators, Beeline and Pasadena Transit must comply with the California Air Resource Board's Innovative Clean Transit (ICT) rule that requires transit agencies to transition to a 100% zero-emission bus fleet by 2040. While challenging for Tier I operators, the increased cost of zero-emission buses and the charging infrastructure is very challenging for Glendale and Pasadena. Without access to additional capital and operating funding to transition to a zero-emission bus fleet, Glendale and Pasadena residents and Beeline and Pasadena Transit riders would not benefit from the reduction in greenhouse gases this initiative affords.
- Most recently, with the unprecedented January 2025 wildfires, the need to fund the Arroyo Verdugo transit agencies is critical to maintain future transit services as the area recovers over time.

California Code, Public Utilities Code (PUC)

The PUC defines an included municipal operator and eligible operators as follows:

PUC§ 99207(d) “Included municipal operator” also means any city or unincorporated area within the County of Los Angeles (1) that is not receiving adequate local public transportation services, as determined by the Los Angeles County Metropolitan Transportation Authority, from either the Southern California Rapid Transit District or any currently “included municipal operator” as defined in this section, and (2) that meets the criteria established by the Los Angeles County Metropolitan Transportation Authority, taking into consideration, among other things, the cost to provide such services, the amount of such services needed in the county or city, the funds available to provide such services, and the amount of such services provided in other areas of the county as compared to their needs.

PUC§ 99207.5 In Los Angeles County, an “eligible municipal operator” is a transit operator that has been designated eligible to receive formula-equivalent funds allocable for transit operating purposes, other than funds specifically included in the formula allocation program.

An Eligible Operator does not receive STA or TDA directly but would receive formula equivalent funding from Proposition A Bus Transit Growth-Over-Inflation funding. The Included Municipal Operators and the Eligible Operators are collectively called Tier I operators.

[LACMTA Criteria for Included Municipal Operator Designation](#)

Assembly Bill 103 limited the potential recipients of Transportation Development Act, State Transit Assistance, and Federal Transit Administration funds to “included municipal operators” as defined above that were operating service in 1977. Included municipal operators are defined as any operator providing service within the service area of the MTA continuously since 1971 or any other operator meeting criteria for new included municipal operator.

The criteria below for admission of new operators were adopted by the former Los Angeles County Transportation Commission (LACTC) by a vote of 9-0 at its regular meeting on December 19, 1979. LACTC added the last criterion in 1991. Once meeting the criteria, the LA Metro Board can approve a new included municipal operator with a 2/3 majority (nine votes).

MTA CRITERIA FOR NEW INCLUDED MUNICIPAL OPERATORS*

Any transit system seeking designation as an “included municipal operator” under Section 99207(d) of the Public Utilities Code is required to meet specific criteria based on:

1. Length of continuous operation for a minimum of three years.
2. The municipal system shall have been available for use by the general public during the same three-year period.
3. During this same entire three-year period, the system’s operating expenses shall have been supported at least 50 percent by one or more of the following funding sources: fare, city general funds, or federal UMTA programs. Monies received under the 25% Local Return provisions of Proposition A are not to be considered part of “City General Funds” for this criterion.
4. The municipal system’s Short Range Transit Plan has been approved by the Los Angeles Metropolitan Transportation Authority.
5. The municipal system is reasonably meeting a transportation need that would otherwise not be met, and is providing a transit service that cannot be effectively provided by an operator that is currently receiving TDA assistance.

6. The municipal system is integrated and coordinated with intersecting or adjoining public transit systems.
7. The municipal system has management information and accounting systems adequate to meet the data gathering and reporting requirements of the Transportation Development Act and Section 15 of the Urban Mass Transportation Act, as amended.
8. Notwithstanding the criteria numbered (1), (2), and (3) above, a transit system may be made eligible for TDA funding immediately after its creation if it consists substantially of a reorganization or replacement of another transit system(s) which were previously eligible for TDA funds, and provides service substantially similar service to service which previously received TDA subsidies.
9. Notwithstanding criteria 1,2, and 3 an operator may be designated an Included Operator for specific service previously funded through an LACTC demonstration grant by nine affirmative votes of the LACTC.

**August 25,1995, Included Municipal Operator Status for Foothill Transit report*

The City of Glendale and the City of Pasadena transit services meet the eligibility criteria 1-7 as described below.

Length of continuous operation for a minimum of three years

The City of Glendale has continuously operated fixed-route since 1984. During the past 37 years, Beeline grew from two to nine routes. Beeline operates service for LA Metro (Route 3) and La Cañada Flintridge (Route 32/33). The current fleet of 41 buses is budgeted to operate 111,561 service hours. As a commitment to providing transit services, the City of Glendale constructed a bus maintenance facility that includes space for 60 buses plus Dial-A-Ride vehicles.

The City of Pasadena has continuously operated fixed-route since 1994. Pasadena Transit has evolved from two to eight routes. In December 2024, Pasadena contracted with LA Metro to operate two routes, Pasadena Transit Routes 33 & 53. The current fleet of 39 fixed route buses is budgeted to operate 107,900 service hours. As a commitment to providing a zero-emission transit service, Pasadena has fully funded the construction of a permanent transit operations and maintenance facility that has the capability to charge a battery electric fleet, as well as the construction of a hydrogen fueling facility for the fueling of its future hydrogen buses. Both infrastructure projects are currently in design and provide the capability to operate a 100% zero emission fleet.

The municipal system shall have been available for use by the general public during the same three-year period

Beeline and Pasadena Transit fixed-route services are open to the general public. Beeline and Pasadena Transit services comply with the Federal Transit Administration (FTA) half-fare for seniors and persons with disabilities. Glendale and Pasadena also have LA Metro-approved Title VI and ADA programs that fully comply with Federal regulations. As LA Metro subrecipients, Beeline and Pasadena Transit are reviewed in all areas as a regular FTA grantee due to the federal funding used to procure buses, Pasadena to operate buses, and Glendale to construct the bus maintenance facility.

During this same entire three-year period, the system’s operating expenses shall have been supported at least 50 percent by one or more of the following funding sources: fare, city general funds, or federal UMTA programs. Monies received under the 25% Local Return provisions of Proposition A are not be considered part of “City General Funds” for this criterion

City of Glendale

Since 2000, the City of Glendale has used its entire annual allocation of Proposition A Local Return and Proposition C Local Return to fund the Glendale Beeline and Dial-A-Ride services. With the passage of Measure R, the City of Glendale used its Measure R Local Return to fund transit capital purchases. With the recently implemented service expansion, the City of Glendale now uses Measure R Local Return to fund operating costs. The cost of service continues to increase as labor and fuel costs continue to rise. In the next few years, even with all Proposition A, Proposition C, and Measure R Local Return funds, these and other current local funds used to operate and support the system will be insufficient to operate the current level of service.

Beeline services are funded by Beeline fares, local sales tax, and regional transportation programs. During FY 2021, 2022, and 2023, Beeline fixed-route operating costs and revenues show at least 50% of costs are paid for with “General Funds” fulfilling the criteria. MTA used the word General Fund with quotes signifying that these funds are not just city general funds but any funding excluding Proposition A Local Return. Proposition A local return is the only Los Angeles County transportation sales tax measure dedicated wholly to Public Transit. The other three transportation sales tax local return funds have Public Transit as an eligible expense similar to the City of Glendale’s General Fund.

Actual Glendale Beeline 2021	
OPERATING COST	\$9,016,870
REVENUE	
Tier II	\$1,040,966
Transit Fares	\$2,200
Beeline Fuel Sales	\$8,719
Purchased Transit	\$971,843
Advertising Revenue	\$122,396
Miscellaneous	\$2,622,132
Sub Total	\$2,622,132
Subsidy Prop A	\$4,000,000
Subsidy Prop C	\$2,394,739
Total	\$9,016,870

“General Fund”	\$5,016,870	55.64%
Prop A	\$4,000,000	44.36%

Actual Glendale Beeline 2022	
OPERATING COST	\$10,194,960
REVENUE	
Tier II	\$1,167,585
Transit Fares	\$238,992
Beeline Fuel Sales	\$15,601
Purchased Transit	\$1,039,444
Advertising Revenue	\$223,975
Miscellaneous	\$421,498
Sub Total	\$3,107,095
Subsidy Prop A	\$5,000,000
Subsidy Prop C	\$2,087,865
Total	\$10,194,960

"General Fund"	\$5,194,960	50.95%
Prop A	\$5,000,000	49.04%

Actual Glendale Beeline 2023	
OPERATING COST	\$10,532,283
OPERATING REVENUE	
Tier II	\$1,450,906
Transit Fares	\$463,433
Beeline Fuel Sales	\$12,311
Purchased Transit	\$980,860
Advertising Revenue	\$89,148
Auxiliary & Miscellaneous	\$545,524
Sub Total	\$3,542,183
Subsidy Prop A	\$5,000,000
Subsidy Prop C	\$1,990,000
Total	\$10,532,283

"General Fund"	\$5,532,283	52.53%
Prop A Local Return	\$5,000,000	47.47%

The "General Fund" contribution increased in FY 2024 to 56.03% when excluding Glendale's Proposition A Local Return funds, as driver wages increased and will continue to increase.

Actual Glendale Beeline 2024	
OPERATING COST	\$13,648,003
REVENUE	
Tier II	\$1,092,249
Transit Fares	\$500,877
Beeline Fuel Sales	\$16,174
Purchased Transit	\$1,360,044
Advertising Revenue	\$194,897
Auxiliary & Miscellaneous	\$710,798
Sub Total	\$3,875,040
Subsidy Prop A	\$6,000,000
Subsidy Prop C	\$2,732,963
Subsidy Measure R	\$1,400,000
Total	\$13,648,003

“General Fund” Support	\$7,648,006	56.03%
Prop A Local Return	\$6,000,000	43.96%

City of Pasadena

Pasadena Transit and Pasadena Dial-A-Ride are primarily funded by the Los Angeles County Local Return Transportation Sales Tax program. The City of Pasadena uses its entire annual allocation of Propositions A and C and Measures R and M to fund the Pasadena Transit and Pasadena Dial-A-Ride services (Proposition A funds are used to operate Dial-A-Ride, not the fixed-route Pasadena Transit system). The cost of service continues to increase as labor and fuel costs continue to rise. Notably, operating costs are anticipated to increase significantly with the transition to zero emission. In the next few years, even with all of Pasadena’s Proposition A, Proposition C, Measure R and Measure M Local Return funds dedicated to transit, these and other local funds used to operate and support the system will be insufficient to operate the current level of service.

Pasadena Transit’s other major funding sources include fare revenue; advertising revenue from the City’s bus shelter program; additional funding received as a result of the City’s participation in the voluntary reporting of NTD data; city general funds, and funding that is distributed to Pasadena Transit as a “Tier II Operator,” along with Glendale, Burbank, and LADOT. Additionally, over the course of the past several years, Pasadena secured grant awards in both capital and some operating transit funds.

During FY 2021, 2022, and 2023, Pasadena Transit’s operating costs and revenues show well over 50% of costs are paid for with “General Funds” fulfilling the criteria. LA Metro used the word General Fund with quotes signifying that these funds are not just city general funds but any funding excluding Proposition A Local Return. Proposition A local return is the only Los Angeles County transportation sales tax measure

dedicated wholly to Public Transit. The other three transportation sales tax local return funds have Public Transit as an eligible expense similar to the City of Pasadena’s General Fund.

Actual Pasadena Transit 2021	
OPERATING COST	\$6,810,646
REVENUE	
Tier II	\$606,631
Transit Fares	\$90,512
Prop A Incentive Fund	\$426,628
Sub Total	\$1,123,771
Subsidy Prop A*	\$2,784,418
Subsidy Prop C	\$2,187,259
Subsidy Measure R	\$1,640,445
Subsidy Measure M	\$1,859,171
Total	\$6,810,646

“General Fund”	\$6,810,646	71.00%
Prop A	\$2,784,418	29 .00%

Actual Pasadena Transit 2022	
OPERATING COST	\$7,885,397
REVENUE	
Tier II	\$681,062
Transit Fares	\$418,076
Prop A Incentive Funds	\$478,091
Sub Total	\$1,577,229
Subsidy Prop A*	\$3,657,697
Subsidy Prop C	\$2,426,218
Subsidy Measure R	\$1,819,664
Subsidy Measure M	\$2,062,286
Total	\$7,885,397

“General Fund”	\$7,885,397	68.30%
Prop A	\$3,657,697	31.70%

Actual Pasadena Transit 2023	
OPERATING COST	\$9,773,256
REVENUE	
Tier II	\$962,342
Transit Fares	\$573,372
Prop A Incentive Fund	\$592,284
Sub Total	\$2,127,998
Subsidy Prop A*	\$3,819,323
Subsidy Prop C	\$2,940,484
Subsidy Measure R	\$2,205,363
Subsidy Measure M	\$2,499,411
Total	\$9,773,256

“General Fund”	\$9,773,256	71.90%
Prop A	\$3,819,323	28.10%

Actual Pasadena Transit 2024	
OPERATING COST	\$10,025,194
REVENUE	
Tier II	\$529,965
Transit Fares	\$525,946
Prop A Incentive Fund	\$348,562
Sub Total	\$1,404,473
Subsidy Prop A*	\$3,667,480
Subsidy Prop C	\$3,315,662
Subsidy Measure R	\$ 2,486,746
Subsidy Measure M	\$2,818,313
Total	\$10,025,194

“General Fund”	\$10,025,194	73.17%
Prop A	\$3,667,480	26.82%

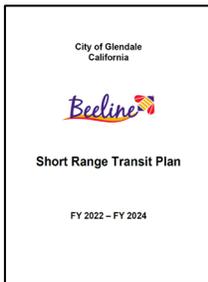
*All Local Return received by Pasadena is used to provide public transit services. In Pasadena, Prop A (\$3,667,480) is used to operate Pasadena Dial-A-Ride and Prop C, Measure R and M are used entirely for Pasadena Transit (amount). Combining C, R and M, all the exceed the Prop A criteria.

Many current Municipal/Eligible operators do not use their cities' Proposition C Local Return, Measure R, Measure M Local Return to fund their transit services; the funds are used for other eligible uses.

LA Metro's creation of Tier II in 2010 validated the need for regional funding to help support Glendale and Pasadena's transit services. The Tier II funding shared by all four Tier II operators remained at \$6 million annually for about 13 years, with most of the funding going to LADOT Transit. In 2024, LA Metro applied CPI to the \$6 million Tier II funding pot, which slightly increased Glendale's share. Based on the State Public Utilities Commission, the Los Angeles County Transportation Commission (LACTC) now Metro, can add new operators to elevate local operators who have exhausted their ability to fund their regionally significant services.

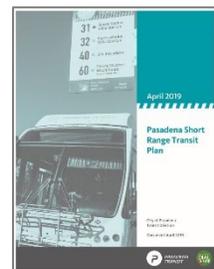
The municipal system's Short Range Transit Plan has been approved by the Los Angeles Metropolitan Transportation Authority

Since 2010, the City of Glendale has submitted a Short-Range Transit Plan to LA Metro as a requirement for Tier II funding. The plan covers operations and capital expenditures for the next three years.



For capital expenditures, the City of Glendale constructed a new bus maintenance facility using various funding sources, including Measure R Local Return, Measure M Subregional, and Call for Projects federal funding. Since the facility has a useful life of 50 years, the new facility is complying with all federal requirements, including Title VI, Drug and Alcohol Maintenance, and Satisfactory Continuing Control. The City of Glendale could become a direct Federal Transit Administration (FTA) grantee without difficulty since it currently complies with federal requirements.

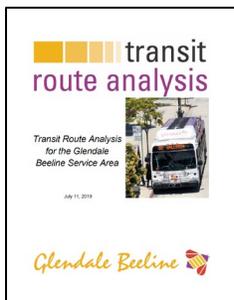
Since 2010, the City of Pasadena has submitted a Short-Range Transit Plan to LA Metro as a requirement for Tier II funding. The plan covers operations and capital expenditures for the next five years. Per federal transit grant funding that the City of Pasadena has received, it has and continues to successfully comply with the associated federal requirements. and, therefore, as a result, could become a direct Federal Transit Administration (FTA) grantee without difficulty since it currently complies with federal requirements.



The municipal system is reasonably meeting a transportation need that would otherwise not be met, and is providing a transit service that cannot effectively be provided by an operator that is currently receiving TDA assistance

[City of Glendale](#)

To improve Beeline service, the City of Glendale issued a Request for Proposal in 2018 and hired a firm to complete a Transit Route Analysis (TRA). The TRA looked at the current and future unmet transit needs of Glendale residents and visitors as well as the current Beeline routes and connections. The TRA service recommendations were mindful of other transit operators to ensure no duplication of service and resources.



Transit Route Analysis

Since the last City of Glendale operational analysis of Beeline service, Downtown Glendale has seen major growth in urban density with over 6 million square feet of office space and over 3,500 new housing units. During this period, student populations have shifted between the three Glendale Community College Campuses and what used to be peak AM and PM commute times for employment are now dispersed throughout the day.

In 2019, Glendale completed a Transit Route Analysis (TRA) that provided a comprehensive vision of how Beeline can adapt to these changes and reorient service to better meet the travel needs of current and future Glendale residents, area employees, and visitors. The TRA analysis focused on Beeline service and how Beeline, LA Metro, Metrolink, and LADOT routes can best work together as a mobility network in Glendale. The study considered future conditions, including the proposed LA Metro Bus Rapid Transit (BRT), the North and South Glendale Community Plans, and the proposed Glendale Streetcar.

The TRA complemented LA Metro’s NextGen Analysis, in which Glendale was a key participant. The TRA also laid the foundation to inform the development of the General Plan’s Mobility Element, provided a robust public outreach component to understand the community’s travel needs and preferences, and informed the recommendations for changes to transit service in Glendale.

The City of Glendale City Council approved the TRA Recommendations in December 2020. The TRA allowed staff to implement a framework for effective Beeline service deployment within the available financial and capital resources and incremental plans for adjusting service to meet new modes of transit as they come on board. The project also produced new public timetables and a Rider Guide/System Map that are easy to use and improve the customer experience.

Beeline Service Changes

The TRA recommended modifications to all existing routes to better connect riders to regional buses and rail. Route 1 and Route 2 were combined and moved to Central Avenue, which now provides service every 10 minutes. Route 4 also increased its frequency to 10 minutes throughout the day. A new Route 8 was implemented that provides service to and from Glendale Transportation Center and Glendale Community College via Glendale Avenue. The new route 8 was planned with LA Metro to provide additional service on the overcrowded LA Metro Route 90. Appendix A provides Beeline’s system map and route information.

The City of Glendale implemented the service recommendations on November 15, 2020. The implementation of the extended nighttime service pilots was postponed due to the COVID-19 pandemic.

New Comprehensive Operational Analysis (COA)

In September 2024, Glendale City Council approved the award of a Comprehensive Operational Analysis (COA) to a consultant to update Beeline routes to address post-pandemic ridership and improve regional connectivity between the City of Burbank, the City of La Canada Flintridge, and the unincorporated areas of La Crescenta and Montrose. The service change recommendations will be presented in October 2025.

[City of Pasadena](#)

Pasadena Transit provides a vital role in the larger regional public transit ecosystem in Pasadena. Along with Pasadena Transit, LA Metro bus and rail, Foothill Transit, LADOT and Glendale Beeline all belong to this ecosystem. And, in fact, among all of these agencies, Pasadena Transit’s Route 20 is the most used single bus route in the City across all of these services. Without Pasadena’s routes, major gaps throughout the service area would exist including in the most disadvantaged communities of the service area. Pasadena Transit is Pasadena’s primary first/last mile connector to and from the regional transit network as well as to commercial, business, medical, education, recreation and other local destinations.

The City of Pasadena is currently in the process of updating its Short Range Transit Plan. In late 2023, the City hired a consulting firm to review Pasadena’s current service and provide recommendations for the next five years to grow ridership. The consultant is reviewing the service against the goals of reflecting new travel patterns (post Covid 19), integrating with LA Metro NextGen, and improving the customer experience. As part of the SRTP update, the consultant reviewed the existing routes and ridership, and is making recommendations, specifically identifying gaps in local coverage and needed changes to route frequencies. All the recommendations aim to provide local coverage where regional providers do not provide service, as well as continuing to provide productive and frequent service in high use areas.

<p>The municipal system is integrated and coordinated with intersecting or adjoining public transit systems</p>

[City of Glendale](#)

Beeline service integrates and coordinates with LA Metro, LADOT Transit Commuter Express Service, Burbank Bus, La Cañada Flintridge Shuttle, Metrolink, and Amtrak. As mentioned above, the recent Beeline service route modifications and route expansion were developed to ensure coordination with both bus and rail transit systems within Glendale Beeline’s service area.

Bus Transit Integration and Coordination

Beeline provides sub-regional and inter-jurisdictional service for Glendale, unincorporated Los Angeles County (Montrose and La Crescenta), La Cañada Flintridge, and a portion of Burbank. Beeline operates the La Cañada Flintridge fixed route service

Rail Integration and Coordination

Beeline services provide express routes to connect Metrolink and Amtrak riders to employment centers and college campuses. The Beeline Metrolink Express routes are timed to the arrival of the northbound and southbound Metrolink services at the Glendale and Burbank Metrolink stations.

Service Operated for Other Agencies

The City of Glendale currently operates service on behalf of the City of La Cañada Flintridge (LCT) and LA Metro. The LCF service operates between Montrose to the Jet Propulsion Laboratory (JPL) and provides added service for local residents.

In 2000, LA Metro contracted with Beeline to operate the western portion of Metro route 177. Beeline Route 3 connects the Glendale Galleria to JPL. These services connect Glendale, North Glendale, Montrose, La Crescenta, La Cañada Flintridge and City of Pasadena and would be included in the Glendale Beeline Included Municipal Operator service statistics.

Proposed Consolidation of Glendale Beeline and Burbank Transit

The City of Glendale began talks with the City of Burbank to operate the Burbank Bus fixed-route service. Burbank is also a Tier II operator and with a population of 105,000 residents the Beeline system would serve a total of 335,000 residents. This would include the cities of Burbank, Glendale, La Cañada Flintridge and Los Angeles County unincorporated areas of Montrose and La Crescenta. The main impetus for the consolidation is to provide improved mobility between Glendale and Burbank for residents who live and work in the two cities and the need to deploy zero-emission buses. Beeline's new bus maintenance facility provides capacity for the BurbankBus fleet, which is currently located at a leased facility. The coordinated operation would more efficiently utilize the electrification infrastructure.

[City of Pasadena](#)

Pasadena Transit integrates and coordinates with LA Metro bus and rail, LADOT Transit Commuter Express Service, Foothill Transit and Glendale Beeline. Pasadena Transit is Pasadena's primary first/last mile connector to and from the regional transit network as well as to commercial, business, medical, education, recreation and other local destinations.

Bus Transit Integration and Coordination

Pasadena Transit provides sub-regional and inter-jurisdictional service for Pasadena, unincorporated Los Angeles County (Altadena) and La Cañada Flintridge. Pasadena Transit provides the first/last mile connection for numerous regional bus routes that terminate in Pasadena.

Rail Integration and Coordination

Pasadena Transit serves all six Metro A Line light rail stations in Pasadena, as well as the Highland Park A Line station.

Service Operated for Other Agencies

The City of Pasadena currently operates two routes on behalf of LA Metro and has a contract to implement a new route into the Angeles Forest to provide open space access. This route is in the development phase.

<p>The municipal system has management information and accounting systems adequate to meet the data gathering and reporting requirements of the Transportation Development Act and Section 15 of the Urban Mass Transportation Act, as amended</p>
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As Tier II Operators, Voluntary Reporters, and Incentive Paratransit Operators, the City of Glendale and Pasadena have submitted annual NTD (previously known as Section 15) reports for many years. LA Metro requires participants in these funding programs to submit yearly NTD statistics to the FTA. The FTA uses the NTD statistics to apportion federal capital funding each year to LA Metro. The distribution of federal capital funding follows the region's Capital Allocation Procedure (CAP) for distribution among the Tier I operators. Glendale and Pasadena generate federal capital funding through its NTD submittal, however, neither receives an allocation of federal funds, only an allocation of local funds along with other transit agencies filing NTD reports.

The City of Glendale and the City of Pasadena submit operating data to the California State Controller that is used to allocate Transit Development Act (TDA), State Transit Assistance (STA), SB1 STA, SB1 State of Good Repair (SGR), and Low Carbon Transit Operations (LCTOP) funding. Currently, the Glendale and Pasadena only receives LCTOP funding directly; the remaining funds generated by Beeline and Pasadena Transit operations are distributed by LA Metro's Formula Allocation Procedure (FAP) to Tier I operators.

In summary, the City of Glendale and the City of Pasadena meet this criterion as we have been submitting the NTD and State Controller's reports for many years.

Notwithstanding the criteria numbered (1), (2), and (3) above, a transit system may be made eligible for TDA funding immediately after its creation if it consists substantially of a reorganization or replacement of another transit system(s) which were previously eligible for TDA funds and provides service substantially similar service to service which previously received TDA subsidies.

[City of Glendale](#)

The City of Glendale does operate service on behalf of Los Angeles Metro for the western portion of the previous Metro line 177. This criterion may not apply to Glendale's request since Beeline service does not consist of a reorganization or replacement of another transit system but only a portion of one of our routes.

[City of Pasadena](#)

Although the City of Pasadena does operate two routes on behalf of Los Angeles Metro, this criterion may not apply to Pasadena's request since Pasadena Transit service does not consist of a reorganization or replacement of another transit system but only a portion of one of our routes.

Notwithstanding criteria 1,2, and 3 an operator may be designated an Included Operator for specific service previously funded through an LACTC demonstration grant by eight affirmative votes of the LACTC

This criterion does not apply to Glendale and Pasadena's request since Beeline and Pasadena Transit services were not funded by a demonstration grant.

[Glendale and Pasadena FAP Funding Estimate](#)

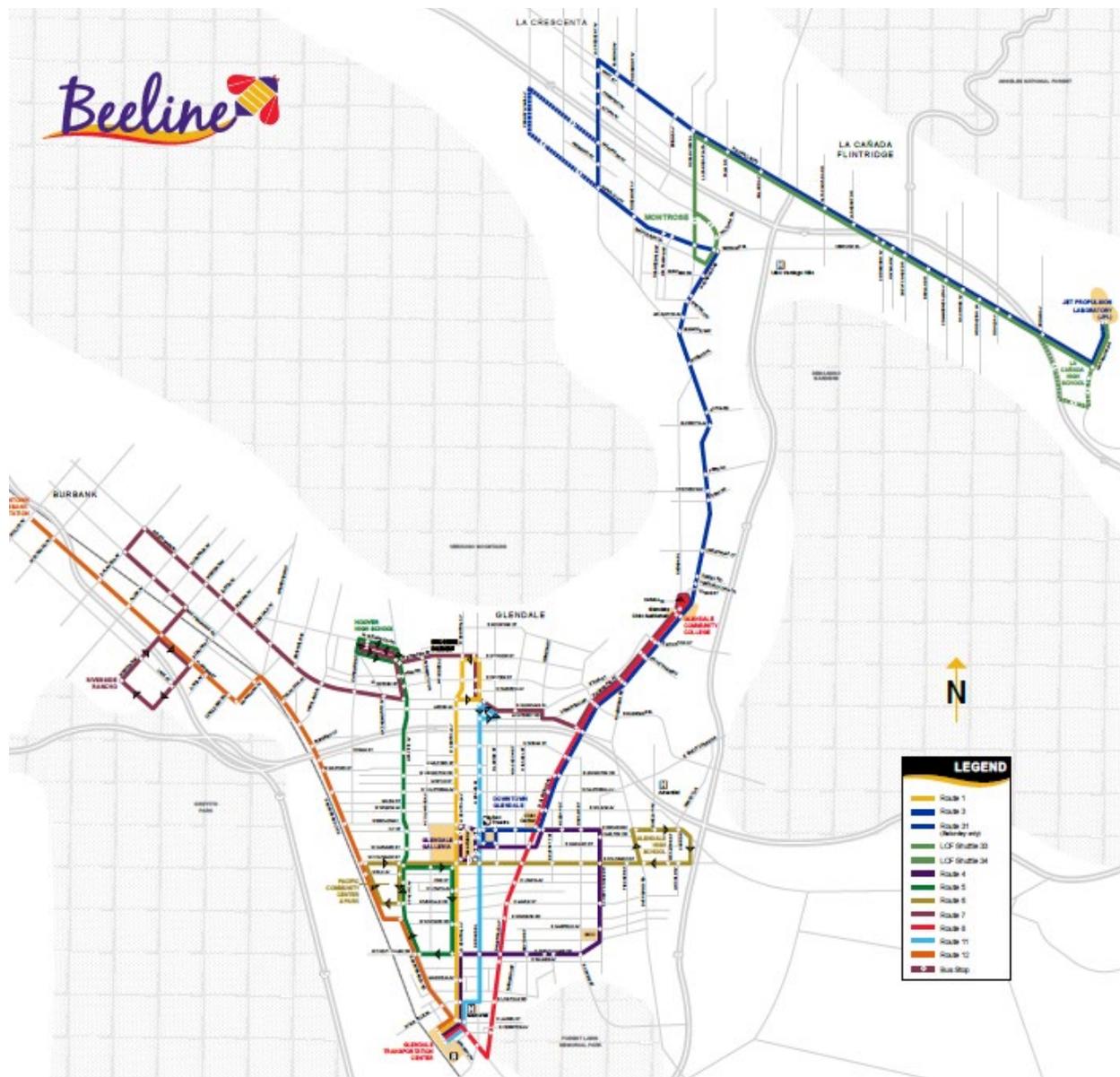
The City of Glendale and the City of Pasadena meet all the criteria for newly included municipal operators and request approval to become a Tier I Included Municipal Operator paid as an Eligible Operator. As Eligible Operators, Glendale and Pasadena would receive their share of regional funds (Formula Allocation Procedure – FAP) with formula equivalent funding. Both cities would not receive STA or TDA funding since STA and TDA are reserved for the original Municipal Operators. The formula equivalent funding would come from the Proposition A Bus Transit Growth Over Inflation funding allocated to Eligible Operators. In 2025, a \$12.9 surplus of Proposition A Bus Transit Growth-Over-Inflation funds reverted to LA Metro for Metro Board projects. Proposition A Bus Transit Growth-Over-Inflation funding will be used to fund regional bus transit services as intended by funding the City of Glendale and the City of Pasadena as Eligible Operators.

The other major fund categories to which Glendale and Pasadena would now be allocated funding include the Municipal Operator Service Improvement Program, Measure R 20% Bus Operations, and Measure M 20% Transit Operations. All existing operators would see an incremental decrease in funding.

Below are the calculated FAP amounts for the City of Glendale and the City of Pasadena, as found in the FY 2025 Transit Fund Allocations pg. 12. LA Metro’s Office of Budget can calculate the other funding sources.

	FAP
Glendale	\$6,834,054
Pasadena	\$2,968,946

APPENDIX A
Beeline System Map



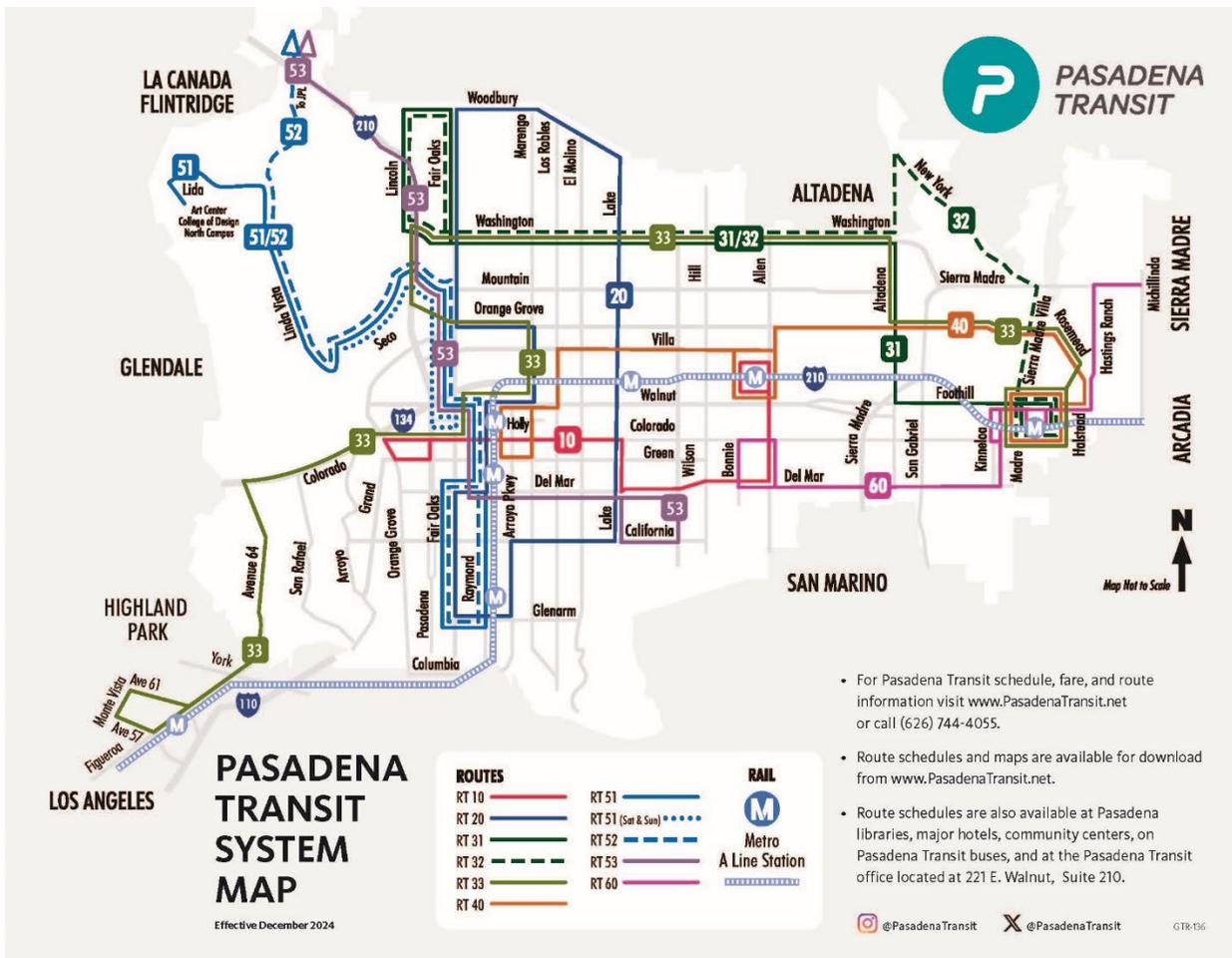
Beeline Route Information

Route 1	Connects Glendale Transportation Center (GTC) to Stocker Square via Central Av <i>Points of Interest:</i>
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	<ul style="list-style-type: none"> • Glendale Memorial Hospital • Social Security Administration • Glendale Galleria • Americana • Stocker Square
Route 3	<p>Connects Glendale Galleria to Jet Propulsion Laboratory via Glendale Av, Verdugo Rd, Honolulu Av, Foothill Blvd</p> <p><i>Points of Interest:</i></p> <ul style="list-style-type: none"> • Downtown Glendale • Civic Center • Glendale Community College (GCC) • Glendale Civic Auditorium • Jet Propulsion Laboratory (JPL)
Route 4	<p>Connects Glendale Transportation Center (GTC) to Glendale Galleria via Chevy Chase Dr, Broadway, Harvard St, Central Av</p> <p><i>Points of Interest:</i></p> <ul style="list-style-type: none"> • Glendale Memorial Hospital • GCC Garfield • Central Library & Park • Americana • Glendale Galleria
Route 5	<p>Connects Pacific Community Center & Park to Hoover High School via Riverdale Dr, Pacific Av, Glendale Rd</p> <p><i>Points of Interest:</i></p> <ul style="list-style-type: none"> • Pacific Community Center & Park • Hoover High School
Route 6	<p>Connects Pacific Community Center & Park to Glendale High School via Riverdale Dr, Colorado St, Broadway</p> <p><i>Points of Interest:</i></p> <ul style="list-style-type: none"> • Pacific Community Center & Park • Glendale Galleria • Americana • Central Library & Park • Glendale High School
Route 7	<p>Connects Riverside Rancho to Glendale Community College (GCC) via Western Av, Glenoaks Bl, Stocker St, Glendale Av</p> <p><i>Points of Interest:</i></p> <ul style="list-style-type: none"> • Riverside Rancho • DMV • Stocker Square • Glendale Community College (GCC)
Route 8	<p>Connects Glendale Transportation Center (GTC) to Glendale Community College (GCC) via Glendale Av, San Fernando Rd</p> <p><i>Points of Interest:</i></p> <ul style="list-style-type: none"> • Civic Center • Fashion Center • Glendale Plaza • Civic Auditorium • Glendale Community College (GCC)
Route 11	<p>Metrolink Express connects Glendale Transportation Center (GTC) to Downtown Glendale via Brand Bl during AM and PM Peak.</p>
Route 12	<p>Metrolink Express connects Glendale Transportation Center (GTC) to Downtown Burbank via San Fernando Rd, Flower St during AM and PM Peak.</p>

APPENDIX B

Pasadena Transit System Map



Route 10	East-West Connection between Old Pasadena and Allen A Line Station Points of Interest: Old Pasadena, Playhouse Business District, South Lake Business District, Pasadena City College, Caltech, Norton Simon Museum
Route 20	Provides a 2-way loop along the Fair Oaks and Lake corridors between the north and south City limits Points of Interest: North Lake Business District, South Lake Business District, Old Pasadena, several Pasadena Unified schools, Jackie Robinson Community Center, Robinson Park, Caltech, Huntington Memorial Hospital, ArtCenter College of Design South campus
Route 31/32	East-West Connection between Northwest Pasadena (Pasadena’s most disadvantaged neighborhood) to Sierra Madre Villa A Line Station Points of Interest: North Lake Business District, several Pasadena Unified schools, Eaton Canyon, Victory Park, PCC Community Learning Center, Hastings Ranch Shopping Center
Route 33	East-West Connection between Highland Park A Line Station and Sierra Madre Villa Station

	Points of Interest: Highland Park Pool and Recreation Center, Highland Park Adult Senior Citizen Center, Norton Simon Museum, Pasadena Senior Center, US Post Office, several Pasadena Unified schools, Victory Park, Hastings Ranch Shopping Center, Old Pasadena
Route 40	East-West Connection between Old Pasadena and Sierra Madre Villa Station Points of Interest: Old Pasadena, Pasadena Senior Center, City Hall, Victory Park, PCC Community Learning Center, Hastings Ranch Shopping Center
Route 51/52	North-South Connection between south City limit and JPL/ArtCenter College of Design Hillside campus via Northwest Pasadena Points of Interest: ArtCenter College of Design (both campuses), Old Pasadena, Rose Bowl, Brookside Park and Aquatic Center, Jackie Robinson Community Center, Robinson Park, Pasadena Senior Center, Huntington Memorial Hospital, Blair High School
Route 53	East-West Connection between Caltech and JPL Points of Interest: Old Pasadena, South Lake Business District, Pasadena Senior Center, Pasadena City College
Route 60	North-South Connection between Pasadena City College and east City border (Sierra Madre) Points of Interest: Pasadena City College, Hastings Ranch, Sierra Madre Villa A Line Station, La Salle High School, Pasadena Community Urgent Care