

**2026-2027 1st Omnibus Capital Financial Plan
Transit Revenue Fleet Capital Fund / 00003642**

Capital Improvement Program (CIP) Budget

	2025 Ending Balance (ITD Balance)	2026-2027 Budget (including adopted, revised, & proposed supplementals)	2026-2027 Total (Balance + Budget)	2028-2029 Projected	2030-2031 Projected
Capital Budget Revenue Sources					
Revenue Backing from Fund Balance and Reserves	228,498,273	116,602,591	345,100,863	37,189,389	134,372,638
Sales Tax	-	-	-	-	106,844,947
Marine Property Tax	-	5,129,987	5,129,987	9,125	-
Grants	-	145,977,516	145,977,516	49,351,606	136,711,504
Interest Income	-	-	-	-	-
Miscellaneous	-	-	-	5,987,064	3,583,711
Debt Proceeds	-	-	-	-	360,000,000
Total Capital Revenue	\$ 228,498,273	\$ 267,710,094	\$ 496,208,367	\$ 92,537,184	\$ 741,512,800
Capital Appropriation					
Hybrid Buses	2,898,552	164,037,431	166,935,983	-	476,477,415
Trolley Buses	-	-	-	-	-
Battery Electric Buses	133,333,882	-	133,333,882	-	223,602,932
Hydrogen Fuel Cell Buses	9,810,710	-	9,810,710	8,241,137	-
Vanpool, ADA, CAT, and Other Alt. Services Vehicles	23,552,032	78,737,583	102,289,616	71,671,706	40,594,515
Marine Vehicles	1,767,687	18,377,558	20,145,246	9,125	-
Other Revenue Fleet Sub-Portfolios	47,135,410	6,557,521	53,692,931	12,615,216	837,938
Emergent Needs Contingency/Project Oversight	10,000,000	-	10,000,000	-	-
Total Capital Appropriation	\$ 228,498,273	\$ 267,710,094	\$ 496,208,367	\$ 92,537,184	\$ 741,512,800

CIP Fund Financial Position

	2025 Actuals	2026-2027 Estimated at Budget Adoption	2026-2027 Biennial-to-Date Actuals	2026-2027 Estimated	2028-2029 Projected	2030-2031 Projected
Beginning Fund Balance	\$ 363,005,791	\$ 363,701,554	\$ 412,957,878	\$ 412,957,878	\$ 376,406,688	\$ 250,509,059
Capital Funding Sources						
Sales Tax	17,138,878	9,298,392	-	9,323,291	9,926,998	110,307,969
Marine Property Tax	-	2,100,862	-	2,100,862	3,429,125	-
Grants	56,264,726	104,556,749	(55,366,543)	104,556,749	180,581,551	136,711,504
Interest Income	15,997,624	21,300,575	1,316,333	21,300,575	16,098,316	9,597,172
Miscellaneous	2,677,267	19,180,021	8,700	19,180,021	24,034,300	19,038,476
Total Capital Revenue	\$ 92,078,495	\$ 156,436,599	\$ (54,041,510)	\$ 156,461,498	\$ 234,070,290	\$ 275,655,121
Capital Expenditures						
Hybrid Buses	790,718	-	96	10,000,000	154,211,540	476,477,415
Trolley Buses	-	-	-	-	-	-
Battery Electric Buses	38,617,838	56,706,315	4,292,271	56,706,315	49,278,461	250,948,219
Hydrogen Fuel Cell Buses	-	-	-	-	18,051,847	-
Vanpool, ADA, CAT, and Other Alt. Services Vehicles	1,218,649	85,295,385	9,163	85,295,385	98,718,719	40,594,515
Marine Vehicles	-	8,645,246	-	8,645,246	11,509,125	-
Other Revenue Fleet Sub-Portfolios	3,945,475	32,365,743	160,380	32,365,743	28,198,227	837,938
Total Capital Expenditures	\$ 44,572,679	\$ 183,012,689	\$ 4,461,910	\$ 193,012,689	\$ 359,967,919	\$ 768,858,087
Other Fund Transactions						
Debt Proceeds	-	-	-	-	-	360,000,000
Misc Balance Adjustment	2,446,271	-	-	-	-	-
Total Other Fund Transactions	\$ 2,446,271	\$ -	\$ -	\$ -	\$ -	\$ 360,000,000
Ending Fund Balance	\$ 412,957,878	\$ 337,125,464	\$ 354,454,458	\$ 376,406,688	\$ 250,509,059	\$ 117,306,093
Reserves						
Revenue Fleet Replacement Reserve (RFRR)	181,409,782	120,632,581	131,040,649	131,040,649	105,912,262	33,359,165
Fleet Capital Carryover Reserve	231,548,096	216,492,882	245,366,038	245,366,038	144,596,797	83,946,929
Total Reserves	\$ 412,957,878	\$ 337,125,464	\$ 376,406,688	\$ 376,406,688	\$ 250,509,059	\$ 117,306,093
Projected Shortfall	-	-	21,952,230	-	-	-
Ending Undesignated Fund Balance	\$ 0	\$ -	\$ -	\$ 0	\$ -	\$ -

Financial Plan Notes

CIP Budget:

- All financial plans have the following assumptions, unless otherwise noted in below rows.
- 2025 Ending Balance (ITD Balance) column reflects the best estimate of the inception to date budget balances and actual balances after 2025 is closed.
- 2026-2027 Budget is consistent with PIC for 2026-2027 Final Adopted Budget and proposed supplementals.
- 2026-2027 Total (Balance + Budget) column sums the 2025 Ending Balance (ITD Balance) column and the 2026-2027 Budget column.
- Outyear projections should be consistent with PIC.

Revenue Notes:

- Revenues shown are equal to the budgeted expenditure. Revenues include new revenue and fund balance designated to projects.
- Debt proceeds includes anticipated short-term debt for to help mitigate peaks in fleet purchases, in accordance with the Fund Policies for Public Transportation.
- The 1st Omnibus request for hybrid bus purchases is pending Council approval.

Appropriation Notes:

- Outyear appropriations represent planned requests to support projected spending in Metro's 10-year capital plan.
- The 1st Omnibus request for hybrid bus purchases is pending Council approval.

CIP Fund Financial Position:

- All financial plans have the following assumptions, unless otherwise noted in below rows.
- As of the 1st Omnibus development, the 2025 Actuals Ending Fund Balance column reflects the best estimate of the actual balances after 2025 is closed.
- 2026-2027 Estimated at Budget Adoption column reflects the estimated revenues and expenditures for the fund when the 2026-2027 budget was adopted.
- 2026-2027 Biennial-to-Date Actuals column reflect amounts in EBS through January 2026.
- 2026-2027 Estimated column reflects the best estimate for the biennium based on actuals and should be informed by the fund's spending plan.
- Outyear revenue projections and expenditure estimates are based on the most recent projections and reflect current project plans. Outyear allocations for projects not requesting budget in this cycle are included in the financial plan.

Revenue Notes:

- Sales tax allocations replenish the Revenue Fleet Replacement Reserve and provide local match funding for grants. Estimates are based on the March 2026 revenue forecast from the Office of Economic and Financial Analysis (OEFA).
- 2026-2027 Biennial-to-Date revenues reflect 2025 grant accruals.
- The 1st Omnibus request for hybrid bus purchases is pending Council approval.

Expenditure Notes:

- Other Revenue Fleet Sub-Portfolios include capital projects that are not strictly fleet procurement. This includes the operator partitions, battery electric bus mid-life battery replacement, and trolley energy storage system (ESS) projects.
- The 1st Omnibus request for hybrid bus purchases is pending Council approval.

Reserve Notes: