One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Agenda - Final

Thursday, November 19, 2026

10:00 AM

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Finance, Budget and Audit Committee

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Katy Yaroslavsky, Vice Chair
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Imelda Padilla
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

TECHNOLOGY DISRUPTIONS - Although staff will do their due diligence to restore service, if joining the meeting virtually, please be aware that the Committee or Board may continue its meeting not withstanding a technical disruption that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audio visual platform.

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REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
d. Any other unlawful interference with the due and orderly course of said meeting.

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DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under $50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars ($50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than $500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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The Meeting begins at 10:00 AM Pacific Time on November 19, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 19 de Noviembre de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of “FOR,” “AGAINST,” "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

APPROVE Consent Calendar Items: 10, 11 and 12.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

10. SUBJECT: AUDIT SERVICES BENCH 2026-0678

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to the Audit Services Bench Contract Nos. PS86611000 through PS86611007 to exercise the second, one-year option in an amount Not-To-Exceed (NTE) $2,526,140, increasing the cumulative contract value from $9,618,845 to $12,144,985 and extending the period of performance from January 1, 2027 to December 31, 2027.

Attachments:
Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - Firms on the Audit Services Bench
Attachment D - DEOD Summary
Presentation

11. SUBJECT: SUPPLEMENTAL TECHNOLOGY SUPPORT SERVICES 2026-0788

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. PS141682000 with International Business Machines Corporation (IBM) to provide Supplemental Technology Support Services in the amount of $5,370,000 for the three-year base term, which includes Phase 1 (Information Technology) and Phase 2 (Operations Technology), and $3,090,000 for a two-year option to continue services, for a total not-to-exceed amount of $8,460,000, subject to the resolution of any properly submitted protest(s), if any.

Attachments:
Attachment A - Procurement Summary
Attachment B - DEOD Summary STSS
Presentation

12. SUBJECT: SMALL BUSINESS BONDING ASSISTANCE PROGRAM 2026-0087

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a Contract to Merriwether & Williams Insurance Services (MWIS), a HUB International Company, for administration of Metro's Contractor Development and Bonding Program (CDBP), through a piggyback procurement using the City of Los Angeles' (City) Contract No. C-204277, in a Not-To-Exceed (NTE) amount of $2,883,635.08 for the period December 4, 2026, through December 3, 2029;

B. EXECUTE a no-cost Memorandum of Understanding (MOU) with the City of Los Angeles (Attachment A) for Metro's participation in the City's Contractor Development and Bonding Program; and

C. APPROVE a separate allocation NTE $450,000 over the proposed contract term, with an annual amount NTE $150,000, to cover loan-related fees under the Contractor Finance Assistance Program (CFAP) for eligible small businesses performing on Metro contracts. These fees are excluded from the MWIS contract price, which funds the CDBP program administration.

Attachments: Attachment A - CDBP Memorandum of Understanding
Presentation

NON-CONSENT

13. SUBJECT: MANAGEMENT AUDIT SERVICES FY 2027 FIRST QUARTER REPORT AND AUDIT CHARTER 2026-0758

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the Management Audit Services FY 2027 First Quarter Report (Attachment A); and

B. ADOPTING the Management Audit Services Audit Charter (Attachment B).

Attachments: Attachment A - FY 2027 First Quarter Report
Attachment B - Management Audit Services Audit Charter
Presentation

14. SUBJECT: METROLINK FY 2026-27 ANNUAL WORK PROGRAM 2026-0816

RECOMMENDATION

CONSIDER:

A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) Fiscal Year 2026-27 Operating, State of Good Repair, and Capital Budget in the amount of $213,968,128 as described in Attachment A;

B. APPROVING the FY 2026-27 Transfers to Other Operators' payment rate of $1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of $5,592,000; and

C. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

Attachments: Attachment A - SCRRA FY 2026-27 Budget Transmittal
Presentation

15. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2 2026-0591

RECOMMENDATION

AMEND the Life-of-Project (LOP) budget for the Westside Purple (D) Line Extension Section 2 Project (Project) by $296,000,000 from $2,574,969,299 to $2,870,969,299 using the fund sources as summarized in Attachment A and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

Attachments: Attachment A - Funding/Expenditure Plan
Attachment B - Measure R and Measure M Unified Cost Mgmt Policy Analysis
Attachment C - Projected Breakdown of Cost Allocation for $296,000,000
Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2026-0828

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0678, **File Type:** Contract **Agenda Number:** 10.

FINANCE, BUDGET, AND AUDIT COMMITTEE
NOVEMBER 19, 2026

SUBJECT: AUDIT SERVICES BENCH

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to the Audit Services Bench Contract Nos. PS86611000 through PS86611007 to exercise the second, one-year option in an amount Not-To-Exceed (NTE) $2,526,140, increasing the cumulative contract value from $9,618,845 to $12,144,985 and extending the period of performance from January 1, 2027 to December 31, 2027.

ISSUE

At its October 2022 meeting, the Board approved the establishment of Audit Services Bench contracts (Bench <https://boardagendas.metro.net/board-report/2022-0641/>) for a combined total amount not to exceed $12,144,985 for a 3-year base term, plus two, one-year options. The Bench provides Management Audit Services (MAS) consulting and assurance services across a broad range of audits and reviews, including as-needed staffing augmentation support and specialized audits.

Board authorization is requested to exercise the second, one-year option to continue to provide specialized expertise and augmented audit services.

BACKGROUND

The Bench was established to support MAS in conducting a wide range of specialized audits and reviews. It provides flexibility to bring in external resources that supplement staff capabilities, enabling delivery of the Board-approved audit plan by ensuring timely access to specialized expertise and augmented staffing resources. The initial contracts were structured with a NTE value and options to ensure continuity of audit services. Attachment A includes additional background on the procurement and the price analysis supporting the recommendation. Attachment B reflects the requested modification, the second modification to date.

At its October 2025 meeting, the Board approved the first option year <https://boardagendas.metro.net/board-report/2025-0787/>, increasing the total contract value to

support additional task orders for audit services. That action increased the total contract value to $9,618,845.

DISCUSSION

MAS is required to comply with Generally Accepted Government Auditing Standards (GAGAS). GAGAS has a due professional care standard that requires MAS to bring in outside experts to supplement staff when the area being audited requires technical or specialized skills not available within the department. Co-sourcing typically supplements staff expertise for highly specialized audits that exceed internal capacity and/or resources. Outsourcing is used when the audit's complexity or the specialized skill sets and/or capacity required are not available in-house. Specialized audits that generally fall under this requirement include information technology projects, construction or operations projects, programs and/or processes. Other work outsourced or co-sourced to expert firms includes Call-for-Projects closeout audits, grant audits such as the State Transportation Improvement Program, and financial, compliance, and external audits of subrecipients, Metro, and other entities.

To meet these needs effectively, the Bench is divided into two disciplines, staff augmentation and subject matter expertise, based on the nature of the audits (Attachment C). The firms selected for each discipline reflect the specialized capabilities required for these types of audits.

To date, a total of 18 task orders have been issued against the Bench, for a cumulative total value of $6,531,998, or 68% of the total NTE amount of $9,618,845 for the initial 3-year base term plus first one-year option.

Of the 18 task orders issued to date, 7 supported other departments, including the Office of the Inspector General, Accounting and Planning. The remaining 11 task orders fall into three categories: 4 task orders covering 34 financial and compliance audits that must be performed by external independent auditors; 4 task orders for staff augmentation services, supporting 53 audits; and 3 task orders for specialized outsourced audits resulting in three performance audits.

DETERMINATION OF SAFETY IMPACT

The recommendation does not negatively impact the safety of Metro employees, passengers, and/or customers.

FINANCIAL IMPACT

Funding for FY27 is included in the department cost center budgets. Each task order awarded to a contractor will be funded with the source of funds identified for the specific project. Recognizing that the Bench option will continue into FY2028, the cost center manager(s) will be accountable for budgeting future costs.

Impact to Budget

Funding for task orders is dependent upon the specific project. Fund sources include those that are

eligible for operating expenses.

EQUITY PLATFORM

Metro is committed to small business success and strives to provide a direct route for small businesses to work and grow with Metro.

For this Audit Services Bench, the Diversity & Economic Opportunity Department (DEOD) established an overall 27% Small Business Enterprise (SBE) and an overall 3% Disabled Veteran Business Enterprise (DVBE) goal. Each bench participant made individual overall SBE and DVBE commitments on this contract. The bench includes eight prime consultants; five of which are SBE certified. Progress towards meeting the overall commitments is measured based on the cumulative participation achieved through all task orders awarded to each prime. To date, 18 task orders, consisting of eight federally funded and 10 non-federally funded, have been awarded to five SBEs, with 12 task orders awarded through the Set-Aside program.

While each bench participant also made an overall Disadvantaged Business Enterprise (DBE) commitment on this bench contract, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program effective October 3, 2025. As such, any DBE commitments are not a factor in this recommended action. While the DBE commitment is not a factor in the staff recommendation, there are 10 certified small businesses participating in this contract.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide. These declining VMT trends are due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as the professional services provided through the Audit Services Bench support the agency's goal of promoting effective and efficient operations and continuous improvement within the organization. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, it is consistent with the goal of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and

trustworthy governance within the Metro organization. The Audit Services Bench will enable MAS to conduct specialized and time-sensitive audits in a responsive manner, supporting the agency's projects, programs, and initiatives

ALTERNATIVES CONSIDERED

Two alternatives were considered. One alternative would be to hire additional full-time staff to perform the specialized audits. However, this alternative is not cost-effective because the volume of work fluctuates constantly, creating periods of peak activity alternating with periods of low activity. Furthermore, some projects require various technical or specialized skills that are not readily available, as it is not practical to hire staff for each particular skill set. Another alternative would be to obtain the audit services through separate procurements. This is also not recommended, as it would prolong the procurement process and make it difficult to complete time-sensitive audits within the planned timeframe.

NEXT STEPS

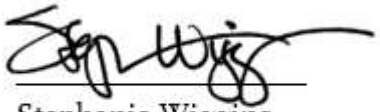
Upon Board approval, staff will execute Modification No. 2 to the Audit Services Bench Contracts Nos. PS86611000 through PS86611007 and continue to award individual task orders for audit services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Changer Order Log
Attachment C - Firms on the Audit Services Bench
Attachment D - DEOD Summary

Prepared by: A. Wills, Manager, Audit
M. Del Toro, Senior Manager, Audit
L. Choi, Senior Director, Audit
K. Houston, Deputy Chief Auditor
C. Coppolo, Deputy Chief Vendor/Contract Management Officer

Reviewed by: S. Gookin, Deputy Chief Executive Officer
M. Antonelli, Chief Vendor/Contract Management Officer



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
AUDIT SERVICES BENCH / PS86611000 THROUGH PS86611007

1.	**Contract Number**: PS86611000 through PS86611007			
2.	**Contractor**: Various (See Attachment C)			
3.	**Mod. Work Description**: Exercise second, one-year option.			
4.	**Contract Work Description**: Provide audit support services.			
5.	**The following data is current as of**: 9/22/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	10/27/22	**Contract Award Amount:**	$7,142,240
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$2,476,605
	Original Complete Date:	12/31/26	**Pending Modifications (including this action):**	$2,526,140
	Current Est. Complete Date:	12/31/27	**Current Contract Value (with this action):**	$12,144,985
7.	**Contract Administrator**: Armine Menemshyan		**Telephone Number**: (213) 922-4851	
8.	**Project Manager**: Monica del Toro		**Telephone Number**: (213) 922-7494	

A. Procurement Background

This Board Action is to approve Modification No. 2 to Contract Nos. PS86611000 through PS86611007 to exercise the second, one-year option for audit support services and extend the period of performance from January 1, 2027, to December 31, 2027.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy, and the contract type is a task order based, firm fixed unit rate.

On October 27, 2022, the Board awarded eight Audit Bench Services Contract Nos. PS86611000 through PS86611007 to provide audit support services. The period of performance is a three-year base with two, one-year options.

One modification has been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based on pricing that was evaluated as part of the competitive award in October 2022. Pricing

remains unchanged and is lower than current market rates for similar services. The Independent Cost Estimate (ICE) is based on the previously established NTE amount for the second, one-year option term.

Proposal Amount	Metro ICE	Recommended Amount
$2,526,140	$2,526,140	$2,526,140

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

AUDIT SERVICES BENCH / PS86611000 THROUGH PS86611007

Mod No.	Description	Status (approved or pending)	Date	Amount
1	Exercise the first, one-year option extending the period of performance (POP) through 12/31/26.	Approved	10/23/25	$2,476,605
2	Exercise the second, one-year option extending the POP through 12/31/27.	**Pending**	**Pending**	**$2,526,140**
	Modification Total			**$5,002,745**
	Original Contract:		**10/27/22**	**$7,142,240**
	Total:			**$12,144,985**

ATTACHMENT C – FIRMS ON THE AUDIT SERVICES BENCH

Contract No.	Firm	Disciplines		Task Order Award Amount
		Staff Augmentation	Subject Matter Expertise	
PS86611000	BCA Watson Rice, LLP	Y	Y	$2,855,572
PS86611001	Qiu Accountancy Corporation	Y	Y	$1,201,856
PS86611002	Simpson & Simpson, LLP*	Y	Y	$0
PS86611003	Talson Solutions, LLC*		Y	$579,620
PS86611004	TAP Financials, LLP*	Y		$0
PS86611005	Tap International, Inc.		Y	$133,433
PS86611006	The Lopez Group, LLP	Y	Y	$1,761,818
PS86611007	Vasquez and Company, LLP*		Y	$0

Note: An asterisk (*) identifies a non-Small Business Enterprise (SBE) firm. Because the bench is subject to the Small Business Set-Aside Program, priority is given to SBE firms. As a result, three of the four non-SBE firms have not been awarded any task orders to date.

DEOD SUMMARY

AUDIT SERVICES BENCH / PS86611000 THROUGH PS86611007

A. Small Business Participation

For this Audit Services Bench, the Diversity & Economic Opportunity Department (DEOD) established an overall 30% Disadvantaged Business Enterprise (DBE), 27% Small Business Enterprise (SBE) and an overall 3% Disabled Veteran Business Enterprise (DVBE) goal. Each bench participant made individual overall SBE and DVBE commitments on this contract. The bench includes eight prime consultants; five of which are SBE certified. Progress towards meeting the overall commitments is measured based on the cumulative participation achieved through all task orders awarded to each prime. To date, eighteen (18) task orders, consisting of eight (8) federally funded and ten (10) non-federally funded, were awarded to five (5) SBEs.

The Small Business Prime (Set-Aside) Program is applicable to this bench when there are at least three (3) SBEs on the bench. Twelve (12) task orders have been awarded through the Set-Aside Program.

While each bench participant also made an overall Disadvantaged Business Enterprise (DBE) commitment on this bench contract, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program effective October 3, 2025. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. As such, any DBE commitments are not a factor in this recommended action.

1. BCA Watson Rice, LLP (BCA) (PS86611000)

BCA, an SBE-certified firm, has been awarded seven (7) non-federally and one (1) federally funded task orders. BCA made an overall 30% DBE, 97% SBE and 3% DVBE commitment. Based on payments, the contract is 67% complete, and the current SBE and DVBE participation is 92.43% SBE and 0% DVBE; representing a shortfall of both the SBE and DVBE commitments by 4.57% and 3%. BCA has a shortfall mitigation plan on file and contends, and concurred with by Metro's Project team, that the SBE shortfall is due to the need to engage non-certified subject matter experts on a few of the task orders; while the DVBE shortfall is due to BCA not yet bidding on task orders that require the expertise (computer services) of the DVBE. BCA anticipates mitigating the SBE and DVBE shortfalls by Q4 2027.

Small Business Commitment	**30% DBE 97% SBE 3% DVBE**	**Small Business Participation**	**N/A DBE 92.43% SBE 0% DVBE**

	DBE Subcontractor	**% Committed**	**% Participation**
1.	William Adley & Company	30.00%	N/A
	Total DBE Commitment	**30.00%**	**N/A**

	SBE Subcontractor	**% Committed**	**% Participation**
1.	BCA Watson Rice LLP (Prime)	97.00%	92.43%
	Total SBE Commitment	**97.00%**	**92.43%**

	DVBE Subcontractor	**% Committed**	**% Participation**
1.	Logic Technology Group LLC	3.00%	0.00%
	Total DVBE Commitment	**3.00%**	**0.00%**

1. Qiu Accountancy Corporation (Qiu) (PS866111)

Qiu an SBE-certified firm, has been awarded one (1) federally funded task order. Qiu has not been awarded any non-federally funded task orders to date. Qiu made an overall 100% DBE, 97% SBE and 3% DVBE commitment.

Small Business Commitment	**100% DBE 97% SBE 3% DVBE**	**Small Business Participation**	**N/A DBE 0% SBE 0% DVBE**

	DBE Subcontractor	**% Committed**	**% Participation**
1.	Qiu Accountancy Corporation (Prime)	100%	N/A
	Total DBE Commitment	**100%**	**N/A**

	SBE Subcontractor	% Committed	% Participation
1.	Qiu Accountancy Corporation (Prime)	97.00%	0%
	Total SBE Commitment	**97.00%**	**0%**

	DVBE Subcontractor	% Committed	% Participation
1.	Juventino Gayatan, Jr. dba JGTaxPro	3.00%	0%
	Total DVBE Commitment	**3.00%**	**0%**

2. Simpson & Simpson LLP (PS866112)

Simpson & Simpson, LLP has not been awarded any task orders to date. Simpson & Simpson LLP made an overall 30% DBE, 30% SBE and 3% DVBE commitment.

Small Business Commitment	**30% DBE 30% SBE 3% DVBE**	**Small Business Participation**	**N/A DBE 0% SBE 0% DVBE**

	DBE Subcontractor	% Committed	% Participation
1.	Qiu Accountancy Corporation	30.00%	N/A
	Total DBE Commitment	**30.00%**	**N/A**

	SBE Subcontractor	% Committed	% Participation
1.	Qiu Accountancy Corporation	30.00%	0%
	Total SBE Commitment	**30.00%**	**0%**

	DVBE Subcontractor	% Committed	% Participation
1.	Dennis Nelson CPA APC	3.00%	0%
	Total DVBE Commitment	**3.00%**	**0%**

3. Talson Solutions (Talson) (PS866113)

Talson an SBE-certified firm, has been awarded three (3) federally funded task orders. Talson has not been awarded any non-federally funded task orders to date. Talson made an overall 30% DBE, 90% SBE and 3% DVBE commitment.

Small Business Commitment	**30% DBE 90% SBE 3% DVBE**	**Small Business Participation**	**N/A DBE 0% SBE 0% DVBE**

	DBE Subcontractor	% Committed	% Participation
1.	Talson Solutions (Prime)	30.00%	N/A
	Total DBE Commitment	**30.00%**	**N/A**

	SBE Subcontractor	% Committed	% Participation
1.	Talson Solutions (Prime)	90.00%	0%
	Total SBE Commitment	**90.00%**	**0%**

	DVBE Subcontractor	% Committed	% Participation
1.	TBD	3.00%	0%
	Total DVBE Commitment	**3.00%**	**0%**

4. TAP Financial, LLP (PS866114)

TAP Financials LLP (TAP) has not been awarded any task orders to date. TAP made an overall 30% DBE, 30% SBE and 3% DVBE commitment.

Small Business Commitment	**30% DBE 30% SBE 3% DVBE**	**Small Business Participation**	**N/A DBE 0% SBE 0% DVBE**

	DBE Subcontractor	% Committed	% Participation
1.	TAP International	30.00%	N/A
	Total DBE Commitment	**30.00%**	**N/A**

	SBE Subcontractor	% Committed	% Participation
1.	TAP International	30.00%	0%
	Total SBE Commitment	**30.00%**	**0%**

	DVBE Subcontractor	% Committed	% Participation
1.	DVBE Technology Group	3.00%	0%
	Total DVBE Commitment	**3.00%**	**0%**

5. TAP International, Inc. (TAP Int'l) (PS866115)

TAP Int'l, an SBE-certified firm, has been awarded one (1) non-federally funded task order. Tap has not been awarded any federally funded task orders, to date. TAP Int'l made an overall 30% DBE, 27% SBE and 3% DVBE commitment. Based on payments, the contract is 100% complete, and the current SBE participation is 100%. TAP Int'l has a shortfall mitigation plan on file and contends, and concurred with by Metro's Project team, that the DVBE shortfall is due to the DVBE firm's lack of availability. TAP Int'l anticipates utilizing the DVBE firm on future task orders to compensate for this shortfall.

Small Business Commitment	**30% DBE 27% SBE 3% DVBE**	**Small Business Participation**	**N/A DBE 100% SBE 0% DVBE**

	DBE Subcontractor	% Committed	% Participation
1.	TAP International (Prime)	30.00%	N/A
	Total SBE Commitment	**30.00%**	**N/A**

	SBE Subcontractor	% Committed	% Participation
1.	TAP International (Prime)	27.00%	100%
	Total SBE Commitment	**27.00%**	**100%**

	DVBE Subcontractor	% Committed	% Participation
1.	DVBE Technology Group	3.00%	0.00%
	Total DVBE Commitment	**3.00%**	**0.00%**

6. Lopez & Associates, LLP (Lopez) (PS866116)

Lopez, an SBE-certified firm, has been awarded two (2) non-federally and three (3) federally funded task orders. Lopez made an overall 100% DBE, 97% SBE and 3% DVBE commitment. The contract is 100% complete based on payments, and current participation reflects 100% SBE and 0% DVBE. Lopez is exceeding its SBE commitment; however, there is a 3% shortfall in DVBE participation. Lopez explained that the two (2) task orders were staffing supplement procurements that did not provide subcontracting opportunities. The firm reported that it intends to engage a DVBE firm as future opportunities arise to compensate for this shortfall.

Small Business Commitment	**100% DBE 97% SBE 3% DVBE**	**Small Business Participation**	**N/A DBE 100% SBE 0% DVBE**

	DBE Subcontractor	**% Committed**	**% Participation**
1.	Lopez & Associates, LLP (Prime)	100.00%	N/A
	Total DBE Commitment	**100.00%**	**N/A**

	SBE Subcontractor	**% Committed**	**% Participation**
1.	Lopez & Associates, LLP (Prime)	97.00%	100%
	Total SBE Commitment	**97.00%**	**100%**

	DVBE Subcontractor	**% Committed**	**% Participation**
1.	TBD	3.00%	0%
	Total DVBE Commitment	**3.00%**	**0%**

7. Vasquez & Company, LLP (Vasquez) (PS866117)

Vasquez has not been awarded any task orders to date. Vasquez made an overall 30% DBE, 27% SBE and 3% DVBE commitment.

Small Business Commitment	**30% DBE 27% SBE 3% DVBE**	**Small Business Participation**	**N/A DBE 0% SBE 0% DVBE**

	DBE Subcontractor	% Committed	% Participation
1.	William Adley & Company	30.00%	N/A
	Total DBE Commitment	**30.00%**	**N/A**

	SBE Subcontractor	% Committed	% Participation
1.	BCA Watson Rice LLCP	27.00%	0%
	Total SBE Commitment	**27.00%**	**0%**

	DVBE Subcontractor	% Committed	% Participation
1.	Amerit Consulting	3.00%	0%
	Total DVBE Commitment	**3.00%**	**0%**

B. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.



Audit Services Bench

Finance, Budget and Audit Committee
November 19, 2026

Kimberly Houston, Deputy Chief Auditor
Andre Wills, Audit Manager

Recommendation / Background



Action: Authorize the Chief Executive Officer to execute Modification No. 2 to the Audit Services Bench Contract Nos. PS86611000 through PS86611007 to exercise the second, one-year option in an amount Not-To-Exceed (NTE) $2,526,140, increasing the cumulative contract value from $9,618,845 to $12,144,985 and extending the period of performance from January 1, 2027 to December 31, 2027.



Background: Bench established in 2022 for specialized audit services and staff augmentation, with 18 task orders issued to date for a total of $6,531,998.

Next Steps

- Staff will execute contract modifications.
- Continue to award individual task orders for audit services.

Questions

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2026-0788, **File Type:** Contract **Agenda Number:** 11.

FINANCE, BUDGET AND AUDIT COMMITTEE
NOVEMBER 19, 2026

SUBJECT: SUPPLEMENTAL TECHNOLOGY SUPPORT SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. PS141682000 with International Business Machines Corporation (IBM) to provide Supplemental Technology Support Services in the amount of $5,370,000 for the three-year base term, which includes Phase 1 (Information Technology) and Phase 2 (Operations Technology), and $3,090,000 for a two-year option to continue services, for a total not-to-exceed amount of $8,460,000, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Metro is designated as a critical infrastructure owner and operator under Department of Homeland Security and Transportation Security Administration authorities. Transportation Security Administration Security Directives require Metro to maintain continuous technology security monitoring and demonstrate timely detection and response across both its Information Technology and Operational Technology environments.

BACKGROUND

Through its technology modernization initiative, Metro is strengthening system resilience and optimizing data infrastructure, positioning Metro to make highly efficient, evidence-based capital and operational decisions to provide responsive service for the community.
Metro must have the ability to modernize Metro's technology behind the scenes to prevent disruptions faster and use real-time data to serve our customers better.

DISCUSSION

As the operational landscape increasingly demands advanced data analysis, IT architecture, and network infrastructure capabilities, Metro recommends retaining IBM as Metro's service provider. IBM will help Metro oversee the agency's combined Information Technology (IT) and Operational Technology (OT) environments, providing strategic collaboration to accelerate technology responsiveness, deepen data insights, and support specialized agency initiatives.

powered by Legistar™

To support timely deployment, the implementation milestones are subject to separate service credits and liquidated damages.

DETERMINATION OF SAFETY IMPACT

This contract award is designed to support making the agency safer, more secure, and more reliable for everyone we serve. The engagement is designed to directly support Metro's compliance obligations under the following frameworks and directives:

- Transportation Security Administration Security Directives 1580 and 1582
- National Institute of Standards and Technology Special Publication 800-53 Moderate security control baseline

FINANCIAL IMPACT

FY27 (current year): Metro will use up to $800,000 for the assessment, testing, tuning, and implementation of the initiatives which includes Metro technology assets. This is within the FY27 Adopted Budget.

Since this is a multi-year contract, the Deputy Chief of Information Technology and Cost Center Manager will be responsible for budgeting the cost in future years, including any option exercised.

Impact to Budget

The source of funds for this action will come from state and local funding sources that are eligible for bus and rail operations. This

EQUITY PLATFORM

Metro technology systems and services support bus and rail operations, fare collection, Micro, bike share, and customer information services used by all demographic communities. Many of Metro's riders rely on transit as their primary means of travel, and service disruptions fall hardest on these riders. This contract improves resiliency of those services.
The services are not anticipated to adversely impact the external customer community (for example, people of color, low income, disabled, marginalized communities, minorities, women, disadvantaged or disabled veterans).

The Diversity and Economic Opportunity Department did not recommend a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goal for this solicitation due to the prohibition on sub-contracting. It is expected that IBM will perform the services with its own workforce.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled and Vehicle Miles Traveled per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments region, and on

the lower end of Vehicle Miles Traveled per capita statewide, with these declining Vehicle Miles Traveled trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted Vehicle Miles Traveled reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on Vehicle Miles Traveled.

While this item only establishes a contract for supplemental technology services and does not, by itself, directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides improved functionality. Because the Metro Board has adopted an agency-wide Vehicle Miles Traveled Reduction Target, and this item supports the agency's overall function, it is consistent with the goals of reducing Vehicle Miles Traveled.

*Based on population estimates from the United States Census and Vehicle Miles Traveled estimates from the California Department of Transportation's Highway Performance Monitoring System data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed contract supports Metro Vision 2028 Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board may choose not to award the contract and continue relying exclusively on current internal resources. Metro does not recommend this alternative; delaying technology support and modernization will likely lead to a gradual decline in service quality for riders as core systems age without necessary upgrades.

NEXT STEPS

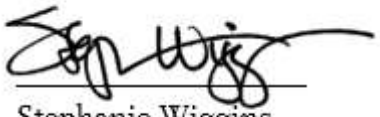
Upon Board approval, Metro will execute Contract No. PS141682000 with IBM to provide Outsourced Supplemental Support Services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: D. Robinson, Deputy Executive Officer, Information Technology
L. Wymer, Executive Officer, Information Technology
B. Sastokas, Deputy Chief Information Technology Officer
C. Coppolo, Deputy Chief Vendor Contract Management Officer

Reviewed by: A. Hackett, Senior Advisor to Chief Executive Officer
M. Antonelli, Chief Vendor/Contract Management Officer



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

SUPPLEMENTAL TECHNOLOGY SUPPORT SERVICES/ PS141682000

1.	**Contract Number**: PS141682000	
2.	**Recommended Vendor**: International Business Machines Corporation (IBM)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: May 11, 2026	
	B. Advertised/Publicized: May 11, 2026	
	C. Pre-Proposal Conference: May 19, 2026	
	D. Proposals Due: July 22, 2026	
	E. Pre-Qualification Completed: October 20, 2026	
	F. Ethics Declaration Forms submitted to Ethics: July 23, 2026	
	G. Protest Period End Date: November 24, 2026	
5.	**Solicitations Downloaded**: 119	**Bids/Proposals Received**: 6
6.	**Contract Administrator**: A. Menemshyan	
7.	**Project Manager**: D. Robinson	

A. Procurement Background

This Board action is to approve Contract No. PS141682000 to provide supplemental technology support services to advance our digital transformation initiatives as we scale our capabilities for future service delivery. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

On May 11, 2026, Request for Proposals (RFP) No. PS141682 was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity and Economic Opportunity Department did not recommend a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goal for this procurement.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 29, 2026, extended the proposal due date from June 11, 2026, to June 25, 2026.
- Amendment No. 2, issued on June 10, 2026, extended the proposal due date from June 25, 2026, to July 8, 2026.
- Amendment No. 3, issued on June 29, 2026, extended the proposal due date from July 8, 2026, to July 22, 2026, and revised SP-13 Liquidated Damages clause to align with milestone due dates.

A total of 119 downloads of the RFP were recorded in the planholders' list. A virtual pre-proposal conference was held on May 19, 2026, and was attended by 75

participants representing 37 firms. There were 477 questions received and responses were provided prior to the proposal due date.

A total of six proposals were received by the proposal due date of July 22, 2026, from the following firms listed below in alphabetical order:

1. Accenture LLP
2. Deloitte & Touche LLP
3. Ernst & Young LLP
4. Inspira Enterprise, Inc.
5. International Business Machines Corporation (IBM)
6. Novacoast, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Systems Architecture and Technology Integration, Operations and Service Delivery, and Emergency Preparedness Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

• Technical Approach and Understanding	20%
• Implementation/Transition Plan	20%
• Staffing, Key Personnel, and Dedicated Coverage Model	20%
• Operational Technology/Industrial Control Systems (OT/ICS) Capability and Safety-Constrained Operations	15%
• Past Performance/References	5%
• Price	20%

Several factors were considered when developing these weights, giving the greatest importance to technical approach and understanding, implementation/transition plan, staffing, key personnel, and dedicated coverage model, and price.

Of the six proposals received, four were determined to be within the competitive range and are listed below in alphabetical order:

1. Accenture LLP
2. Ernst & Young LLP
3. Inspira Enterprise, Inc.
4. International Business Machines Corporation (IBM)

The proposals submitted by Deloitte & Touche LLP and Novacoast, Inc. were determined to be outside the competitive range and were excluded from further consideration.

From August 4, 2026 to October 13, 2026, the PET independently evaluated and scored the technical proposals. On September 22 and 23, 2026, oral presentations were held, and the project managers and key team members of each firm were invited to present their firm's respective qualifications and respond to the PET's questions. At the conclusion of the oral presentations, the PET determined IBM to be the highest ranked firm.

Qualifications Summary of Firms within the Competitive Range:

International Business Machines Corporation (IBM)

IBM has over 25 years of transit experience, more than 50 global transit organizations, including New York MTA, where IBM operates a 24x7 Information Technology (IT)/Operational Technology (OT) cyber fusion center, and Toronto Transit. IBM has over 300,000 employees across more than 170 countries, over 2,500 businesses in its Partner Plus program, and more than 80 years of delivering research. IBM develops transparent systems to address global challenges, from healthcare to environmental sustainability. The company also aims to drive innovation through partnerships in space technology, cloud computing and data-driven industries.

Since 2019, IBM has provided integrated IT and OT infrastructure monitoring for the New York Metropolitan Transportation Authority, remediating 114 identified gaps across its IT and OT enterprise. IBM possesses strong functional, technical, and project management expertise. IBM's team includes key personnel with direct transit experience at the Washington Metropolitan Area Transit Authority and the Massachusetts Bay Transportation Authority, with expertise and availability to meet the project timeline.

Ernst & Young LLP

Ernst & Young LLP has public-sector and transportation expertise and established capability with safety-critical operating environments. The company employs over 400,000 people and operates in over 150 countries. Ernst & Young LLP has global managed security operations experience supporting hundreds of clients and has partnerships with leading infrastructure platforms and tools.

Ernst & Young LLP submitted a thorough proposal with well-defined processes, deliverables, and escalation paths, provided a strong reference from a public transit agency performing similar work, and has prior experience with Los Angeles regional agencies and Metro. However, Ernst & Young LLP's proposed OT security lead had limited OT experience and it was not transit related. Its tiered analyst staff were not identified in the proposal and would be named only after award.

Accenture LLP

Accenture LLP provides information technology and management consulting services across many countries globally. The firm has 814,000 employees worldwide, over 9,000 clients served across more than 120 countries, and more than 350 partners in their ecosystem. Accenture LLP has offices and operations in 52 countries and over 200 cities.

Accenture LLP demonstrated a clear understanding of critical infrastructure environments, proposed working within Metro's existing security platforms, and identified key personnel and staffing levels that met the scope of services. However, Accenture did not demonstrate rail or public transit experience in a similar capacity. Accenture's proposed milestone schedule was considered aggressive which could pose a risk to Metro.

Inspira Enterprise, Inc. (Inspira)

Inspira is a global cybersecurity and AI services company serving clients across the Americas, Middle East and Africa, India, and the Association of Southeast Asian Nations, with operations in over 20 countries. The firm has more than 18 years of experience in providing 24/7 security operations center services to over 100 clients with over 1,500 global cybersecurity practitioners and more than 600 certified professionals. Inspira has over 550 active clients, over 1,500 security professionals, 50 domain specialists, and 5 global cyber fusion centers.

Inspira demonstrated a good understanding of Metro's technology platforms, proposed U.S. based staff, required no data migration, and committed to improving service levels over the contract term. However, Inspira provided minimal details on its key personnel's experience and the projects they worked on to demonstrate their OT experience and performance.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**International Business Machines Corporation (IBM)**				
3	Technical Approach and Understanding	90.00	20.00%	18.00	
4	Implementation/Transition Plan	84.65	20.00%	16.93	
5	Staffing, Key Personnel, and Dedicated Coverage Model	87.65	20.00%	17.53	
6	OT/ICS Capability and Safety-Constrained Operations	86.66	15.00%	13.00	
7	Past Performance/References	100.00	5.00%	5.00	
8	Price	59.10	20.00%	11.82	
9	**Total**		**100.00%**	**82.28**	**1**

10	**Ernst & Young LLP**				
11	Technical Approach and Understanding	88.15	20.00%	17.63	
12	Implementation/Transition Plan	84.00	20.00%	16.80	
13	Staffing, Key Personnel, and Dedicated Coverage Model	86.00	20.00%	17.20	
14	OT/ICS Capability and Safety-Constrained Operations	80.86	15.00%	12.13	
15	Past Performance/References	86.60	5.00%	4.33	
16	Price	62.50	20.00%	12.50	
17	**Total**		**100.00%**	**80.59**	**2**
18	**Accenture LLP**				
19	Technical Approach and Understanding	74.85	20.00%	14.97	
20	Implementation/Transition Plan	77.65	20.00%	15.53	
21	Staffing, Key Personnel, and Dedicated Coverage Model	54.35	20.00%	10.87	
22	OT/ICS Capability and Safety-Constrained Operations	77.53	15.00%	11.63	
23	Past Performance/References	76.60	5.00%	3.83	
24	Price	100.00	20.00%	20.00	
25	**Total**		**100.00%**	**76.83**	**3**
26	**Inspira Enterprise, Inc.**				
27	Technical Approach and Understanding	69.85	20.00%	13.97	
28	Implementation/Transition Plan	70.65	20.00%	14.13	
29	Staffing, Key Personnel, and Dedicated Coverage Model	68.65	20.00%	13.73	
30	OT/ICS Capability and Safety-Constrained Operations	66.66	15.00%	10.00	
31	Past Performance/References	63.40	5.00%	3.17	
32	Price	97.35	20.00%	19.47	
33	**Total**		**100.00%**	**74.47**	**4**

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), technical analysis, cost analysis, and fact finding.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount

1.	International Business Machines Corporation (IBM)	$8,460,000	$10,004,530	$8,460,000
2.	Ernst & Young LLP	$7,998,842		
3.	Accenture LLP	$4,999,000		
4.	Inspira Enterprise, Inc.	$5,133,960		

The variance between the recommended amount and the ICE is the result of the ICE conservatively assuming market rates and excluding potential discounts offered by the proposers.

D. Background on Recommended Contractor

The recommended firm, International Business Machines Corporation (IBM), founded in 1911, is actively doing business in over 170 countries. IBM has provided technology infrastructure consulting and managed security operations services to large, complex public transit and critical infrastructure clients. IBM staffs its engagements with its own employees and does not use subcontractors or third-party security operations providers. IBM's current public sector clients include the New York Metropolitan Transportation Authority, for 24/7 IT and OT security monitoring; the Toronto Transit Commission and Keck Hospital of USC, for threat detection and incident response; the Port of Los Angeles, for operation of its Cyber Resilience Center; and the State of California Department of Health Care Services. IBM also completed a multi-year security monitoring and incident response project for the State of California Department of Industrial Relations.

IBM has provided maintenance, repair, and operations/inventory optimization training for Metro, and performance has been satisfactory.

DEOD SUMMARY

SUPPLEMENTAL TECHNOLOGY SUPPORT SERVICES / PS141682000

A. Small Business Participation

At the time of solicitation, the Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goal for this solicitation due to the lack of availability. It is expected that IBM will perform the services with its own workforce.

B. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

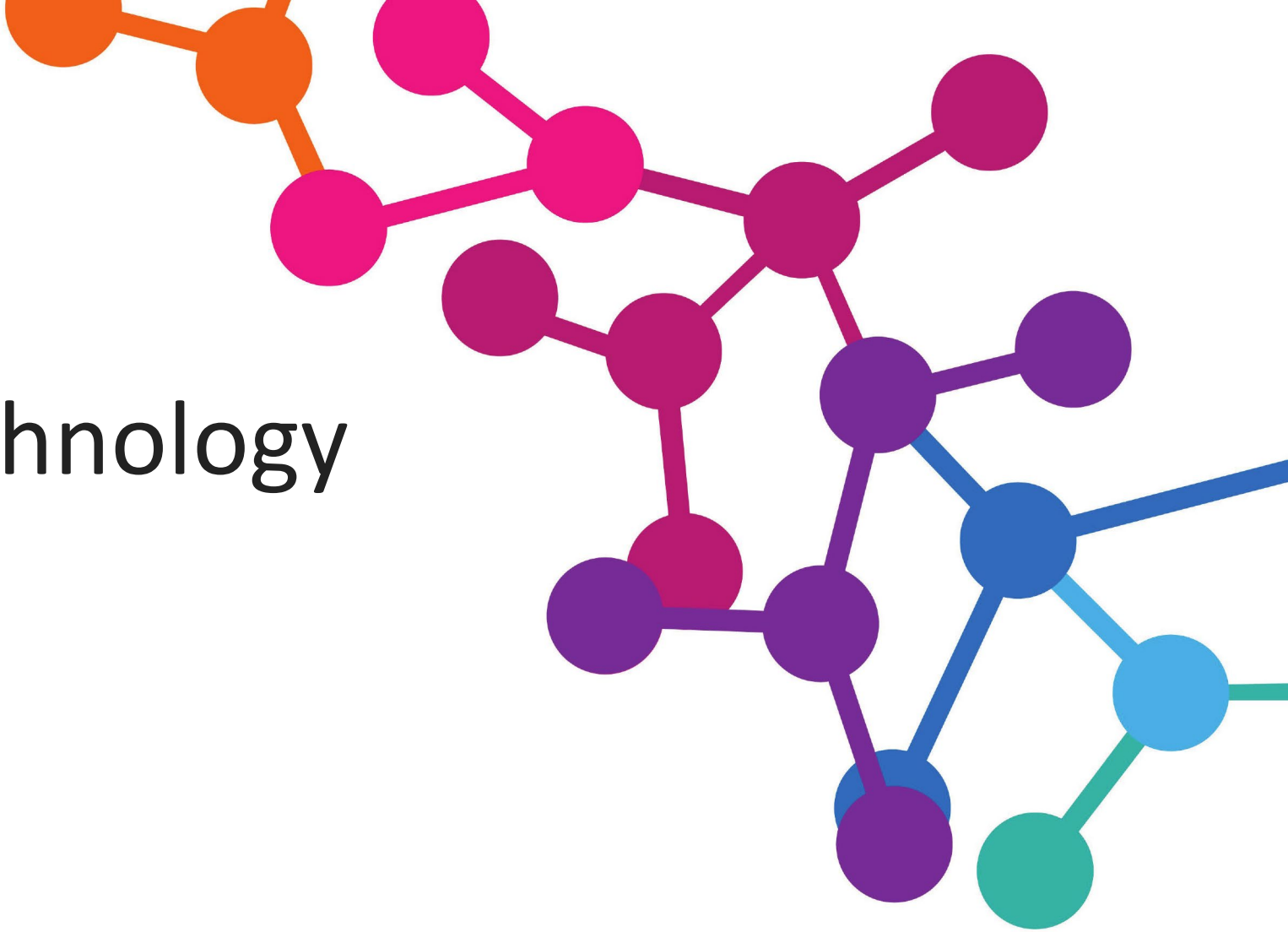
D. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of $2.5 million.

E. Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) does not apply to this contract. The MCP is required on Metro's Rolling Stock RFPs, with an Independent Cost Estimate of at least $50 million.

Supplemental Technology Support Services



Finance, Budget and Audit Committee
NOVEMBER 19, 2026

Metro

Background

- Metro's technology modernization will improve resilience and data analysis.
- All personnel performing core functions will be direct employees of the legal entity executing the contract with Metro
- Metro will have dedicated, named resources assigned to Metro rather than pooled analysts shared across other customers.

Metro

Why Supplemental Technology Support Services

- Metro is designated as a critical infrastructure owner and operator under Department of Homeland Security (DHS) and Transportation Security Administration (TSA) authorities. TSA Security Directives require Metro to maintain continuous technology security monitoring and demonstrate timely detection and response across both its Information Technology and Operational Technology environments.

Metro

Scope of Services

Phase 1 (Information Technology)

- Services across all Metro Information Technology and Operational Technology systems
- Missed implementation milestones are subject to service credits and liquidated damages

Phase 2 (Operational Technology)

- Non-intrusive industrial control system enhancement and oversight.
- Passive Operational Technology reporting.

Operational Technology safety: no disruptive action in Operational Technology without explicit Metro Operational Technology Operations and Engineering approval.

Metro

Procurement Summary

477

questions received and answered

75

pre-proposal conference attendees

3

amendments issued

6

proposals received

Request for Proposal Number PS141682 issued May 11, 2026; proposals due July 22, 2026. Firm fixed price, three-year term with one two-year option.

Evaluation Criteria

Criterion	Points / %
Technical Approach & Understanding	20
Implementation/Transition Plan	20
Staffing, Key Personnel, and Dedicated Coverage Model	20
Operational Technology and Industrial Control Systems Capability and Safety-Constrained Operations	15
Past Performance/References	5
Pricing	20
Total	**100**

Metro

Recommendation and Next Steps

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. PS141682000 with International Business Machines Corporation (IBM) to provide Supplemental Technology Support Services in the amount of $5,370,000 for the three-year base term which includes Phase 1 (Information Technology) and Phase 2 (Operations Technology), and $3,090,000 for a two-year option to continue services, for a total not-to-exceed amount of $8,460,000, subject to the resolution of any properly submitted protest(s), if any.

- Execute the contract; contractor holds project kickoff, confirms dedicated named personnel for Metro approval, and delivers a finalized implementation plan
- Begin Phase 1 (Information Technology) onboarding following kickoff; begin Phase 2 (Operational Technology) upon Metro's written notice to proceed
- Report progress and service level performance, and conduct a formal performance evaluation before recommending exercise of the option term

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0087, **File Type:** Contract **Agenda Number:** 12.

FINANCE, BUDGET AND AUDIT COMMITTEE
NOVEMBER 19, 2026

SUBJECT: SMALL BUSINESS BONDING ASSISTANCE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a Contract to Merriwether & Williams Insurance Services (MWIS), a HUB International Company, for administration of Metro's Contractor Development and Bonding Program (CDBP), through a piggyback procurement using the City of Los Angeles' (City) Contract No. C-204277, in a Not-To-Exceed (NTE) amount of $2,883,635.08 for the period December 4, 2026, through December 3, 2029;

B. EXECUTE a no-cost Memorandum of Understanding (MOU) with the City of Los Angeles (Attachment A) for Metro's participation in the City's Contractor Development and Bonding Program; and

C. APPROVE a separate allocation NTE $450,000 over the proposed contract term, with an annual amount NTE $150,000, to cover loan-related fees under the Contractor Finance Assistance Program (CFAP) for eligible small businesses performing on Metro contracts. These fees are excluded from the MWIS contract price, which funds the CDBP program administration.

ISSUE

Metro construction contracts include bonding requirements that can be a barrier for eligible small businesses with limited financial history or bonding capacity. Staff seeks Board authorization to award a new piggyback contract to MWIS to administer Metro's CDBP, execute the City MOU, and approve a separate CFAP fee allocation. These services provide technical assistance, contractor development, assistance in meeting bonding requirements, and access to working capital to help eligible small businesses pursue and perform Metro construction contracts.

BACKGROUND

The Contractor Development and Bonding Program (CDBP) helps Metro-certified Small Business Enterprise (SBE), Disadvantaged Business Enterprise (DBE) and Disabled Veteran Business

Enterprise (DVBE) firms secure sufficient bonding to work on Metro construction projects. The program was launched as a one-year pilot program in 2018 through Metro participation in the City of Los Angeles' (City) program. In 2019, Metro awarded a three-year contract and approved interim extensions in 2022 while the City completed its procurement. In 2023, following the City procurement, Metro awarded a subsequent three-year contract. Metro's partnership with the City enables sharing of program resources and certain consultant costs as part of a regional Contractor Development and Bonding Program.

Since program inception in February 2018, the Diversity and Economic Opportunity Department (DEOD) has administered the program in coordination with Vendor/ Contract Management (VCM), Risk Management, Treasury and Project Construction Management through the Bonding Task Force, with legal support from County Counsel.

At its April 2022 meeting, the Board approved the CFAP as a component of Metro's bonding program to help small businesses access capital using their Metro contracts as collateral while performing Metro work. CFAP was subsequently incorporated into the Board-adopted 48 by '28 Plan in May 2022, under the initiative to enhance capacity building and access to capital. The 2023 contract award preserved the CFAP budget approved in April 2022 and the proposed $450,000 allocation continues that authority.

DISCUSSION

Bonding and Contractor Development Services

The program administrator will continue to help eligible small businesses prepare financial documentation, work plans, marketing materials, contracting opportunities and business practices. Training is offered virtually and in person by the program administrator, participating agencies and prime contractors. Metro staff participate in training sessions and graduation events. Participating businesses have reported that these services help them identify opportunities and address challenges after contract award.

Applicable bonding requirements are governed by state law, federal requirements where applicable, and Metro's contract provisions.

Program Results

Since Metro began participating in the program, its historical bonding assistance has supported 15 bond requests totaling approximately $3.7 million in credit enhancement. Twelve requests resulted in contract awards associated with approximately $38.1 million in Metro construction contracts. Of the 15 requests, three are associated with completed contracts, two with cancelled contracts, three did not result in contract awards, and seven are associated with active contracts, as defined in the table below. The $38.1 million includes the two subsequently cancelled contracts.

Construction Firm	Prime or Sub	Contract No.	Bid Estimate	Credit Enhance Approved*	Bid Result	Current/Final Contract Amount	Project Status
Versatile Consulting, LTD LLC	Sub	27651-8023	$2,607,976.06	$250,000.00	Awarded	$2,607,976.06	Pending
KPA Constructors	Sub	C-1045PLE1	$911,900.00	$250,000.00	Awarded	$1,029,282.33	Open
KPA Constructors	Sub	C-1120	$4,349,664.00	$250,000.00	Awarded	$4,349,664.39	Open
KPA Constructors	Sub	C45161C1152PLE3	$5,038,966.74	$250,000.00	Awarded	$5,038,966.74	Open
JM Fiber Optics Inc.	Sub	27651-8005	$1,580,180.00	$250,000.00	Awarded	$1,580,180.00	Open
Global Electric	Sub	C-1045PLE1	$3,192,000.00	$250,000.00	Awarded	$3,250,711.82	Open
Global Electric	Prime	C-1229	$6,495,000.00	$250,000.00	Awarded	$6,495,000.00	Open
Global Electric	Prime	IFB C74712C1211-2	$3,150,000.00	$250,000.00	Not Awarded	-	-
G&F Concrete Cutting Co	Sub	C-1161	$1,111,535.00	$250,000.00	Awarded	$1,212,476.97	Closed
SIN Construction	Sub	C-1161	$5,091,101.00	$250,000.00	Awarded	$6,841,293.43	Closed
KPA Constructors	Sub	C-0980	$3,691,555.00	$250,000.00	Awarded	$4,653,196.73	Closed
Energy Management Pros	Prime	PS133177014018	$523,467.04	$209,386.81	Awarded	$523,467.04	Cancelled
Energy Management Pros	Prime	PS133177014027	$528,287.36	$211,314.94	Awarded	$528,287.36	Cancelled
Coleman Construction	Prime	C133085C1238	$1,500,000.00	$250,000.00	Not Awarded	-	-
ARKA Builders, Inc.	Prime	C-127284	$3,670,000.00	$250,000.00	Not Awarded	-	-
Totals			**$43,441,632.20**	**$3,670,701.75**		**$38,110,502.87**	

Through August 30, 2026, the program administrator's training academies have produced 605 graduates representing 436 small businesses, including 153 graduates from Metro-sponsored academies. Some businesses have participated in multiple academies.

The program administrator reports three performance indicators to Metro monthly. The reported cumulative activity between June 1, 2019 and August 30, 2026, includes:

- More than 1,489 assessments and work plans to identify strategies for increasing business capacity.
- More than 6,299 referrals to Metro's Vendor Portal, certification and prequalification resources.
- More than 1,029 completed or enhanced contractor profiles to support marketing and business development.

CFAP provides working capital to help participating small businesses meet contract-related expenses and strengthen their capacity to perform Metro work. Metro's CFAP allocation covers loan-related fees on behalf of program participants, including a small business currently benefitting from a CFAP loan while performing two Metro contracts. To increase awareness and participation, staff will actively promote CFAP during pre-bid and contract kick-off meetings and coordinate with the program administrator to connect eligible businesses with financing assistance, where needed.

City of Los Angeles Procurement and Contract Award

The City issued a Request for Proposals (RFP) on June 13, 2025, for a new contract to administer the CDBP. On July 17, 2025, representatives from the City, Metro and Los Angeles World Airports participated in the evaluation and interview process involving three proposers. MWIS received the highest score and was selected for the City's new contract.

The City's contract was executed on March 20, 2026, and will expire on August 31, 2028. The City requested that Metro delay execution of its contract while changes in participating agencies were evaluated. On August 19, 2026, the City informed Metro that an executed MWIS contract was in place, allowing Metro to proceed with its proposed award. Metro proposes using City Contract No. C -204277 as the basis for its award. Staff will continue monthly monitoring of program activity for the new contract term.

DETERMINATION OF SAFETY IMPACT

There is no safety impact related to this action.

FINANCIAL IMPACT

The proposed MWIS award and related program cost allowances total $3,333,635.08 for the period December 4, 2026, through December 3, 2029. This amount includes $2,883,635.08 for the contract with MWIS and a separate $450,000 allocation for CFAP loan-related fees, with annual CFAP expenditures NTE $150,000.

Impact to Budget

The MWIS contract will be charged to Cost Center 2130 and funded from General Funds, which are eligible for Metro bus and rail operations and capital expenses.

EQUITY PLATFORM

The CDBP supports local small, disadvantaged, minority, women and veteran owned businesses to become more sustainable, financially stable and have access to capital like larger companies. The CDBP has assisted certified small businesses in securing over $38.1 million dollars in Metro contracts. Through financial assistance, technical support and capacity building services, the program strengthens small businesses' readiness to pursue contracting opportunities and supports Metro's 48 by '28 Plan's aspirational target of 48 percent small business participation by 2028.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it helps small, disadvantaged, minority-owned, and women-owned businesses build capacity to participate in Metro's large-scale infrastructure projects and day-to-day operations. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent

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with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The report supports strategic plan Goal 5.5: "Expanding opportunities for businesses and external organizations to work with Metro," by helping businesses prepare to meet bonding requirements, access to capital, and technical support that help eligible small businesses build capacity to compete for and perform Metro contracts.

ALTERNATIVES CONSIDERED

The Board could choose not to award the contract or continue the associated program resources. This would limit Metro's ability to provide contractor development, assistance in meeting bonding requirements, and access to working capital for eligible small businesses pursuing or performing Metro work. Staff do not recommend this alternative because these services address barriers to contracting and help small businesses build the capacity needed to compete for and perform on Metro contracts.

NEXT STEPS

Upon Board approval, staff will:

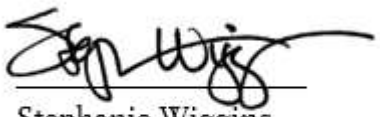
- Execute the MWIS contract for the approved service period and amount.
- Execute the City MOU for the confirmed term.
- Implement the approved CFAP funding allocation.
- Continue to implement program deliverables and monitor program activity.

ATTACHMENT

Attachment A - Contractor Development and Bonding Program MOU

Prepared by: K. Compton, Director, Diversity and Economic Opportunity
R. Ohaya, Executive Officer, Diversity and Economic Opportunity
E. Campbell, Senior Executive Officer, Diversity and Economic Opportunity
C. Coppolo, Deputy Chief Vendor/Contract Management Officer

Reviewed by: S. Gookin, Deputy Chief Executive Officer, Office of the Chief Executive Officer
M. Antonelli, Chief Vendor/Contract Management Officer



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT - A

CONTRACTOR DEVELOPMENT AND BONDING PROGRAM

MEMORANDUM OF UNDERSTANDING

BY AND BETWEEN

CITY OF LOS ANGELES

AND

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ATTACHMENT - A

CONTRACTOR DEVELOPMENT AND BONDING PROGRAM MEMORANDUM OF UNDERSTANDING

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ATTACHMENT - A

GLOSSARY OF TERMS

A. Broker – The person or company who works on behalf of the CDBP Member Agencies to assist small, SBE/DBE/DBVE contractors in obtaining the required surety bonding. Must have a Broker's license to be a Broker.

B. Surety Bonds – The financial instrument, required by the CDBP to bid on projects, that is written for a specific amount and for a specific project. The dollar amount of the bond is the amount which the surety is willing to pay in case a CDBP Contractor defaults on the project.

C. Bid Bond – A bond issued by a surety company guaranteeing that, if awarded, the contractor will enter into a contract under the same terms and conditions as bid.

   a. Performance Bond – A bond issued by a surety company guaranteeing to complete a construction contract if the contractor defaults.

   b. Payment Bond - A bond issued by a surety company guaranteeing that subcontractors of the prime contractor will be paid for labor and materials. These are often required in conjunction with Performance Bonds.

D. Surety – The bond company or guarantor that provides the bond on a specific project.

E. CDBP Contractor – The contractor or subcontractor who uses the CDBP to establish or increase their bonding capacity.

F. Third Party Funds Administrator (TPFA) – Manages progress payments from the CITY or METRO to a CDBP prime contractor or the CITY's or METRO 's prime contractor payments to a CDBP subcontractor, ensuring all subcontractors and material suppliers are appropriately paid.

G. Irrevocable Letter of Credit – A financial instrument that is used by a surety to Draw down from the Line of Credit as a form of a guarantee. It is irrevocable because the letter of credit cannot be modified unless all parties agree.

H. Line of Credit – A source of credit provided by a financial institution that is used for Financial Guarantees.

I. Underwriting Data – Data gathered by the BROKER and Surety to help assess the risks and make a determination on whether to provide a bond. Usually requires bank statements, tax statements, company financials, application data, etc.

J. Drawdown – A withdrawal against a specific Letter of Credit or other collateral instrument following a default and surety paid claim to complete the contracted public work.

K. Financial Guarantees – An amount of money stated in dollars, that the CITY or METRO is willing to guarantee to the Surety in case of a default by a CDBP Contractor against the bond.

L. Indirect Costs – Those costs of the CDBP that are not directly chargeable to a Department, Agency or project and are shared by each CDBP Member Agency. These costs are typically all costs that occur prior to successfully bonding a contractor for a specific bid or contract. These costs would include CDBP outreach and administration, member consultation and technical assistance, financial statement preparation and review, review of application data, tax statements and company financials, and post award contract monitoring. It includes time spent working with CDBP broker, surety and CPA partners.

M. Direct Costs – Once a CDBP Contractor identifies a CITY or METRO contract that they want to bid on, those subsequent third-party costs directly associated with securing the required bonds are considered direct costs. Unlike indirect costs, these costs are not shared by all MOU Member Agencies but are charged directly to the contracting Department or agency. These costs typically include Letter of Credit fees for Financial Guarantees and TPFA fees. These costs are only incurred if the CDBP Contractor is the successful low bidder.

N. CDBP Contractor Default – A CDBP Contractor Default occurs when a surety is obligated for payment under the guaranteed bond following a CDBP Contractor nonperformance or nonpayment.

O. CDBP Member Agency – Agencies that are members of this MOU. Currently, there are two CDBP Member Agencies, the City of Los Angeles and the Los Angeles County Metropolitan Transportation Authority.

P. Contractor Development and Bonding Program (CDBP) – The program providing contractor development and bonding support to certified small businesses seeking to do business on Metro's public works construction contracts.

THIS MEMORANDUM OF UNDERSTANDING (MOU), is made and entered into by and between the CITY OF LOS ANGELES (CITY) and the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO). Each party joining this MOU will be responsible for its own activities as defined in this MOU.

IN WITNESS WHEREOF, the Parties hereto have caused their duly authorized representatives to execute this MOU effective December 4, 2026, for a thirty-six month term.

RECITALS:

1. METRO is extending previous agreements with the CITY to participate and access the CITY's Contractor Development and Bonding Program (CDBP). METRO will utilize existing CDBP program administration services as needed, provided through the CITY and its contracted broker, Merriwether & Williams Insurance Services (BROKER).

2. The CITY and METRO require contractors to obtain bid, payment, and performance bonds when working on CITY or METRO projects.

3. It has come to the attention of CITY and METRO that some small businesses are unable to compete for CITY or METRO work due to their difficulty obtaining the required surety bonds.

4. The CITY'S Office of the City Administrative Officer, Risk Management (RISK MANAGEMENT) possesses certain requisite knowledge and resources to coordinate and assist in the administration of the CDBP. As such, METRO seeks to continue accessing the CITY's and BROKER's assistance in implementing and administering a comparable bond assistance program on behalf of METRO.

5. BROKER competed in a Request for Proposal process, and was selected by the CITY to be the BROKER on the CDBP.

Now, therefore, the parties do agree as follows:

1.0 CITY OF LOS ANGELES RESPONSIBILITES

The CITY will:

1.1 Assist in the coordination and implementation of the CDBP between BROKER, CITY and METRO to replicate a similar program on behalf of METRO.

1.2 Work with BROKER and METRO to continue to implement a "shared resource – shared cost" arrangement between the parties.

1.3 Share with METRO CITY's experience and work product in implementing CDBP for the purpose of METRO sponsoring a comparable program on behalf of METRO.

1.4 Assist METRO in developing the Broker/Service Provider's Scope of Services.

1.5 Coordinate with METRO in developing the Broker Request for Proposal and Contract. Advise METRO on the administration of the Broker Contract to confirm Broker activities are in compliance with Broker Contract terms.

1.6 Assist in establishing and maintaining CDBP cost controls.

1.7 Conduct periodic reviews to verify compliance with MOU terms and conditions.

1.8 Develop rationale to allocate shared CDBP costs for consideration and acceptance by METRO. Each CDBP Member Agency is responsible for a share of these costs, as further described in Section 3.5, below.

1.9 Provide administrative services support as necessary.

1.10 Provide additional services as deemed necessary.

1.11 Administer the CDBP through RISK MANAGEMENT.

2.0 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY RESPONSIBILTIES

METRO will:

2.1 Implement Broker Contract with BROKER and administer CDBP for METRO contracting activities.

2.2 Review and pay monthly invoices directly to BROKER. Invoices will reflect costs for monthly BROKER services, third-party funds administration, financial analysis, etc., as further described in the Broker Contract.

2.3 Provide timely and accurate information to CITY when requested.

2.4 Attend meetings with CITY and BROKER, as necessary.

2.5 Participate in the Request For Proposal (RFP) selection process with the CITY for Broker services.

2.6 Establish and maintain a Line of Credit or other collateral instrument which allows for the issuance of program bond guarantees.

3.0 CDBP PROVISIONS:

3.1 At METRO, the program will only be available to Small Business Enterprises (SBE), Disadvantaged Business Enterprises (DBE) and Disabled Veteran Business Enterprises (DVBE) contractors and subcontractors, as applicable, interested in bidding on METRO contracts.

3.2 The program will provide for the use of Financial Guarantees to obtain bid, payment and performance bonds.

3.3 BROKER invoicing will be submitted monthly to METRO and will only reflect actual services rendered.

3.4 METRO must notify CITY prior to making any material changes to the CDBP components.

3.5 The allocated percentages used to calculate the Indirect Costs for the next three fiscal years are included in the Broker Contract. This allocation percentage will be based upon each CDBP Member Agency's contract value as proportionately compared to the total of all CDBP Members Agencies' contract values combined. An alternative allocation methodology may be utilized if agreed upon by all CDBP Member Agencies. Indirect percentages will be fixed for the term of the contract unless a CDBP Member Agency's contract amount changes during the course of the contract.

3.6 Prior to entering the CDBP, and during implementation, program CDBP Member Agencies must complete the following:

1. Establish and/or identify account(s) to cover the costs for monthly BROKER invoices (amounts based on annual contract limits) and any future CDBP Contractor defaults within that program members construction program (amount may need to be

increased based upon higher levels of outstanding letters of credit or collateral).

2. Assign a primary staff authority and a designee (in case of absence of the primary staff authority) to authorize letters of credit or collateral issuance in an expeditious manner.
3. Sign and date this CDBP MOU.
4. Assign staff to assist RISK MANAGEMENT in coordinating the CDBP.
5. Receive METRO Board approval of CDBP, including the use of Letters of Credit or other collateral instruments to serve as guarantees to program sureties.

4.0 INDEMNIFICATION

4.1 All parties to this agreement agree to hold each other harmless for all causes of actions, claims, charges or other demands of any nature, arising from the acts or omissions of the indemnifying party in regard to services provided under and during the term of this MOU, in accordance with California Government Code 895.4 and 895.6.

5.0 TERMINATION

5.1 This agreement may be canceled by any CDBP Member Agency with or without cause on thirty (30) days written notice and payment in full of all proportioned CDBP fees, costs and expenses for services already rendered. Said notice, on the CITY's behalf, will be given by the City Administrative Officer or the Director of Risk Management as designee.

6.0 TERM OF MEMORANDUM OR UNDERSTANDING

6.1 The term of this MOU is coterminous with the CDBP Member's contract with the BROKER.

IN WITNESS WHEREOF, the parties hereto have caused their duly authorized representatives to sign this Memorandum Of Understanding on the dates listed below.

By _____
Matthew W. Szabo
City of Los Angeles Administration Officer
Date: _____

By _____
Stephanie N. Wiggins
Chief Executive Officer, METRO
Date: _____

APPROVED AS TO FORM:

Hydee Feldstein, City Attorney

By: _____
Deputy City Attorney

DAWYN R. HARRISON
County Counsel

By _____
SAYUJ PANICKER
Senior Deputy County Counsel

SMALL BUSINESS BONDING ASSISTANCE PROGRAM

Finance, Budget and Audit Committee
November 19, 2026

Metro

Recommended Board Actions

A. AWARD a Contract to Merriwether & Williams Insurance Services (MWIS), a HUB International Company, for administration of Metro's Contractor Development and Bonding Program (CDBP), through a piggyback procurement using the City of Los Angeles' (City) Contract No. C-204277, in a Not-To-Exceed (NTE) amount of $2,883,635.08 for the period December 4, 2026, through December 3, 2029;

B. EXECUTE a no-cost Memorandum of Understanding (MOU) with the City of Los Angeles (Attachment A) for Metro's participation in the City's Contractor Development and Bonding Program, substantially consistent with the draft attachment, following finalization and approval as to form by County Counsel;

C. APPROVE a separate allocation NTE $450,000 over the proposed contract term, with an annual amount NTE $150,000, to cover loan-related fees under the Contractor Finance Assistance Program (CFAP) for eligible small businesses performing on a Metro contracts. These fees are excluded from the MWIS contract price, which funds the CDBP program administration.

Issue and Background

Issue:
Metro seeks Board authorization to award a new contract to MWIS to administer Metro's CDBP and to continue the associated bonding and CFAP resources. These services provide technical assistance, contractor development, assistance in meeting bonding requirements, and access to working capital to help eligible small businesses pursue and perform Metro construction contracts.

Background:
Metro began participating in the City's CDBP through a one-year pilot in 2018 and subsequently awarded two (2) three-year contracts to renew the program and make it permanent.

In April 2022, the Board approved the CFAP as a component of Metro's CDBP program to help small businesses access capital using their Metro contracts as collateral while performing Metro work.

Metro

Discussion

The CDBP combines contractor development with defined support to help eligible small businesses prepare for and pursue Metro contracting opportunities.

Since Metro began participating in the program, its historical bonding assistance has supported 15 bond requests totaling approximately $3.7 million in credit enhancement. Twelve requests resulted in contract awards associated with approximately $38.1 million in Metro construction contracts.

- Of the 15 requests, three are associated with completed contracts, two with cancelled contracts, three did not result in contract awards, and seven are associated with active contracts.

Metro

Procurement Overview

City of Los Angeles issued an RFP on June 13, 2025.

- Three proposals received.
- City, Metro, and LAWA participated in the evaluation of proposals
- Merriwether & Williams Insurance Services received the highest score and was selected for the City's new contract.
- City approved and executed its contract on March 20, 2026.

Metro

Next Steps

Upon Board approval, staff will:

- Execute the MWIS contract for the approved service period and amount.
- Execute the City MOU for the confirmed term.
- Implement the approved CFAP funding allocation.
- Continue to implement program deliverables and monitor program activity.

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2026-0758, **File Type:** Program **Agenda Number:** 13.

FINANCE, BUDGET AND AUDIT COMMITTEE
NOVEMBER 19, 2026

SUBJECT: MANAGEMENT AUDIT SERVICES FY 2027 FIRST QUARTER REPORT AND AUDIT CHARTER

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the Management Audit Services FY 2027 First Quarter Report (Attachment A); and

B. ADOPTING the Management Audit Services Audit Charter (Attachment B).

ISSUE

Management Audit Services (MAS) is required to provide a quarterly activity report to the Board that presents information on audits that have been completed or are in progress, including information related to audit follow-up activities. The FY 2027 first quarter report covers the period from July 1, 2026, to September 30, 2026.

In addition, audit standards require that MAS review the internal audit charter periodically, present it to executive management and obtain board approval. The internal audit charter is a formal document that defines MAS' purpose, authority, independence, and responsibility.

BACKGROUND

MAS provides audit services in support of Metro's ability to provide responsive, accountable, and trustworthy governance. The department performs internal and external audits. Internal audits evaluate the processes and controls within the agency, while external audits analyze contractors, cities, and/or non-profit organizations that are recipients of Metro funds. The department delivers management audit services through functional groups: Performance Audit; Contract, Financial and Compliance Audit; and Administration and Policy, which includes audit support functions. Performance Audit is mainly responsible for internal audits related to Operations, Finance and Administration, Planning and Development, Program Management, Information Technology, Communications, Risk, Safety and Asset Management including the Chief Executive Office, and

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other internal areas. Contract, Financial, and Compliance Audit is primarily responsible for external audits in Planning, Program Management, and Vendor/Contract Management. MAS' functional units provide assurance to the public that internal processes and programs are being managed efficiently, effectively, economically, ethically, and equitably; and that desired outcomes are being achieved. This assurance is provided by MAS' functional units conducting audits of program effectiveness, economy and efficiency, internal controls, and compliance. Administration and Policy is responsible for administration, quality assurance, financial management, including audit support, audit follow-up, and resolution tracking.

MAS follows two audit standards: Generally Accepted Government Auditing Standards (GAGAS) issued by the Comptroller General of the United States, and the International Standards for the Professional Practice of Internal Auditing issued by the Institute of Internal Auditors (IIA). The Board last adopted the Audit Charter in May 2022.

DISCUSSION

FY27 First Quarter

The following summarizes MAS activity for FY 2027 first quarter:

Performance Audits: 2 audits were completed for the quarter, and 8 projects are in progress.

Contract, Financial and Compliance Audits: 9 audits with a total value of $27.6 million were completed. 87 audits are currently in progress.

Financial and Compliance Audits of Metro: 2 audits issued by external firms were completed for the quarter.

Audit Follow-up and Resolution: 13 recommendations were closed and 27 recommendations are open. For the Office of Inspector General, 4 recommendations were closed and 31 recommendations are open.

The FY 2027 First Quarter Report is included as Attachment A.

Audit Charter

Both sets of auditing standards followed by MAS were revised in 2024 and require in-aggregate implementation by year-end 2025, with formal evaluation of the system of quality management to be completed by December 2026. To align with the updated standards' language, MAS updated the Audit Charter's terminology and clarified oversight roles of the audit function. The updated Audit Charter is provided as Attachment B.

DETERMINATION OF SAFETY IMPACT

There are no known safety impacts or concerns from audit services conducted during this period.

FINANCIAL IMPACT

Adoption of the Management Audit Services Audit Charter would have no financial impact to the agency.

Impact to Budget

There are no known budget impacts or concerns from audit services conducted during this period.

EQUITY PLATFORM

Management Audit Services' quarterly audit activities provide an additional level of review and assessment to identify potential equity impacts from Metro's work and performance. For example, performance audits are selected with consideration of social, governance, environmental, and other relevant risks. In addition, audits of public-facing programs include discussions with program sponsors about how they incorporate equity into their program management. There are no known equity impacts or concerns from audit services conducted during this period.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides information on audits in support of Metro's various projects and programs. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Management Audit Services FY 2027 First Quarter Report and Audit Charter supports Metro's Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could choose not to adopt the Audit Charter. This is not recommended, as Metro's Financial Stability Policy requires that MAS perform audits in compliance with applicable auditing

standards. By updating the Audit Charter, MAS ensures compliance with updated standards, whereas the previous Audit Charter would not.

NEXT STEPS

Management Audit Services will continue to report audit activity throughout the current fiscal year.

ATTACHMENTS

Attachment A - FY 2027 First Quarter Report
Attachment B - Management Audit Services Audit Charter

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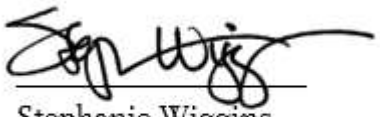
M. Del Toro, Senior Manager, Audit
Y. Suarez, Senior Manager, Audit
A. Wills, Manager, Audit

Reviewed by: S. Gookin, Deputy Chief Executive Officer



Stephanie Wiggins
Chief Executive Officer

Quarterly Report to Metro Board of Directors

FY 2027 First Quarter Report



Metro

MANAGEMENT AUDIT SERVICES

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95 AUDIT PROJECTS IN PROGRESS



9 COMPLETED CONTRACT, FINANCIAL, AND COMPLIANCE AUDITS

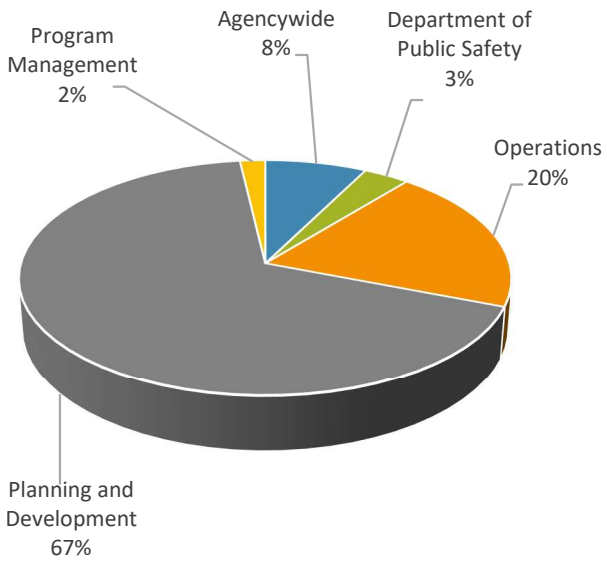


2 COMPLETED PERFORMANCE AUDITS



58 OPEN AUDIT RECOMMENDATIONS

Summary of Audit Activity by Department
Reporting Period
July 1, 2026 – September 30, 2026



Summary of In-Progress Audit Activity

Management Audit Services (MAS) has 95 in-progress projects as of September 30, 2026, which include 8 performance projects and 87 contract, financial and compliance audits. The in-progress performance projects are listed in Appendix A.

As of the reporting period, there are 27 open MAS audit recommendations and 31 open for the Office of the Inspector General (OIG).

Summary of First Quarter Completed Audit Activity

MAS completed 13 audit projects. The projects are comprised of 2 performance audits, 9 contract, financial and compliance audits, and 2 compliance audits of Metro issued by external firms.

The completed performance audits are highlighted on page 4. The completed contract, financial and compliance audits are highlighted on page 5. The compliance audits issued are highlighted on page 6.

A summary of the open audit recommendations is included on page 7.

This section includes performance audits completed in accordance with Global Internal Audit Standards and Generally Accepted Government Auditing Standards, in addition to other types of projects performed by the Performance Audit team to support Metro. Other projects may include independent reviews, analyses, or assessments of select areas. All performance projects are intended to help support decision-making and promote organizational effectiveness.

Management of Metro Project Grant Funding

The objective of this audit was to assess the process for identifying, utilizing, monitoring and reporting on both anticipated and unanticipated (i.e., emergency-related) expense reimbursements and whether Metro is adequately allocating its resources to maximize funding identified and received. The review periods for the closed grants were fiscal years 2018 and 2025 and fiscal years 2024 and 2025 for the grant opportunities process.

For the review period, MAS concluded that grant lifecycle activities within the anticipated and unanticipated expense reimbursement process reveal potential for improvement. Areas for improvement include the need to formally adopt current procedures, maintain key documentation, and document certain processes that are performed. Enhanced reporting and establishing a system to track and monitor grants from the pre-award to closeout phases were also identified as potential areas for improvement, with a tracking/monitoring system for grants in the pre-award phase expected to be implemented before FY27. MAS provided management with 15 recommendations and will follow up to ensure implementation.

Project Management of Purple (D Line) Extension Project Section 1

The audit objective was to evaluate the adequacy of Metro's and the project management team's management and administrative controls over the Purple Line Extension Project Section 1 (PLE1) across multiple issues, including: budgeted vs. actual costs and schedule, risk assessment and risk mitigation, compliance with the Full Funding Grant Agreement (FFGA), and state of completion and planning for final-year processes prior to the start of revenue service operations. The scope covered a nine month period of the project delivery period from October 2023 through June 2024.

The audit found that Metro's processes were effective for the management of cost, schedule, risk assessment and mitigation, and for compliance with the FFGA, including adopting a Financial Plan for financing all PLE1 costs identifying the state, local, and private sources of funding and the value of funds available and committed to the project. There were inconsistencies identified in the reported planned funding values for the May 2024 Board Construction Committee Report and the February 2024 Monthly Project Status Report that resulted in approved funding less than may be required for full project completion. Additional observations addressed delays in the start of revenue service operations, risk management, incomplete critical work activities and open claims, lessons learned for close-out planning, and loss of key personnel and institutional knowledge. The audit produced 12 recommendations that were provided to management, and MAS will follow up to ensure implementation.

MAS staff completed 9 independent auditor reports on agreed-upon procedures for the following:

Project	Reviewed Amount	Questioned and/or Reprogrammed Amount
City of Santa Clarita - Sierra Highway Sidewalk Improvements	$633,309	$68,630
City of Industry - Confluence Project: Westbound Slip On-Ramp	$15,538,902	$1,941,971
City of Glendale - I-5/Western Avenue Access Program	$4,500,000	$0
City of Malibu - Pacific Coast Highway Raised Median and Channelization from John Tyler to Puerco Canyon Road	$2,450,464	$1,499,536
City of Bell - Florence Avenue Pedestrian Improvement Project	$2,946,412	$0
Gateway Cities Council of Governments - Imperial Highway Complete Street Study	$173,005	$160,000
City of Los Angeles – LANI-Santa Monica Boulevard Improvement	$1,330,545	$82,424
Reviewed and questioned costs were not identified for the following as these audits reviewed labor rates for pre-award or indirect cost rates and/or Local Employment Program Compliance.		
Link Union Station (LINK US)	N/A	N/A
Airport Metro Connector (AMC)	N/A	N/A
Total Amount	**$27,572,637**	**$3,752,561**

Contract, financial and compliance audits completed during the first quarter of FY 2027 are included in Appendix B.

The following highlights compliance audits of Metro completed by external firms:

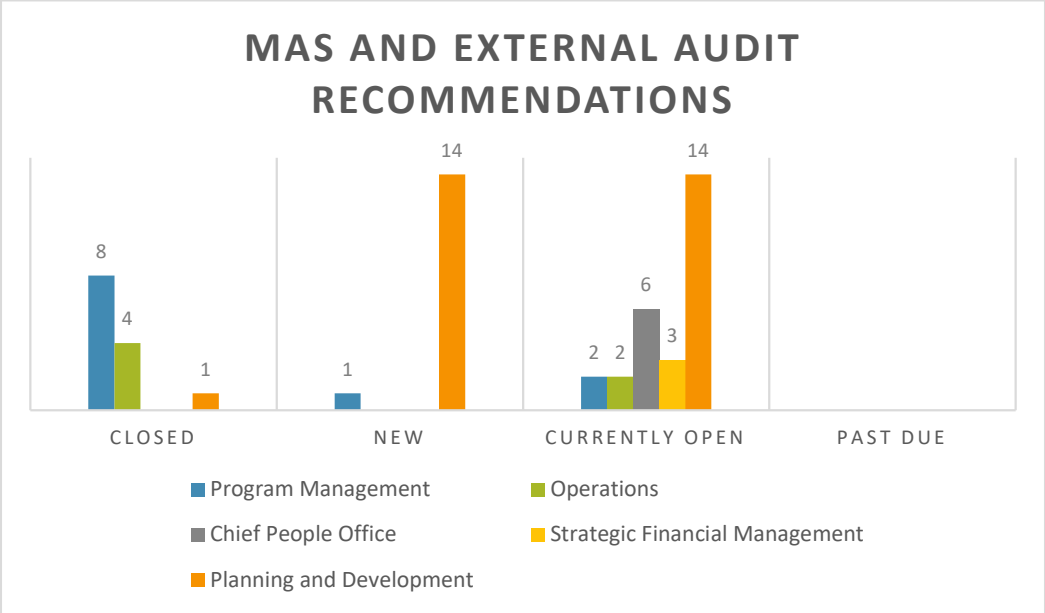
Low Carbon Fuel Standard (LCFS) Verification

MAS contracted EcoEngineers to provide LCFS verification services for the 2025 Quarterly Fuel Transactions report submitted to the California Air Resource Board (CARB). The objective was to assist Metro's Environmental Compliance and Sustainability Department by determining whether collected data and the prepared LCFS Quarterly Fuel Transactions Report are in conformance with regulatory requirements. The contractor noted that the submitted 2025 Quarterly Fuel Transactions Report was free of material misstatement and in conformance with regulatory requirements.

Agreed Upon Procedures for Metro-owned Renewable Identification Numbers (RINs)

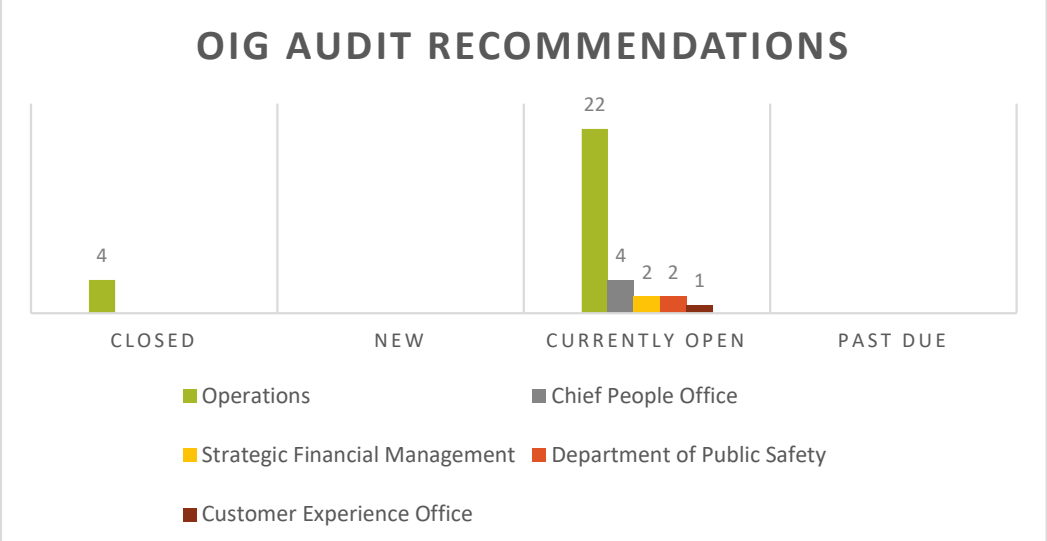
MAS contracted K-Coe Isom, LLP to complete agreed-upon procedures engagements of Metro-owned RINs. The objective was to assist Metro's Environmental Compliance and Sustainability Department by preparing reports following the procedures detailed in the Electronic Code of Federal Regulations to verify that Metro's Environmental Protection Agency (EPA) reporting of RINs for renewable energy credits is complete and accurate for calendar year 2025. The auditors noted one finding reviewing Metro's reports and records related to corporate and contractual affiliates and found that there were multiple contractual affiliates that were not reported to EPA. No other exceptions were noted for calendar year 2025.

The graphs below summarize the open audit recommendations as of September 30, 2026:



27 open recommendations

13 closed recommendations



31 open OIG recommendations

4 closed OIG recommendations

Details of open audit recommendations for MAS are included in Appendix C. Details of open audit recommendations for OIG are included in Appendix D.

Appendix A

Performance Audit - In Progress Projects as of September 30, 2026				
No.	**Area**	**Project Number & Title**	**Description**	**Estimated Date of Completion**
1	Department of Public Safety	25-SEC-P02 - Safety Response to Reported Incidents	Evaluate whether existing policies and procedures are adequate to ensure timely decision-making and effective deployment of resources in response to safety-related service requests from employees and the public.	12/2026
2	Planning and Development	26-PLN-P01 - Measure M Subregional Program (MSP)	Evaluate the effectiveness, implementation performance, and subregional project progress to ensure MSP is maximizing the program's capacity and adhering to project schedule(s).	12/2026
3	Department of Public Safety	24-SEC-P01 – Physical Security Monitoring Equipment	Assess the adequacy of policies and procedures regarding video monitoring equipment at the agency.	1/2027
4	Operations	26-OPS-P02 - Wayside Track Maintenance	Evaluate how Metro ensures that track maintenance complies with FTA State-of-Good-Repair requirements.	1/2027
5	Operations	26-OPS-P01 - Non-revenue Vehicles	Assess the availability and readiness of the non-revenue vehicle fleet for operational deployment and use.	2/2027
6	Planning and Development	26-PLN-P02 - Real Estate Condition and Utilization	Determine if Metro has a comprehensive inventory of its real estate and if its system accurately describes and monitors the current utilization of properties.	2/2027
7	Program Management	25-CON-P02 - Division 20 Portal Widening Turnback Facility	Evaluate Metro's project management processes for the Project to date, including managing and mitigating project risks.	7/2027
8	Operations	26-OPS-P03 - Bus Division Operations Efficiencies	Examine Metro's Bus Divisions' administrative operations and explore ways to build efficiencies into processes and utilize technology, including AI, to accomplish goals.	7/2027

Appendix B

Contract, Financial and Compliance Audit - Audits Completed as of September 30, 2026				
No.	**Area**	**Audit Number & Type**	**Auditee**	**Date Completed**
1	Planning and Development	26-PLN-A02 - Grant	City of Santa Clarita	7/2026
2	Planning and Development	24-HWY-A04 - Grant	City of Industry	7/2026
3	Planning and Development	25-PLN-A31 - Grant	City of Glendale	7/2026
4	Program Management	25-CON-A09 - Contract	Rail Surveyors & Engineers, Inc.	7/2026
5	Planning and Development	26-HWY-A05 - Grant	City of Malibu	8/2026
6	Planning and Development	25-PLN-A12 - Grant	City of Bell	8/2026
7	Program Management	24-CON-A03(A) - Contract	D R Consultants & Designers, Inc.	8/2026
8	Planning and Development	25-PLN-A22 - Grant	Gateway Cities Council of Governments	9/2026
9	Planning and Development	27-PLN-A01 (B) - Grant	City of Los Angeles	9/2026

Appendix C

Open Audit Recommendations as of September 30, 2026						
No.	**Area**	**Audit Number & Title**	**Rec. No.**	**Recommendation**	**Original Completion Date**	**Extended Completion Date**
1-2	Operations	21-SEC-P01 - Performance Audit of Rail Operations' Continuity of Operations Plan	2 Total	These recommendations address findings in Metro's Operational System and/or other security-sensitive programs.	Ongoing	
3-5	Strategical Financial Management	23-ITS-P01 - Performance Audit of Third-Party Risk Management - Outsourced Service Providers	3 Total	These recommendations address findings in Metro's Operational System and/or other security-sensitive programs.	Ongoing	
6	Chief People Office	24-BEN-P01 - Performance Audit of Employee Health Benefits	1b	Perform monthly reconciliations of human resource/payroll deduction report to validate that payroll deductions align with carrier invoices.	10/31/2025	12/31/2026[1]
7	Chief People Office	24-BEN-P01 - Performance Audit of Employee Health Benefits	1d	Implement monitoring of dependent eligibility and 'age-out' events.	9/30/2025	12/31/2026[1]
8	Chief People Office	24-BEN-P01 - Performance Audit of Employee Health Benefits	1e	Identify methods to automate the procedures in 1(b) and 1(c) above as part of the new payroll system implementation.	12/31/2025	12/31/2026[1]
9	Chief People Office	25-PEN-P01 - Performance Audit of Employee Pension Benefits	2a	The Chief People Officer should direct Pension and Benefits management to develop detailed SOPs covering the employee pension contribution process, including report generation, review, and exception handling.	11/30/2025	12/31/2026[1]
10	Chief People Office	25-PEN-P01 - Performance Audit of Employee Pension Benefits	7	The Chief People Officer should direct Pension and Benefits to evaluate the upcoming Oracle HCM Cloud Suite implementation to assess opportunities for automating the pension process, replacing manual workflows, scanning employee documents, improving change history, and ensuring enhanced integration across Human Resources, Payroll, and Pension and Benefits functions to improve accuracy and efficiency in pension management.	12/31/2025	12/31/2026[1]
11	Chief People Office	25-PEN-P01 - Performance Audit of Employee Pension Benefits	8	The Chief People Officer should direct Pension and Benefits and ITS Administration management to incorporate enhanced controls and validations into the upcoming Oracle HCM Cloud Suite system. These enhanced controls and validations should include mechanisms such as logical checks to prevent contradictory or missing pension codes from being assigned, particularly for ineligible job classes. Also, job status changes should automatically trigger reviews to ensure pension codes are updated promptly. Increased automation will help minimize manual data entry errors.	12/31/2025	12/31/2026[1]
12	Program Management	25-CON-P01 - Gold Line Extension Phase 2B	4.1	Metro should review the current project (GLE2B1) forecast and identify any cost savings and the impact of allocated funding sources.	9/30/2026	

[1] Extension is related to Oracle Human Capital Management (HCM) project, which is tentatively scheduled to go live in December 2026.

Appendix C

Open Audit Recommendations as of September 30, 2026						
No.	**Area**	**Audit Number & Title**	**Rec. No.**	**Recommendation**	**Original Completion Date**	**Extended Completion Date**
13	Planning/Strategic Financial Management/DPS	25-PLN-P01 - Management of Metro Project Grant Funding	1a	The Chief Planning Officer, Chief of Police & Emergency Management, and Chief Financial Officer should collaborate to ensure that GMO, EM, and Accounting work together to develop and incorporate comprehensive Metro Public Assistance Recovery Guidance into the General Management Emergency Preparedness (GEN 10) policy or other suitable policy. The guidance should be disseminated to all key departments responsible for emergency response and documentation, clearly define roles, responsibilities, and standardized procedures, along with other elements necessary to secure reimbursement related to emergency events.	2/28/2027	
14	Planning/Strategic Financial Management/DPS	25-PLN-P01 - Management of Metro Project Grant Funding	1b	The Chief Planning Officer, Chief of Police & Emergency Management, and Chief Financial Officer should collaborate to ensure that GMO, EM, and Accounting work together to perform a cost-benefit analysis assessment of the reimbursement potential vs the administration effort necessary to capture costs. Determine if implementing a Work Breakdown Structure (WBS) is beneficial.	2/28/2027	
15	Planning and Development	25-PLN-P01 - Management of Metro Project Grant Funding	2	The Chief Planning Officer, through the Senior Executive Officer of Financial Planning, Programming and Grants, should adopt a cost-effectiveness methodology for pursuing FEMA reimbursements to ensure potential funding benefits justify staff and administrative costs. GMO should seek the input of EM and Accounting as needed in establishing the threshold.	2/28/2027	
16	Planning and Development	25-PLN-P01 - Management of Metro Project Grant Funding	4	The Chief Planning Officer, through the Senior Executive Officer of Financial Planning, Programming and Grants, should instruct FSPP to conduct and document periodic analysis for lessons learned/knowledge gained for future grant opportunities.	12/31/2026	
17	Planning and Development	25-PLN-P01 - Management of Metro Project Grant Funding	5	The Chief Planning Officer, through the Senior Executive Officer of Financial Planning, Programming and Grants, should instruct FSPP to identify a centralized location to maintain all decisions and review decisions as necessary.	2/28/2027	
18	Planning and Development	25-PLN-P01 - Management of Metro Project Grant Funding	6	The Chief Planning Officer through the Senior Executive Officer of Financial Planning, Programming and Grants should ensure that GMO and FSPP do the following: As part of the upcoming PAGAS implementation, FSPP should finalize and adopt planning procedures, policy, and guidelines that align with the current pre-award structure.	10/31/2026	
19	Planning and Development	25-PLN-P01 - Management of Metro Project Grant Funding	7	The Chief Planning Officer through the Senior Executive Officer of Financial Planning, Programming and Grants should ensure that GMO and FSPP do the following:Require adherence to the Manual where appropriate and provide training on procedural and record-keeping standards.	2/28/2027	

Appendix C

Open Audit Recommendations as of September 30, 2026						
No.	**Area**	**Audit Number & Title**	**Rec. No.**	**Recommendation**	**Original Completion Date**	**Extended Completion Date**
20	Planning and Development	25-PLN-P01 - Management of Metro Project Grant Funding	8	The Chief Planning Officer through the Senior Executive Officer of Financial Planning, Programming and Grants should ensure that GMO and FSPP do the following: Require that all records show review and approval, including the Grant Line Detail Pre-Billing Worksheet, be properly retained within a repository folder (i.e. system, network).	2/28/2027	
21	Planning and Development	25-PLN-P01 - Management of Metro Project Grant Funding	9	The Chief Planning Officer through the Senior Executive Officer of Financial Planning, Programming and Grants should ensure that GMO and FSPP do the following:Move forward with the revisions to the Manual and establish a timetable for formal adoption.	6/30/2028	
22	Planning and Development	25-PLN-P01 - Management of Metro Project Grant Funding	10	The Chief Planning Officer through the Senior Executive Officer of Financial Planning, Programming and Grants should ensure that GMO and FSPP do the following: Create awareness through training on the revised Manual.	6/30/2028	
23	Planning and Development	25-PLN-P01 - Management of Metro Project Grant Funding	11	The Chief Planning Officer through the Senior Executive Officer of Financial Planning, Programming and Grants should ensure that GMO and FSPP do the following: Incorporate preparation and distribution of Inter-Office Close-Out Memos as a required step.	2/28/2027	
24	Planning and Development	25-PLN-P01 - Management of Metro Project Grant Funding	12	The Chief Planning Officer through the Senior Executive Officer of Financial Planning, Programming and Grants should ensure that GMO and FSPP do the following: Require all records include evidence of review and approval, including Inter-Office Close-Out Memos be properly retained within a repository folder (i.e. system, network).	2/28/2027	
25	Planning and Development	25-PLN-P01 - Management of Metro Project Grant Funding	13a	The Chief Planning Officer through the Senior Executive Officer of Financial Planning, Programming and Grants should direct GMO to do the following: Optimize the usage of the GMS to manage the grant lifecycle from pre-award to closeout. This should include establishing a more complete set of data for each grant to include, at a minimum: a. Adding a key identifier, Open/Closed Dates, Grant Manager Name, Grant Type (e.g., Formula, Discretionary), and other key data necessary for a full set of grant data.	2/28/2027	
26	Planning and Development	25-PLN-P01 - Management of Metro Project Grant Funding	13b	The Chief Planning Officer through the Senior Executive Officer of Financial Planning, Programming and Grants should direct GMO to do the following: Optimize the usage of the GMS to manage the grant lifecycle from pre-award to closeout.	6/30/2028	
27	Program Management	24-CON-P01 - Project Management of Purple (D Line) Extension Project Section 1	2.1	We recommend Metro's Program Management and other Metro Departments: (i) Formulate a structured, lessons-learned process after project completion with an appropriate procedure, mechanism to solicit input, record keeping, analysis, and integration into design, construction and revenue service planning. (ii) Metro should evaluate whether it would be more efficient to have a single department coordinate this effort or whether it would be more efficient to have individual departments prepare and maintain their lessons learned, and (iii) Metro should consult County Counsel on how best to prepare and maintain documents associated with this process.	1/31/2025	12/31/2027

Appendix D

Open OIG Audit Recommendations as of September 30, 2026						
No.	**Area**	**Audit Number & Title**	**Rec. No.**	**Recommendation**	**Original Completion Date**	**Extended Completion Date**
1	Operations	25-AUD-05 - Review of Metro Bus Stops Cleanliness and Safety	16	Continue to test and determine the effectiveness of the independent solar panel lights on top of the signposts. Consider expanding use of the solar lights if the cost and benefits of these lights prove to be a good solution.	6/30/2025	10/31/2026
2	Operations	25-AUD-05 - Review of Metro Bus Stops Cleanliness and Safety	20	Monitor the effectiveness of the Bus Lane Enforcement (BLE) program in keeping Metro bus lanes clear from parked vehicles across the system to improve transit safety and reliability.	6/30/2027	
3	Chief People Office	25-AUD-08 - Statutorily Mandated Audit of Miscellaneous Expenses	1	When providing training for staff, ensure that there are no cost-free in-house programs or external programs that Metro partners with who provides similar highly qualified training at a substantially lower cost that still meet the quality and expertise level, before purchasing these services outside of Metro.	3/31/2026	9/30/2026
4	Chief People Office / Vendor/Contract Management	25-AUD-08 - Statutorily Mandated Audit of Miscellaneous Expenses	4	Consider creating an executive leadership professional services bench to help ensure that Metro supports the professional development of its senior level executives in a fiscally responsible manner.	3/31/2026	9/30/2026
5	Operations	26-AUD-01 - Review of Metro Call Boxes in Rail Stations and Major Bus Terminals	13	Consider installing clear signage stating that the emergency call box is for emergency use only, and misuse is subject to penalties.	9/30/2025	9/30/2026
6	Operations	26-AUD-01 - Review of Metro Call Boxes in Rail Stations and Major Bus Terminals	16	Once the prototypes of the Call Point Blue Light Project are installed, evaluate their effectiveness and conduct a comprehensive cost-benefit analysis based on the knowledge gained from the Call Point Blue Light Project.	6/30/2026	10/31/2026
7	Operations	26-AUD-01 - Review of Metro Call Boxes in Rail Stations and Major Bus Terminals	17	Conduct a comprehensive evaluation of the existing camera infrastructure to identify performance gaps and limitations.	12/31/2026	
8	Operations	26-AUD-01 - Review of Metro Call Boxes in Rail Stations and Major Bus Terminals	18	Ensure any new system being considered meets Metro's needs as an upgrade to high resolution, reliable camera systems with enhanced capabilities such as pan, tilt, and zoom (PTZ) functionality for improved coverage and flexibility, and will replace obsolete call boxes and legacy cameras with a unified system that offers superior image quality and remote monitoring capabilities.	12/31/2027	
9	Operations	26-AUD-01 - Review of Metro Call Boxes in Rail Stations and Major Bus Terminals	19	Consider integrating Artificial Intelligence and automation in any future camera systems deployed in Metro Rail Stations.	12/31/2028	
10	Department of Public Safety	26-AUD-01 - Review of Metro Call Boxes in Rail Stations and Major Bus Terminals	21	Expand surveillance coverage by installing functional cameras in previously unmonitored areas, such as the Willow Station patron and employee parking lot.	12/31/2028	
11	Department of Public Safety	25-AUD-06 - Supplemental Billings Review FY24	6	Metro should enforce the contract requiring LAPD to submit annually the List of Maximum Fully Burdened Hourly Rates and all the required supporting documentation ninety (90) days prior to the start of each fiscal year, and any changes to the CAP rates during the fiscal year. Metro should also review the billing rates for all invoices not reviewed by BCA for FY2024 to determine the extent of overbillings for FY 2024.	Pending Review	
12	Strategic Financial Management	26-AUD-07 - Review of Metro's Payment System and Signage at Parking Lots for the 2026 FIFA World Cup	1	Consider enhancing the parking payment system by enabling customers to pay for parking directly using their TAP card, with the parking fee automatically deducted from the card balance.	4/30/2028	

Appendix D

Open OIG Audit Recommendations as of September 30, 2026						
No.	**Area**	**Audit Number & Title**	**Rec. No.**	**Recommendation**	**Original Completion Date**	**Extended Completion Date**
13	Strategic Financial Management	26-AUD-07 - Review of Metro's Payment System and Signage at Parking Lots for the 2026 FIFA World Cup	2	Implement an "Open Pay" option for parking lot fees where patrons may simply use a bank card to complete the parking fee transaction.	4/30/2028	
14	Operations	26-AUD-07 - Review of Metro's Payment System and Signage at Parking Lots for the 2026 FIFA World Cup	5	Increase the frequency of signage inspections beyond quarterly audits, particularly at high-traffic stations and during special event periods, particularly for the Lots serving the 2026 World Cup.	6/30/2026	7/31/2026
15	Operations	26-AUD-07 - Review of Metro's Payment System and Signage at Parking Lots for the 2026 FIFA World Cup	6	Develop and implement standard operating procedures for the timely repair, cleaning, or replacement of damaged, defaced, or improperly installed signage. Define response timelines based on severity and high-traffic parking facilities, particularly for the Lots serving the 2026 World Cup.	6/30/2026	7/31/2026
16	Operations	26-AUD-07 - Review of Metro's Payment System and Signage at Parking Lots for the 2026 FIFA World Cup	8	Provide training to facility staff on accessibility standards and the importance of maintaining compliant spaces.	8/31/2026	
17	Operations	26-AUD-05 - Review of Metro Rail Station Repairs	1A	Enhance integration between incident reporting and TAGRS.	9/30/2026	
18	Operations	26-AUD-05 - Review of Metro Rail Station Repairs	3A	Strengthen end-to-end incident-to-work-order integration and closure documentation by requiring work order references (or other documented rationale).	11/30/2026	
19	Operations	26-AUD-05 - Review of Metro Rail Station Repairs	3B	Improve documentation of incident work orders to ensure accountability between FM and the responsible department assigned to make incident repairs. Establish an incident report showing the response and closure with measurable timelines to repair depending on the incident category.	11/30/2026	
20	Operations	26-AUD-05 - Review of Metro Rail Station Repairs	3C	Strengthen data input standard that allows the real time measurement of incident time between opening and closing.	11/30/2026	
21	Operations	26-AUD-05 - Review of Metro Rail Station Repairs	4A	Standardize incident coding and description requirements (i.e., minimum data fields and definitions by incident types and utilizing the "Notes" section for additional commentary).	11/30/2026	
22	Operations	26-AUD-05 - Review of Metro Rail Station Repairs	4B	Require meaningful closure notes and evidence (what was done, by whom, date completed, and reference work order/task order, where applicable).	5/31/2026	9/30/2026
23	Operations	26-AUD-05 - Review of Metro Rail Station Repairs	4C	Implement supervisory quality assurance for incident entry and closure, including periodic data audits and exception reporting for vague descriptions, missing notes, or closure codes without documentation.	7/31/2026	9/30/2026
24	Operations	26-AUD-05 - Review of Metro Rail Station Repairs	4D	Provide targeted training to employees to improve consistency across EAMS' users and departments.	11/30/2026	
25	Operations	26-AUD-05 - Review of Metro Rail Station Repairs	5A	Leverage peer practices to strengthen incident management by moving toward a more integrated asset management platform (similar to NYCT's EAMS) with supervisor validation of entries.	11/30/2026	
26	Operations	26-AUD-05 - Review of Metro Rail Station Repairs	8A	Strengthen field-to-system reporting by requiring all incidents identified during inspection to be promptly entered into reporting system, with periodic reconciliation between inspection logs and the incident List.	11/30/2026	
27	Operations	26-AUD-05 - Review of Metro Rail Station Repairs	8B	Develop targeted action plans with emphasis on elevator/escalator reliability, cleanliness, and safety-critical items.	12/31/2026	
28	Operations	26-AUD-05 - Review of Metro Rail Station Repairs	8C	Enhance strategies to address recurring issues such as odors, vandalism/etching, and damaged finishes by increasing cleaning frequency, deploying deterrents, and using more durable/protective materials.	12/31/2026	

Appendix D

Open OIG Audit Recommendations as of September 30, 2026						
No.	**Area**	**Audit Number & Title**	**Rec. No.**	**Recommendation**	**Original Completion Date**	**Extended Completion Date**
29	Customer Experience Office	26-AUD-05 - Review of Metro Rail Station Repairs	9C	Metro should adopt a coordinated, multi-pronged approach to identifying, resolving, and communicating rail station repairs, including: Communicate status and closure of these items back to reporting parties through CCATS, social media channels and the Transit Watch (Everbridge) application to enhance transparency and customer confidence.	Pending Review	
30	Chief People Office	26-AUD-08 - Statutorily Mandated Audit of Miscellaneous Expenses July 1, 2025 to September 30, 2025	1	We recommend the Chief People Office include a statement in the Metro Business Travel Guidelines (GEN 65) which states that mandatory fees associated with lodging e.g. resort fees are reimbursable miscellaneous travel expenses and are not included in the lodging dollar limit that can be claimed for lodging.	7/31/2026	
31	Chief People Office	26-AUD-08 - Statutorily Mandated Audit of Miscellaneous Expenses July 1, 2025 to September 30, 2025	2	We recommend the Chief People Office instruct employees to be familiar with Metro's Business Travel Guidelines and submit a justification memo for lodging expenses when they exceed the allowable GSA rates.	7/31/2026	

Management Audit Services
Audit Charter

I. INTRODUCTION

Los Angeles County Metropolitan Transportation Authority (LACMTA) maintains an active audit function within the administration of LACMTA's Office of the Chief Executive Officer (OCEO), reporting the results of its audit work to LACMTA's Board of Directors. The Chief Audit Executive (CAE)[1] is responsible for effectively leading all aspects of the internal audit function, Management Audit Services (MAS), in accordance with audit standards. This Audit Charter defines the mission, scope, commitment to quality, authority and accountability, independence, and responsibility of LACMTA's Management Audit Services (MAS), the OCEO, the Board, and LACMTA management.

MAS assists LACMTA in accomplishing its objectives by understanding LACMTA's initiatives, short- and long-term strategies, and vision, and by bringing a systematic, disciplined, and risk-based approach to evaluating and recommending improvements to the effectiveness of risk management, internal controls, and governance processes. MAS also provides support to ensure that third parties receiving funding from LACMTA through contractual arrangements have properly accounted for the use of funds and complied with all applicable requirements.

II. MISSION

MAS provides independent and objective audit, attestation, and consulting services designed to add value and improve LACMTA's operations.

III. SCOPE

The scope of work performed by MAS includes the examination and evaluation of the adequacy and effectiveness of LACMTA's network of risk management, internal controls, and governance. This includes audits of internal LACMTA operations as well as audits of third parties under a contractual arrangement with LACMTA. The work performed by MAS is intended to provide support to ensure:

- Risks are appropriately identified and managed;
- Financial, managerial, and operating information is evaluated, accurate, reliable and timely;
- Resources are acquired economically, used efficiently, and adequately protected;

[1] For the purposes of this Charter, references to the Chief Audit Executive, as defined in the Global Internal Audit Standards, correspond to the Deputy Chief Auditor job title.

- Program results are consistent with established goals and objectives, and operations or programs are being carried out as planned;
- Legislative or regulatory issues impacting LACMTA are recognized, addressed appropriately and interaction with governance groups occurs;
- Employee actions comply with policies, standards, procedures and applicable laws and regulations;
- Consulting services related to governance, risk management and control are appropriate for the organization;
- Opportunities for improving internal controls, streamlining processes, and improving public perception identified during audits are communicated to the Board and the appropriate level of management; and
- Interactions and arrangements with third parties, including contractors and recipients of grant funds, comply with policies, standards, procedures, and applicable laws and regulations.

IV. COMMITMENT TO QUALITY

MAS will maintain quality control procedures and a quality management system that covers all aspects of MAS' activity. MAS will deliver upon the commitment to quality through focused activities such as: ensuring a quality assurance improvement program, conducting annual internal assessments, and ensuring external assessments are conducted at least every three years. The CAE will provide consistent and timely communications to the CEO, and/or the CEO's Executive Designees, the Board, and LACMTA management.

MAS adheres to the following professional standards and codes:

- Government Auditing Standards promulgated by the Comptroller General of the United States;
- Global Internal Audit Standards of the Institute of Internal Auditors;
- Information Systems Auditing Standards promulgated by the Information Systems Audit and Control Association;
- Standards promulgated by the American Institute of Certified Public Accountants and their Code of Professional Conduct; and
- LACMTA's Employee Code of Conduct and Administrative Code.

V. AUTHORITY AND ACCOUNTABILITY

MAS performs audit engagements, attestation engagements, and non-audit services for departments, programs, functions, systems, contracts, grant recipients, and other activities based on the approved annual audit plan, or specific

requests that are received from the CEO, and/or the CEO's Executive Designee, the Board, management, or as identified by the CAE.

MAS, with strict accountability for confidentiality and safeguarding of records and information, has staff sign Confidentiality Statements annually. Documents provided will be handled in the same prudent manner as by those employees normally accountable for them. MAS is authorized to:

- Maintain full, free and unrestricted access to any and all information, functions, operations, systems, properties, personnel and other relevant materials necessary to accomplish its work. All employees are requested to assist fully in making available material or information requested by MAS or any external auditors contracted to perform on behalf of MAS.
- Access to contracted third parties will be handled in accordance with contractual terms;
- Maintain full and free access and reporting responsibilities through LACMTA's Finance, Budget and Audit Committee;
- Allocate resources, set frequencies, select subjects, determine scopes of work, and apply the techniques required to accomplish audit objectives; and
- Obtain the necessary assistance of personnel in functions where audit engagements, services or activities are being performed, as well as other specialized services from external consultants.

In the discharge of duties and in accordance with Metro's Financial Stability Policy, MAS is accountable to LACMTA's CEO and Board, to:

- Provide adequate audit coverage to the areas set forth under the mission and scope of work sections of this Audit Charter;
- Report significant issues related to the processes for managing risk and governance practices of the organization, including potential improvements to those processes, and provide information concerning such issues through resolution;
- Provide periodic information on the status and results of the annual audit plan, including sufficiency of department resources, as well as factors that prevent the coverage of a risk as identified through the annual agency-wide risk assessment and included in the annual audit plan or related to a special request.
- Establish a follow-up process to track and monitor the effective implementation of management actions related to findings, recommendations, and/or issues.

VI. INDEPENDENCE

MAS is independent of LACMTA's operations and activities. Specifically, staff may not review areas for which they were responsible for the design or operation. Auditors are responsible for maintaining independence and integrity in all services provided.

All MAS activities shall remain free from interference relative to matters of audit selection, scope, procedures, frequency, timing, or report content to maintain independence and objectivity. The CAE shall report any impairment to independence, or restriction or limitation to audit selection, scope, procedures, frequency, timing, or report content promptly to the OCEO and the Board.

As a means of ensuring independence, the CAE will report administratively to the OCEO and maintain a functional reporting relationship to the Board. This structure permits the rendering of impartial and unbiased judgment essential to the proper conduct of audits.

MAS is not authorized to perform any operational duties for LACMTA, which shall include:

- Implementing internal controls;
- Developing policies or procedures on behalf of management;
- Installing systems;
- Preparing records that are the responsibility of management; and
- Engaging in any other activity that may impair internal auditor's objectivity and/or independence of judgment.

VII. RESPONSIBILITIES

A. Management Audit Services is responsible for:

- Preparing or updating the agency-wide risk assessment annually and incorporating the results into the annual audit plan;
- Developing and executing a flexible risk-based annual audit plan which considers LACMTA's objectives and strategies, including any risks or internal control concerns identified by management; and submitting that plan to the OCEO and the Board for review and approval;
- Implementing the annual audit plan, as approved, including, as appropriate, any special projects requested by the CEO, and/or CEO's Executive Designee, the Board, and management;

- Reporting significant audit findings to the CEO, and/or CEO's Executive Designee, the Board, and management;
- Providing management with adequate time to respond to audit findings and including management's response in the final reports;
- Presenting quarterly reports to the OCEO and the Board that summarize the results of audit activities, highlight Audit Plan progress, include any adjustments made to the Audit Plan, and recommend changes to the Audit Plan based on new information or special requests;
- Keeping the OCEO and LACMTA's Finance, Budget and Audit Committee informed of emerging risks and issues and recommending audits to provide relevant, timely information about these areas to support oversight and decision making;
- Maintaining a professional audit staff with sufficient knowledge, competencies, skills, experience, and professional certifications to meet the requirements of this Audit Charter;
- Conducting objective and constructive audits and attestations;
- Providing advisory or non-audit services, as long as the services do not impair MAS' independence and fall within the scope outlined in the Audit Charter;
- Exercising due professional care in all our work products;
- Acting in a professional manner at all times;
- Coordinating external audits of LACMTA;
- Considering external auditors and regulators' scopes of work, as appropriate, for the purpose of providing optimal audit coverage at a reasonable overall cost;
- Referring suspected fraud, waste, or abuse promptly to the Office of the Inspector General; and
- Establishing a quality management program.

B. Management is responsible for:

- Maintaining an effective system of internal controls, documenting policies and procedures, and ensuring information is accurate and reliable;
- Complying with policies and procedures;
- Cooperating fully with auditors during the discharge of their duties, including replying promptly to requests and recommendations; making themselves available for meetings and discussions related to audit matters; and
- Providing timely responses to audit findings and recommendations and assuring timely implementation of agreed upon corrective action(s) to audit recommendations.

C. The OCEO is responsible for:

- Overseeing the administrative functions:

- Timekeeping and time approval, including leave requests of the CAE;
- Training requests;
- Internal budget management and processing;
- Internal office procedures (office space, furnishings, overhead issues like utilities, building management, information technology, employee on-boarding);
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- Approving the MAS annual budget and resource plan;
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- Making appropriate inquiries of management and the CAE to determine if there are any inappropriate scope or resource limitations.

D. The Board is responsible for:

- Establishing, maintaining, and assuring that MAS has sufficient authority to fulfill its duties by:
  - Approving the Audit Charter;
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The Audit Charter may be modified by a written document executed by all of the participating parties. This Audit Charter will be effective upon execution and will remain in effect indefinitely until it is modified.

IN WITNESS WHEREOF, the parties hereto have caused this Audit Charter to be executed by their proper officers thereunto duly authorized, and their official seals to be affixed as of December __, 2026.

Los Angeles County Metropolitan Transportation Authority

Board of Directors

By:

_____
Stephanie Wiggins
Chief Executive Officer

By:

_____
Board Clerk

Management Audit Services
Audit Charter

I. INTRODUCTION

Los Angeles County Metropolitan Transportation Authority (LACMTA) maintains an active audit function within the administration of LACMTA's Office of the Chief Executive Officer (OCEO), reporting the results of its audit work to LACMTA's Board of Directors. The Chief Audit Executive (CAE)[1] is responsible for effectively leading all aspects of the internal audit function, Management Audit Services (MAS), in accordance with audit standards. This Audit Charter defines the mission, scope, commitment to quality, authority and accountability, independence, and responsibility of LACMTA's Management Audit Services (MAS), the OCEO, the Board, and LACMTA management.

MAS assists LACMTA in accomplishing its objectives by understanding LACMTA's initiatives, short- and long-term strategies, and vision, and by bringing a systematic, disciplined, and risk-based approach to evaluating and recommending improvements to the effectiveness of risk management, internal controls, and governance processes. MAS also provides support to ensure that third parties receiving funding from LACMTA through contractual arrangements have properly accounted for the use of funds and complied with all applicable requirements.

II. MISSION

MAS provides independent and objective audit, attestation, and consulting services designed to add value and improve LACMTA's operations.

III. SCOPE

The scope of work performed by MAS includes the examination and evaluation of the adequacy and effectiveness of LACMTA's network of risk management, internal controls, and governance. This includes audits of internal LACMTA operations as well as audits of third parties under a contractual arrangement with LACMTA. The work performed by MAS is intended to provide support to ensure:

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- Information Systems Auditing Standards promulgated by the Information Systems Audit and Control Association;
- Standards promulgated by the American Institute of Certified Public Accountants and their Code of Professional Conduct; and
- LACMTA's Employee Code of Conduct and Administrative Code~~, and~~
- ~~Management Audit Services' Audit Policy Manual and applicable procedures~~.

V. AUTHORITY AND ACCOUNTABILITY

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  - ~~the status and results of the annual audit plan;~~
  - ~~the~~, including sufficiency of department resources, ~~including proper reporting;~~
- ~~notification to the CEO, and/or CEO's Executive Designee, and the Board when resource constraints~~as well as factors that prevent the coverage of a risk as

identified through the annual agency-wide risk assessment and included in the annual audit plan~~,~~ or related to a special request~~;~~.

- ~~ensuring resources are sufficient and competent through actions such as staff augmentation and outsourcing; and~~

- Establish a follow-up process to track and monitor the effective implementation of management actions related to findings, recommendations, and/or issues.

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Los Angeles County Metropolitan Transportation Authority

Board of Directors

By:

_____
Stephanie ~~N.~~ Wiggins
Chief Executive Officer

By:

_____
Board Clerk

MANAGEMENT AUDIT SERVICES

FY 2027 First Quarter Report



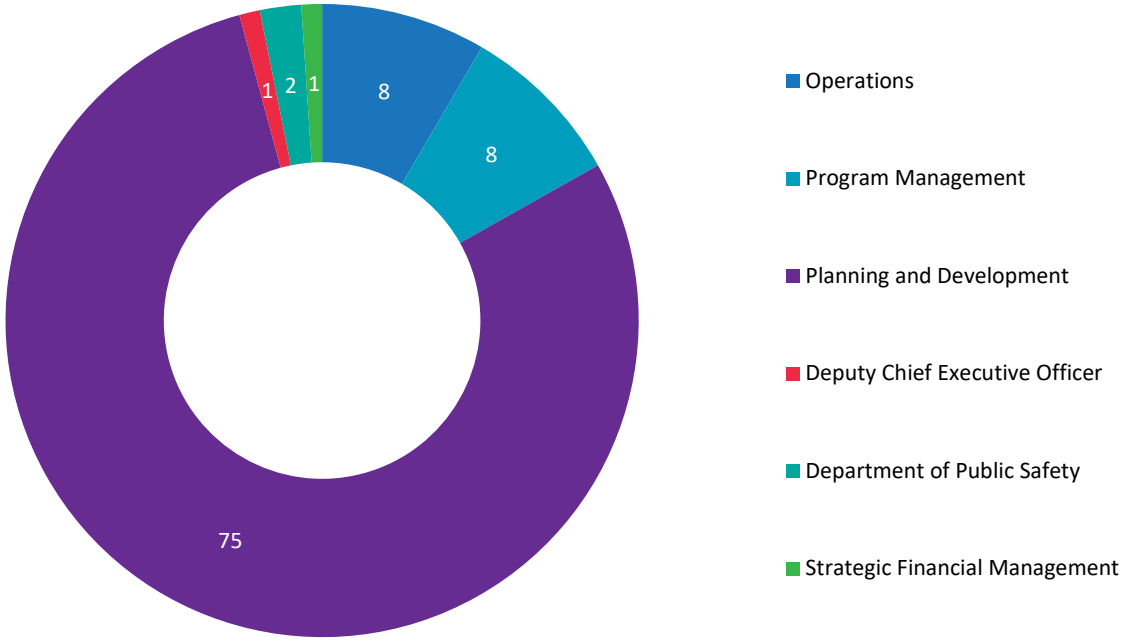
Finance, Budget and Audit Committee
November 19, 2026

Kimberly Houston, Deputy Chief Auditor
Lauren Choi, Sr. Director, Audit
Yvette Suarez, Sr. Manager, Audit

Metro

In Progress: MAS Audit Activity by Area

Agency Representation



8 Performance audits in progress

87 Contract, Financial, and Compliance Audits in progress

Metro

In Progress: Performance Audits

No.	Project Title	Area	Description	Estimated Date of Completion
1	Safety Response to Reported Incidents	Department of Public Safety	Evaluate whether existing policies and procedures are adequate to ensure timely decision-making and effective deployment of resources in response to safety-related service requests from employees and the public.	**FY27 Q2**
2	Measure M Subregional Program (MSP)	Planning and Development	Evaluate the effectiveness, implementation performance, and subregional project progress to ensure MSP is maximizing the program's capacity and adhering to project schedule(s).	**FY27 Q2**
3	Physical Security Monitoring Equipment	Department of Public Safety	Assess the adequacy of policies and procedures regarding video monitoring equipment at the agency.	**FY27 Q3**
4	Wayside Track Maintenance	Operations	Evaluate how Metro ensures that track maintenance complies with FTA State-of-Good-Repair requirements.	**FY27 Q3**
5	Non-revenue Vehicles	Operations	Assess the availability and readiness of the non-revenue vehicle fleet for operational deployment and use.	**FY27 Q3**
6	Real Estate Condition and Utilization	Planning and Development	Determine if Metro has a comprehensive inventory of its real estate and if its system accurately describes and monitors the current utilization of properties.	**FY27 Q3**
7	Division 20 Portal Widening Turnback Facility	Program Management	Evaluate Metro's project management processes for the Project to date, including managing and mitigating project risks.	**FY28 Q1**
8	Bus Division Operations Efficiencies	Operations	Examine Metro's Bus Divisions' administrative operations and explore ways to build efficiencies into processes and utilize technology, including AI, to accomplish goals.	**FY28 Q1**

Completed: Management of Metro Project Grant Funding

Objective

The objective of this audit was to assess the process for identifying, utilizing, monitoring and reporting on both anticipated and unanticipated (i.e., emergency-related) expense reimbursements and whether Metro is adequately allocating its resources to maximize funding identified and received. The review periods for the closed grants were fiscal years 2018 and 2025 and fiscal years 2024 and 2025 for the grant opportunities process.

Audit Results

For the review period, MAS concluded that grant lifecycle activities within the anticipated and unanticipated expense reimbursement process reveal potential for improvement. Areas for improvement include the need to formally adopt current procedures, maintain key documentation, and document certain processes that are performed. Enhanced reporting and establishing a system to track and monitor grants from the pre-award to closeout phases were also identified as potential areas for improvement, with a tracking/monitoring system for grants in the pre-award phase expected to be implemented before FY27. MAS provided management with 15 recommendations and will follow up to ensure implementation.

Metro

Completed: Project Management of Purple (D Line) Extension Project Section 1

Objective

The audit objective was to evaluate the adequacy of Metro's and the project management team's management and administrative controls over the Purple Line Extension Project Section 1 (PLE1) across multiple issues, including: budgeted vs. actual costs and schedule, risk assessment and risk mitigation, compliance with the Full Funding Grant Agreement (FFGA), and state of completion and planning for final-year processes prior to the start of revenue service operations. The scope covered a nine month period of the project delivery period from October 2023 through June 2024.

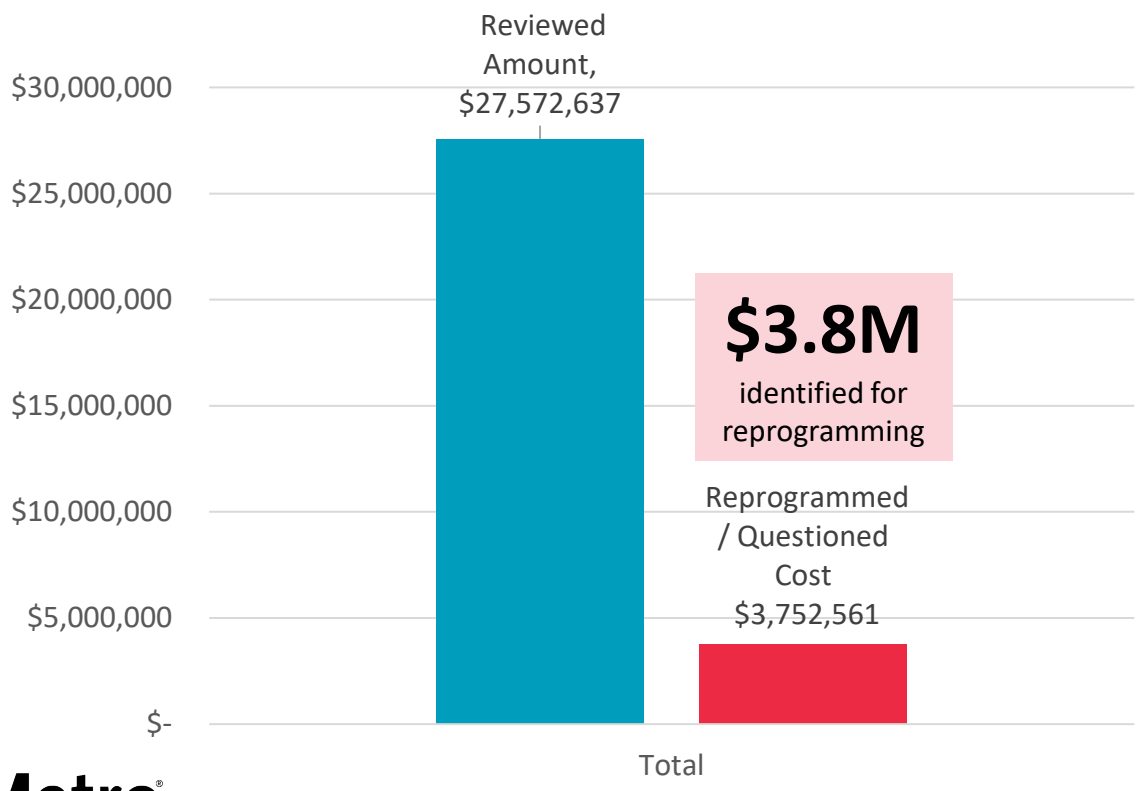
Audit Results

The audit found that Metro's processes were effective for the management of cost, schedule, risk assessment and mitigation, and for compliance with the FFGA, including adopting a Financial Plan for financing all PLE1 costs identifying the state, local, and private sources of funding and the value of funds available and committed to the project. There were inconsistencies identified in the reported planned funding values for the May 2024 Board Construction Committee Report and the February 2024 Monthly Project Status Report that resulted in approved funding less than may be required for full project completion. Additional observations addressed delays in the start of revenue service operations, risk management, incomplete critical work activities and open claims, lessons learned for close-out planning, and loss of key personnel and institutional knowledge. The audit produced 12 recommendations that were provided to management, and MAS will follow up to ensure implementation.

Metro

Completed: Contract, Financial & Compliance Audits

$27.6M
of funding reviewed



$3.8M
identified for reprogramming

Reprogrammed / Questioned Cost $3,752,561

9 audit reports issued in Q1

Metro

Thank you!

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0816, **File Type:** Program **Agenda Number:** 14.

FINANCE, BUDGET AND AUDIT COMMITTEE
NOVEMBER 19, 2026

SUBJECT: METROLINK FY 2026-27 ANNUAL WORK PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) Fiscal Year 2026-27 Operating, State of Good Repair, and Capital Budget in the amount of $213,968,128 as described in Attachment A;

B. APPROVING the FY 2026-27 Transfers to Other Operators' payment rate of $1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of $5,592,000; and

C. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

ISSUE

Metro is a member of the SCRRA Joint Powers Authority (JPA), operator of the "Metrolink" regional commuter rail service. The JPA requires member agencies to approve their share of the SCRRA budget annually, comprising Metrolink operations, state of good repair (SGR), and new capital projects.

SCRRA transmitted its preliminary FY 2026-27 (FY27) budget to the JPA member agencies on October 9, 2026 (Attachment A). SCRRA plans to adopt its FY27 budget on November 13, 2026.

Adoption of the budget is contingent upon each SCRRA member agency approving its share of the SCRRA budget subsidy, based on the understanding that all five member agencies would approve their respective share of the operating budget as transmitted by Metrolink. This report seeks approval of staff recommendations for funding Metro's share of SCRRA's FY27 operating, SGR, and capital budgets.

BACKGROUND

SCRRA operates the Metrolink commuter rail service within Los Angeles (LA) County, the surrounding counties of Orange, Riverside, San Bernardino, and Ventura, and northern San Diego County. Metrolink service is complemented by the Los Angeles-San Diego-San Luis Obispo (LOSSAN) intercity rail corridor operated by Amtrak, which operates along the Metrolink Orange County and Ventura County Lines.

Metro, as the regional transportation planning agency for LA County, works with Metrolink and other rail operators to plan and develop a more holistic, seamless, and multimodal approach to moving people throughout LA County and Southern California.

Metro's ability to deliver better mobility, air quality, and economic opportunity for LA County residents, while reducing greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) in the region, depends on SCRRA's effective management and reliable operation of the Metrolink service that serves millions of LA County residents, workers, and visitors in the Gateway Cities and the Antelope, Santa Clarita, San Fernando, and San Gabriel Valleys by providing a rail transportation option for long-distance commuters who would otherwise drive on the region's congested freeway network.

Under the terms of the JPA, SCRRA is required to transmit its final adopted annual budget to member agencies by May 1 of each year. SCRRA did not meet this FY27 deadline. In the absence of SCRRA's FY27 budget for consideration as part of its overall FY27 budget action, the Metro Board approved a Continuing Resolution in May 2026 <https://metro.legistar.com/ViewReport.ashx?M=R&N=TextL5&GID=557&ID=12326&GUID=LATEST&Title=Board+Report>, as part of Metro's FY27 agency budget. It authorized the continuation of FY26 funding levels to pay for Metro's share of SCRRA's FY27 Operations costs through October 1, 2026. When it became clear that SCRRA's budget would not be adopted in time to align with that first Continuing Resolution, the Metro Board authorized a second Continuing Resolution, extending interim FY26 funding authority for the FY27 2nd quarter through January 1, 2027. The Board approved this extension in September 2026 <https://boardagendas.metro.net/board-report/2026-0140/>.

SCRRA transmitted its first draft budget to member agencies on July 18, 2026. Following discussions among Metro, the member agencies, and SCRRA staff, Metrolink produced the current proposed operating budget for consideration by its member agencies. This budget was originally intended to be approved by the SCCRA Board on October 23, 2026. However, the item was pulled from the October Board meeting agenda while SCRRA awaited a funding decision from the California State Transportation Agency (CalSTA) to avoid reducing the number of weekly trains planned to operate in FY27.

On November 6, 2026, CalSTA announced a $20 million award to SCRRA to avoid proposed service cuts and keep Southern California's regional rail network running ahead of the LA28 Olympic and Paralympic Games.

DISCUSSION

Metrolink has requested $213,968,128 in funding for Metro's JPA member agency share of SCRRA's FY27 Budget, consisting of $139,119,499 for Metrolink commuter rail operations and $74,848,629

combined for SGR and new capital projects.

Metrolink Operations - $139.1 million

SCRRA's total FY27 budget request for Metrolink operations from all JPA member agencies is $266.7 million, of which Metro's share is $139.1 million (52.2%).

The member agency operating subsidy supports core expenses, including train and engine crews, fuel, annual fixed operating contract escalators of 3% to 5%, overall maintenance-of-way, system security, and station maintenance. The operating subsidy Metrolink is requesting from Metro also includes two optional funding commitments totaling $3.9 million: $3.3 million to maintain Metro-owned right-of-way (ROW) outside the 20-foot portion on which Metrolink operates and is responsible for maintenance, as well as a new cost of $0.6 million (net) for the Pasadena Subdivision which has been transferred from the Foothill Construction Authority to Metrolink following the opening of the A Line Extension to Pomona. Without these additional optional costs, Metro's operating subsidy request for FY27 would be $135.2 million.

While the FY27 Metro operating subsidy of $139.1 million is 1.5% lower than the amount Metro approved for SCRRA's FY26 operating budget, the FY27 proposed budget also reflects a level of service that is 17% lower than the service budgeted for FY26. For the majority of FY26, SCRRA's budget supported 940 trains per week (164 weekday/60 weekend); the FY27 proposed budget supports 780 trains per week (132 weekday/60 weekend),consistent with the reduced schedule Metrolink began operating on March 23, 2026. The previously announced reduction to 652 weekly trains beginning in January 2027 was averted due to the $20 million funding award Metrolink received from CalSTA in November 2026. While SCRRA has not provided a revised budget transmittal incorporating the $20 million award, member agencies do not anticipate a request for additional subsidy.

SGR and New Capital Projects - $74.8 million

Through the annual budget, SCRRA requests SGR and new capital funding to keep the Metrolink system safe and reliable, a vital component of an overall healthy safety culture. Metro owns 152 route-miles of the ROW on which Metrolink operates. SCRRA's FY27 request totals $153.5 million, consisting of $142.6 million for 48 SGR projects and $10.9 million for seven new capital projects (Attachment A). Metro's share is $74,848,628 (48.8%), consisting of:

- $32.0 million for 21 systemwide and shared-corridor SGR projects, including rehabilitation of Bombardier railcars, intermediate engine overhauls for F125 locomotives, positive train control (PTC) onboard equipment, track and structures on the River Subdivision, facilities, non-revenue vehicles, and asset management systems;
- $37.8 million for 16 line-specific SGR projects on the San Bernardino Line ($14.6 million), River Subdivision East ($8.8 million), Antelope Valley Line ($8.2 million), and Ventura County Line ($6.3 million), including bridge and culvert rehabilitation, signal and train control upgrades, track and tie replacement, and communications; and
- $5.0 million for six new capital projects: a PTC training center ($2.1 million), electric vehicle (EV) charging infrastructure for the non-revenue fleet ($1.4 million), finance technology

modernization ($0.5 million), a data integration platform ($0.5 million), Information Technology infrastructure replacement ($0.4 million), and electronic blue signal systems at maintenance facilities ($0.1 million).

Several projects respond directly to issues identified as concerns for Metro staff, including the F125 locomotive engine overhaul ($7.0 million total; $3.3 million Metro share), two assessments of Metrolink's parts and warranty management systems, and a finance technology modernization project that SCRRA describes as addressing weaknesses in its procurement and budgeting processes. The EV infrastructure project is the first phase of an estimated $30 million program that will require future funding from member agencies.

Metro staff have been collaborating with SCRRA and the other member agencies to review Metrolink's FY27 SGR and new capital programs, which align with the member agencies' funding commitments under the JPA. Staff continue to work with SCRRA to prioritize urgent SGR track, bridge, culvert, structure, and signal projects to maintain safety and service reliability.

Transfers to Other Operators' Reimbursement Rate to Metro

SCRRA reimburses Metro for Metrolink riders who transfer to and from Metro services at no charge, including the Metro rail system hub at Union Station, through the EZ Transit Program. Recommendation B affirms that the reimbursement rate to Metro remains at $1.10 for FY27, the same as for FY 2025-26, and that the current EZ Transit Pass cap of $5,592,000 will be honored.

Board Directed Comprehensive Audit

At the September 24, 2026, Metro Board meeting, the Board approved a motion by Director Sandoval to direct Metrolink to conduct a full, transparent, and comprehensive audit of Metrolink's locomotive and train parts issues, provide a full accounting of the March 2026 reduction of 20% of weekday service, and an evaluation of Alstom's performance in maintaining and operating Metrolink's locomotives under both current and prior contracts. The approval of the second Continuing Resolution is contingent upon the Metrolink Board approving the addition of this audit to its FY27 Audit Work Plan.

DETERMINATION OF SAFETY IMPACT

Approval of these recommendations will improve safety for Metrolink passengers and the local communities where Metrolink operates. All Metrolink operations, SGR, and new capital projects will comply with applicable Federal Railroad Administration, California Public Utilities Commission, and other regulatory standards. By approving this item, Metro will fund safety-related improvements on the Metrolink system to support safer travel for LA County residents and visitors.

FINANCIAL IMPACT

The recommended actions will provide $213,968,128 to fund Metro's commitment to SCRRA for the FY27 Metrolink Annual Work Program. Metro's share of SCRRA Metrolink Operations totals $139,119,499, of which $135,212,499 is new Proposition C 10% and Measure M 1% funds

designated for commuter rail purposes and eligible commuter rail operations, and $3,907,000 in Proposition C 40% funds for Outside 20-foot Maintenance of Way and Pasadena Subdivision maintenance turnback expenses.

SGR and new capital will be funded with $74,848,629 in new Measure R 3% funds designated for commuter rail capital programs. This is a multiyear programming action, with capital expenditures spread over multiple years. The Cost Center Manager will be responsible for annual budget allocations. Approving the reimbursement rate of Metro transfers using the EZ Transit Program has no financial impact at this time.

Impact to Budget

This Board action will amend the FY27 placeholder amounts authorized under Metro's May Budget Adoption.

Project 410064 (Metrolink Operating) will be amended from $137,206,473 by $1,913,026 to $139,119,499. Project 460064 (Metrolink SGR and Capital) will be amended from $38,000,000 to $40,000,000 to support annual cash-flow needs for Metrolink's multi-year SGR/Capital program.

EQUITY PLATFORM

The recommendations support SCRRA's Metrolink commuter rail operations, providing residents, workers, students, and families with a regional public transportation option to access jobs, resources, and services across the Greater Los Angeles region. Metrolink enables residents who may not be able to afford to live in high-cost areas to access quality jobs and services in those areas while living in more affordable neighborhoods. These neighborhoods include Equity Focus Communities, such as Palmdale/Lancaster, the East San Fernando Valley, El Monte, Pomona, and Gateway Cities. Metro funds its share of Metrolink's overall operations as a JPA member agency. Metrolink establishes its own equity-based programs separate from Metro.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT, though Metro staff note that continued Metrolink service reliability issues put at risk the ridership gains needed to achieve those VMT reduction goals. This item supports Metro's systemwide strategy to reduce VMT by investing in Metrolink operations that will improve long-distance rail transportation and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support the Metro Vision 2028 Strategic Plan goals 1, 4, and 5 as follows:

- Goal 1.2: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;
- Goal 4.1 Work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan;
- Goal 5.2 Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Metro Board could authorize a different budget amount than the amount requested for Metro's share of SCRRA's FY27 budget or continue funding SCRRA through a continuing resolution while additional budget modifications are developed.

NEXT STEPS

Upon the SCRRA Board's adoption of the FY27 budget and the Metro Board's approval, Metro will negotiate and execute the corresponding funding agreements.

Staff will work with Metro's representatives on the Metrolink Board to communicate the intent of the Sandoval motion that the comprehensive audit is a contingency of Metro's approval of the second Continuing Resolution and work with the Metrolink Board to take action to include the comprehensive audit as part of its FY27 Audit Plan.

ATTACHMENT

Attachment A - SCRRA FY 2026-27 Budget Transmittal

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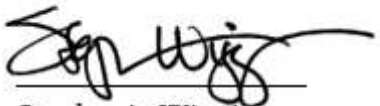
M. Navarro, Chief Financial Officer (interim)



Stephanie Wiggins
Chief Executive Officer

Southern California Regional Rail Authority
FY27 Proposed Operating Budget
Scenario 8

($000s)	FY26 Amended Budget	FY27 Proposed Budget	Variance FY27 Proposed vs FY26 Adopted	
			$ Variance	% Variance
Operating Revenue				
Farebox Revenue	51,717	42,380	(9,337)	-18.1%
Fare Reduction Subsidy	408	289	(119)	-29.2%
Mobility 4 All	-	1,059	1,059	n/a
LCTOP Grant	3,574	3,814	240	6.7%
Other Train Subsidies	2,565	2,738	172	6.7%
Special Trains	-	-	-	n/a
Subtotal Farebox	**58,265**	**50,280**	**(7,985)**	**-13.7%**
State Rail Assistance	-	9,300	9,300	n/a
State Rail Assistance Special Allocation	-	1,500	1,500	n/a
Dispatching	2,257	2,878	622	27.5%
Other Revenues	2,873	3,572	700	24.4%
MOW Revenues	13,520	14,169	648	4.8%
Total Operating Revenue	**76,915**	**81,699**	**4,785**	**6.2%**
Operating Expenses				
Operations & Services				
Train Operators	54,293	54,234	(59)	-0.1%
Train Dispatch	6,033	6,434	401	6.7%
Equipment Maintenance	32,440	33,014	573	1.8%
Materials	15,760	14,813	(947)	-6.0%
Fuel	31,831	32,517	686	2.2%
Non-Scheduled Rolling Stock Repairs	125	-	(125)	-100.0%
Operating Facilities Maintenance	5,150	5,296	146	2.8%
Other Operating Train Services	1,115	947	(168)	-15.1%
Security - LA Sheriffs	13,785	13,740	(44)	-0.3%
Security - SB Sheriffs	3,290	3,762	472	14.3%
Security - Guards	5,682	5,714	32	0.6%
Supplemental Security	251	251	-	0.0%
Public Safety Program	67	70	3	3.9%
Passenger Relations	1,978	1,862	(116)	-5.9%
TVM Maintenance/Revenue Collection	6,035	5,697	(338)	-5.6%
Marketing	3,651	2,721	(929)	-25.5%
Media & External Communications	289	461	172	59.3%
Utilities/Leases	2,843	2,901	58	2.0%
Transfers to Other Operators	2,892	2,939	47	1.6%
Amtrak Transfers	688	2,709	2,021	293.8%
Station Maintenance	6,980	5,501	(1,479)	-21.2%
Rail Agreements	7,331	5,665	(1,666)	-22.7%
Holiday Trains	-	-	-	n/a
Special Trains	-	-	-	n/a
Subtotal Operations & Services	**202,510**	**201,248**	**(1,263)**	**-0.6%**
Maintenance-of-Way				
MoW - Line Segments	52,672	55,042	2,370	4.5%
MoW Labor & Benefits	4,804	5,220	416	8.6%
Overhead MoW Expenses	4,634	4,689	56	1.2%
MoW - Extraordinary Maintenance	829	512	(316)	-38.2%
Subtotal Maintenance-of-Way	**62,939**	**65,464**	**2,525**	**4.0%**
Administration & Services				
Ops Salaries & Benefits	19,553	18,078	(1,475)	-7.5%
Ops Non-Labor Expenses	11,713	11,130	(583)	-5.0%
Indirect Administrative Expenses	26,741	25,791	(950)	-3.6%
Ops Professional Services	2,175	1,617	(558)	-25.7%
Subtotal Admin & Services	**60,182**	**56,616**	**(3,566)**	**-5.9%**
Contingency	**50**	**30**	**(20)**	**-40.0%**
Total Operating Expenses	**325,681**	**323,358**	**(2,323)**	**-0.7%**
Insurance and Legal				
Liability/Property/Auto	18,804	16,369	(2,435)	-12.9%
Net Claims / SI	1,841	1,914	73	4.0%
Claims Administration	2,206	2,269	63	2.9%
Subtotal Insurance and Legal	**22,851**	**20,552**	**(2,299)**	**-10.1%**
Total Expense	**348,532**	**343,910**	**(4,622)**	**-1.3%**
Loss	**(271,617)**	**(262,210)**	**9,407**	**-3.5%**
Mega Events	1,100	1,186	86	7.8%
CFR 245-246	500	-	(500)	-100.0%
Outside 20'	3,205	3,307	102	3.2%
Total Expense	**353,337**	**348,403**	**(4,934)**	**-1.4%**
Loss / Member Support Required	**(276,423)**	**(266,704)**	**9,719**	**-3.5%**

Numbers may not foot due to rounding

Southern California Regional Rail Authority
Historical Actual and Budgeted Operating Statements
Scenario 8

($000s)	FY 22-23 Actual	FY 23-24 Actual	FY 24-25 Actual	FY 25-26 Amended Budget	FY 26-27 Proposed Budget	Variance $ Variance	Variance % Variance
Operating Revenue							
Farebox Revenue	31,114	32,175	32,507	51,717	42,380	(9,337)	-18.1%
Fare Reduction Subsidy	571	188	484	408	289	(119)	-29.2%
Mobility 4 All Subsidy	389	758	725	-	1,059	1,059	n/a
LCTOP Grant	-	7,475	7,469	3,574	3,814	240	6.7%
Other Train Subsidies	2,443	2,534	2,610	2,565	2,738	172	6.7%
Special Trains	29	36	39	-	-	-	n/a
Subtotal Farebox	**34,546**	**43,166**	**43,834**	**58,265**	**50,280**	**(7,985)**	**-13.7%**
State Rail Assistance	-	-	-	-	9,300	9,300	n/a
State Rail Assistance Special Allocation	-	-	-	-	1,500	1,500	n/a
Dispatching	2,245	2,677	2,684	2,257	2,878	622	27.5%
Other Revenues	1,094	5,193	4,536	2,873	3,572	700	24.4%
MOW Revenues	13,402	13,528	13,097	13,520	14,169	648	4.8%
Total Operating Revenue	**51,287**	**64,563**	**64,151**	**76,915**	**81,699**	**4,785**	**6.2%**
Operating Expenses							
Operations & Services							
Train Operators	36,075	40,146	50,664	54,293	54,234	(59)	-0.1%
Train Dispatch	5,260	6,131	5,877	6,033	6,434	401	6.7%
Equipment Maintenance	28,750	30,089	30,592	32,440	33,014	573	1.8%
Materials	13,594	14,306	15,101	15,760	14,813	(947)	-6.0%
Fuel	31,881	29,397	28,479	31,831	32,517	686	2.2%
Non-Scheduled Rolling Stock Repairs	93	125	56	125	-	(125)	-100.0%
Operating Facilities Maintenance	2,244	2,241	2,415	5,150	5,296	146	2.8%
Other Operating Train Services	532	904	725	1,115	947	(168)	-15.1%
Security - LA Sheriffs	10,316	11,530	11,930	13,785	13,740	(44)	-0.3%
Security - SB Sheriffs	-	-	-	3,290	3,762	472	14.3%
Security - Guards	4,624	5,493	5,401	5,682	5,714	32	0.6%
Supplemental Security	-	413	33	251	251	-	0.0%
Public Safety Program	7	25	28	67	70	3	3.9%
Passenger Relations	1,636	1,686	1,777	1,978	1,862	(116)	-5.9%
TVM Maintenance/Revenue Collection	4,752	4,473	4,431	6,035	5,697	(338)	-5.6%
Marketing	2,622	2,887	2,682	3,651	2,721	(929)	-25.5%
Media & External Communications	232	164	125	289	461	172	59.3%
Utilities/Leases	2,538	2,370	2,472	2,843	2,901	58	2.0%
Transfers to Other Operators	2,130	2,664	3,394	2,892	2,939	47	1.6%
Amtrak Transfers	322	577	692	688	2,709	2,021	293.8%
Station Maintenance	2,081	4,591	4,124	6,980	5,501	(1,479)	-21.2%
Rail Agreements	5,313	6,280	6,259	7,331	5,665	(1,666)	-22.7%
Special Trains	-	169	222	-	-	-	n/a
Subtotal Operations & Services	**155,000**	**166,664**	**177,480**	**202,510**	**201,248**	**(1,263)**	**-0.6%**
Maintenance-of-Way							
MoW - Line Segments	41,219	44,593	46,307	52,672	55,042	2,370	4.5%
MoW Labor & Benefits	3,975	4,410	4,640	4,804	5,220	416	8.6%
Overhead MoW Expenses	3,198	3,366	3,392	4,634	4,689	56	1.2%
MoW - Extraordinary Maintenance	873	695	581	829	512	(316)	-38.2%
Subtotal Maintenance-of-Way	**49,264**	**53,063**	**54,919**	**62,939**	**65,464**	**2,525**	**4.0%**
Administration & Services							
Ops Salaries & Benefits	15,144	16,922	18,788	19,553	18,078	(1,475)	-7.5%
Ops Non-Labor Expenses	8,616	9,023	8,360	11,713	11,130	(583)	-5.0%
Indirect Administrative Expenses	17,614	18,259	20,375	26,741	25,791	(950)	-3.6%
Ops Professional Services	1,786	1,573	1,955	2,175	1,617	(558)	-25.7%
Subtotal Admin & Services	**43,161**	**45,776**	**49,478**	**60,182**	**56,616**	**(3,566)**	**-5.9%**
Contingency	**40**	**-**	24	50	30	**(20)**	**-40.0%**
Total Operating Expenses	**247,465**	**265,503**	**281,902**	**325,681**	**323,358**	**(2,323)**	**-0.7%**
Insurance and Legal							
Liability/Property/Auto	13,406	15,598	16,396	18,804	16,369	(2,435)	-12.9%
Net Claims / SI	382	1,065	503	1,841	1,914	73	4.0%
Claims Administration	1,935	1,949	2,068	2,206	2,269	63	2.9%
Total Net Insurance and Legal	**15,723**	**18,612**	**18,968**	**22,851**	**20,552**	**(2,299)**	**-10.1%**
Mobilization	**-**	**-**	**7,870**	**-**	**-**	**-**	**n/a**
Student Adventure Pass	**-**	**-**	**3,211**	**-**	**-**	**-**	**n/a**
Mega Events	**-**	**-**	**-**	**1,100**	**1,186**	**86**	**7.8%**
CFR 245-246	**-**	**-**	**-**	**500**	**-**	**(500)**	**-100.0%**
Outside 20'	**-**	**-**	**-**	**3,205**	**3,307**	**102**	**3.2%**
Total Expense before Non-Recurring	**263,188**	**284,115**	**311,951**	**353,337**	**348,403**	**(4,934)**	**-1.4%**
Non-Recurring Settlement Expense 3	**-**	**3,000**	**-**	**-**	**-**	**-**	**n/a**
Total Expenses including Non-Recurring	**263,188**	**287,115**	**311,951**	**353,337**	**348,403**	**(4,934)**	**-1.4%**
Loss / Member Support Required	**(211,901)**	**(222,552)**	**(247,800)**	**(276,423)**	**(266,704)**	**9,719**	**-3.5%**

Numbers may not foot due to rounding
Excludes Unbudgeted Special Trains

Attachment C

Southern California Regional Rail Authority
Fiscal Year 2026-27 Proposed Budget
Annual Operating Budget Distribution by Cost Component

SCENARIO 8	FY2026-27 Proposed Budget					
(000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	20,785	10,390	4,445	5,049	1,711	42,380
Fare Reduction Subsidy	173	-	-	116	-	289
Mobility 4 All	690	150	80	116	24	1,059
LCTOP Grant	1,871	935	400	454	154	3,814
Other Train Subsidies	2,738	-	-	-	-	2,738
Subtotal Farebox	**26,257**	**11,475**	**4,924**	**5,735**	**1,889**	**50,280**
State Rail Assistance	4,418	1,841	1,032	1,339	670	9,300
State Rail Assistance Special Allocation	-	1,500	-	-	-	1,500
Dispatching	1,340	1,052	13	120	353	2,878
Other Revenues	1,854	684	411	403	220	3,572
MOW Revenues	7,538	3,345	920	1,798	568	14,169
Total Operating Revenue	**41,406**	**19,897**	**7,300**	**9,396**	**3,699**	**81,699**
Operating Expenses						
Operations & Services						
Train Operators	28,239	10,706	6,551	6,204	2,533	54,234
Train Dispatch	3,804	1,143	502	631	355	6,434
Equipment Maintenance	17,098	6,827	3,770	3,678	1,641	33,014
Materials	7,672	3,063	1,692	1,650	736	14,813
Fuel	16,931	6,419	3,928	3,720	1,519	32,517
Non-Scheduled Rolling Stock Repairs	-	-	-	-	-	-
Operating Facilities Maintenance	2,860	1,119	550	559	208	5,296
Other Operating Train Services	456	190	124	106	71	947
Security - LA Sheriffs	7,420	2,902	1,428	1,451	540	13,740
Security - SB Sheriffs	-	-	-	3,762	-	3,762
Security - Guards	2,507	911	1,216	555	526	5,714
Supplemental Security	123	61	26	30	10	251
Public Safety Program	33	12	10	7	7	70
Passenger Relations	991	407	171	224	69	1,862
TVM Maintenance/Revenue Collection	2,490	1,224	929	717	338	5,697
Marketing	1,452	596	247	327	99	2,721
Media & External Communications	219	79	69	48	46	461
Utilities/Leases	1,376	500	432	305	289	2,901
Transfers to Other Operators	1,671	568	210	372	119	2,939
Amtrak Transfers	1,226	853	-	-	630	2,709
Station Maintenance	3,335	751	401	723	292	5,501
Rail Agreements	1,676	1,290	1,362	356	981	5,665
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**101,578**	**39,619**	**23,617**	**25,424**	**11,008**	**201,248**
Maintenance-of-Way						
MoW - Line Segments	30,835	10,385	3,680	6,895	3,248	55,042
MoW Labor & Benefits	2,921	903	408	616	373	5,220
Overhead MoW Expenses	2,698	806	360	519	306	4,689
MoW - Extraordinary Maintenance	300	73	49	55	36	512
Subtotal Maintenance-of-Way	**36,753**	**12,167**	**4,497**	**8,084**	**3,963**	**65,464**
Administration & Services						
Ops Salaries & Fringe Benefits	8,576	3,115	2,690	1,898	1,799	18,078
Ops Non-Labor Expenses	5,633	2,120	1,460	1,252	664	11,130
Indirect Administrative Expenses	12,235	4,444	3,838	2,708	2,566	25,791
Ops Professional Services	767	279	241	170	161	1,617
Subtotal Admin & Services	**27,212**	**9,957**	**8,229**	**6,028**	**5,190**	**56,616**
Contingency	**14**	**5**	**4**	**3**	**3**	**30**
Total Operating Expenses	**165,557**	**61,749**	**36,348**	**39,540**	**20,164**	**323,358**
Insurance and Legal						
Liability/Property/Auto	8,839	3,457	1,701	1,728	643	16,369
Net Claims / SI	1,033	404	199	202	75	1,914
Claims Administration	1,225	479	236	240	89	2,269
Total Net Insurance and Legal	**11,098**	**4,341**	**2,136**	**2,170**	**808**	**20,552**
Total Expense	**176,655**	**66,090**	**38,484**	**41,709**	**20,972**	**343,910**
Loss/Member Support Required	**(135,249)**	**(46,192)**	**(31,183)**	**(32,313)**	**(17,272)**	**(262,210)**
Mega Events	**563**	**204**	**176**	**125**	**118**	**1,186**
Outside 20'	**3,307**	**-**	**-**	**-**	**-**	**3,307**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**180,526**	**66,294**	**38,660**	**41,834**	**21,090**	**348,403**
Loss/Member Support Required	**(139,119)**	**(46,397)**	**(31,360)**	**(32,438)**	**(17,390)**	**(266,704)**

***Note**: Budget includes $3.3M for Outside 20' and $600K net for Pasadena Sub that are funded solely by Metro.*

Attachment D

Southern California Regional Rail Authority
Fiscal Year 2026-27 Proposed Budget
Annual Operating Budget Distribution by Cost Component

SCENARIO 8	FY2026-27 Proposed Budget - Line Allocation							
(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	10,354	3,878	6,385	2,586	10,075	4,502	4,601	42,380
Fare Reduction Subsidy	289	-	-	-	-	-	-	289
Mobility 4 All	253	58	427	29	123	76	93	1,059
LCTOP Grant	890	427	639	113	845	400	501	3,814
Other Train Subsidies	903	164	931	329	192	-	219	2,738
Subtotal Farebox	**12,689**	**4,527**	**8,381**	**3,056**	**11,234**	**4,978**	**5,415**	**50,280**
State Rail Assistance	2,040	1,404	1,479	1,287	1,567	1,249	273	9,300
State Rail Assistance Special Allocation	-	-	-	-	1,500	-	-	1,500
Dispatching	206	695	438	4	1,490	17	29	2,878
Other Revenues	785	476	738	288	485	406	393	3,572
MOW Revenues	4,134	1,704	3,462	248	1,982	1,665	972	14,169
Total Operating Revenue	**19,855**	**8,806**	**14,498**	**4,884**	**18,259**	**8,315**	**7,083**	**81,699**
Operating Expenses								
Operations & Services								
Train Operators	12,457	5,703	11,387	3,563	7,675	6,530	6,919	54,234
Train Dispatch	1,882	984	1,699	133	641	554	540	6,434
Equipment Maintenance	7,362	3,889	6,996	2,129	5,203	3,859	3,575	33,014
Materials	3,303	1,745	3,139	955	2,335	1,732	1,604	14,813
Fuel	7,469	3,419	6,828	2,136	4,602	3,915	4,148	32,517
Non-Scheduled Rolling Stock Repairs	-	-	-	-	-	-	-	-
Operating Facilities Maintenance	1,228	543	1,178	299	894	603	551	5,296
Other Operating Train Services	176	129	160	108	145	110	121	947
Security - LA Sheriffs	3,187	1,408	3,057	776	2,320	1,564	1,429	13,740
Security - SB Sheriffs	3,180	-	-	351	-	214	16	3,762
Security - Guards	771	878	954	792	503	646	1,170	5,714
Supplemental Security	61	23	38	15	60	27	27	251
Public Safety Program	10	12	13	10	7	9	10	70
Passenger Relations	516	178	361	79	363	180	186	1,862
TVM Maintenance/Revenue Collection	1,062	788	999	542	746	851	710	5,697
Marketing	759	256	528	112	534	261	271	2,721
Media & External Communications	67	77	83	69	44	56	65	461
Utilities/Leases	423	482	524	435	276	355	406	2,901
Transfers to Other Operators	813	270	656	143	679	93	286	2,939
Amtrak Transfers	-	1,420	-	-	1,289	-	-	2,709
Station Maintenance	1,545	720	1,284	430	925	7	590	5,501
Rail Agreements	-	981	-	1,870	704	866	1,244	5,665
Special Trains	-	-	-	-	-	-	-	-
Subtotal Operations & Services	**46,272**	**23,905**	**39,882**	**14,947**	**29,943**	**22,430**	**23,868**	**201,248**
Maintenance-of-Way								
MoW - Line Segments	16,476	7,999	13,301	1,323	7,038	5,480	3,424	55,042
MoW Labor & Benefits	1,490	873	1,229	55	651	583	338	5,220
Overhead MoW Expenses	1,298	718	1,237	72	589	499	277	4,689
MoW - Extraordinary Maintenance	112	77	81	71	86	69	15	512
Subtotal Maintenance-of-Way	**19,376**	**9,668**	**15,849**	**1,521**	**8,364**	**6,632**	**4,054**	**65,464**
Administration & Services								
Ops Salaries & Fringe Benefits	2,638	3,005	3,265	2,708	1,719	2,211	2,533	18,078
Ops Non-Labor Expenses	2,335	1,334	2,432	961	1,442	1,386	1,240	11,130
Indirect Administrative Expenses	3,763	4,287	4,658	3,864	2,453	3,154	3,613	25,791
Ops Professional Services	236	269	292	242	154	198	227	1,617
Subtotal Admin & Services	**8,971**	**8,894**	**10,647**	**7,775**	**5,768**	**6,949**	**7,613**	**56,616**
Contingency	**4**	**5**	**5**	**4**	**3**	**4**	**4**	**30**
Total Operating Expenses	**74,623**	**42,471**	**66,383**	**24,248**	**44,078**	**36,014**	**35,539**	**323,358**
Insurance and Legal								
Liability/Property/Auto	3,796	1,677	3,641	924	2,764	1,863	1,702	16,369
Net Claims / SI	444	196	426	108	323	218	199	1,914
Claims Administration	526	232	505	128	383	258	236	2,269
Total Net Insurance and Legal	**4,766**	**2,106**	**4,572**	**1,161**	**3,471**	**2,339**	**2,137**	**20,552**
Total Expense	**79,390**	**44,576**	**70,955**	**25,408**	**47,549**	**38,354**	**37,677**	**343,910**
Loss/Member Support Required	**(59,535)**	**(35,770)**	**(56,457)**	**(20,525)**	**(29,290)**	**(30,038)**	**(30,594)**	**(262,210)**
Mega Events	**173**	**197**	**214**	**178**	**113**	**145**	**166**	**1,186**
Outside 20'	**551**	**965**	**551**	**345**	**345**	**207**	**345**	**3,307**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**80,114**	**45,738**	**71,721**	**25,931**	**48,006**	**38,706**	**38,188**	**348,403**
Loss/Member Support Required	**(60,259)**	**(36,932)**	**(57,223)**	**(21,047)**	**(29,748)**	**(30,390)**	**(31,105)**	**(266,704)**

***Note**: Budget includes $3.3M for Outside 20' and $600K net for Pasadena Sub that are funded solely by Metro.*

Attachment E

Southern California Regional Rail Authority
History of actual and budgeted Operating Support
with variances of FY27 vs FY26
Scenario 8

Support by Member Agency

	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY26 Amended Budget	**$276,422,523**	$141,980,140	$52,092,843	$32,046,657	$33,019,322	$17,283,561
FY27 Proposed Budget	**$266,703,767**	$139,119,499	$46,396,759	$31,359,674	$32,437,535	$17,390,300

Year-Over-Year Change	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY26 vs FY27						
$ increase (decrease)	**(9,718,756)**	(2,860,641)	(5,696,084)	(686,983)	(581,787)	106,739
% increase	**-3.5%**	-2.0%	-10.9%	-2.1%	-1.8%	0.6%

Whole numbers are provided as requested by Member Agencies for their board approval and budget adoption.

FY27 Proposed SGR Projects by Member Agency, Line, and Project Detail List

							FUNDINGS					
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3445	Rehab	ALL	All	Business Systems	Optimization of Trapeze EAM State of Good Repair (SGR) and Capital Planning Module	This initiative will require technical expertise to establish the foundational, system-agnostic analytical models needed for a compliant, defensible State of Good Repair program. While Trapeze provides the software platform, Metrolink must still develop its own risk framework, Probability of Failure (PoF) models, Consequence of Failure (CoF) scoring, asset criticality weighting, and standardized condition assessment methodologies all of which are independent of any vendor solution and required for FTA compliance under 49 CFR Part 625, ISO 55000, and industry best practice. These agency-owned models ensure that capital prioritization reflects Metrolink's unique network, risk appetite, operating environment, and strategic goals, rather than generic vendor defaults. The scope of work includes a current-state assessment of existing asset data and inspection practices; the design and validation of PoF, CoF, and criticality models across all asset classes; creation of condition scoring standards and taxonomy; development of asset decay curves and lifecycle cost models consistent with ISO 15686; and integration of these models into the SGR module once implemented. These activities represent engineering and asset management analysis, not software development, and are essential prerequisites regardless of which SGR platform Metrolink uses now or in the future. In parallel, technical support will be required to configure the Trapeze SGR module to align with Metrolink's risk and lifecycle models, integrate it with existing EAM workflows, import and normalize condition data, and build dashboards, KPIs, and audit-ready reporting for FTA/FRA review. This work will create a unified capital planning framework that transforms raw inspections and work order history into transparent, data-driven investment decisions. The outcome will be a fully operational SGR capability that supports capital planning, maintenance optimization, budget	$1,000,000.00	$475,000.00	$198,000.00	$111,000.00	$144,000.00	$72,000.00	$0.00
3447	Rehab	ALL	All	Business Systems	EAM Current State Assessment and Gap Analysis for Parts Management and Warranty Management	This initiative will utilize technical consultants to perform a comprehensive current state assessment of Metrolink's Parts Management, and Warranty Management functions within the Trapeze EAM environment to identify process, data, and system configuration gaps impacting operational efficiency and asset lifecycle visibility. The project will evaluate existing workflows, integrations with procurement and financial systems, and data governance practices to determine where automation, standardization, and reporting improvements are needed. The effort will result in a detailed gap analysis, prioritized recommendations for enhancement, and a multi-phase implementation roadmap to strengthen system functionality, improve parts traceability, and establish a holistic, integrated warranty recovery process. These outcomes will position Metrolink to leverage EAM capabilities for cost savings, improved accountability, and greater support for long-term State of Good Repair and Capital Planning objectives.	$312,000.00	$148,200.00	$61,776.00	$34,632.00	$44,928.00	$22,464.00	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3448	Rehab	ALL	All	Train Control	FY27 Annual Systemwide PTC Onboard Rehabilitation Program	For PTC Onboard team who oversee the PTC onboard hardware and software on SCRRA locomotives, cab car and multiple unit fleet. The systemwide PTC Onboard rehabilitation program encompasses a range of onboard systems and components to ensure they are maintained in a state of good repair. This includes power supplies and regulators; communication systems such as PTC 220 MHz radios, cellular modems, Wi-Fi, antennas, and filters; onboard computers (Train Management Computer); the cab display unit (CDU); event recorder; GPS; axle generators and speed sensors; test equipment to validate new functionalities; and other supporting technologies installed across the Metrolink fleet. Collectively, these systems support daily train operations and ensure safe, reliable PTC functionality—critical for safety critical service, as trains cannot operate without PTC and are reduced in speed when PTC fails en-route. a program that is part of the larger Metrolink Rehabilitation Plan (MRP), which provides a comprehensive evaluation of the condition, maintenance, useful life, and necessary overhauls of Metrolink's rail system assets. The MRP helps prioritize and guide rehab and improvement projects, as well as shape funding requests to member agencies to make sure the system remains safe and reliable for the next 25 years. It also helps address the backlog of aging systems—caused by past funding not fully meeting needs—and ensures there's consistent year-to-year funding to keep assets in good working order.	$2,500,000.00	$1,187,500.00	$495,000.00	$277,500.00	$360,000.00	$180,000.00	$0.00
3450	Rehab	San Bernardino LIne	San Gabriel	Communications	SAN GABRIEL SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$1,287,000.00	$772,200.00	$0.00	$0.00	$514,800.00	$0.00	$0.00
3473	Rehab	ALL	All	Information Technology	Rehabilitation of Conference Room Equipment	For Metrolink employees and stakeholders who utilize conference rooms for collaboration and communication who face ongoing disruptions and frustration due to aging equipment that is no longer supported or receiving security updates the rehabilitation of conference room equipment is a is a strategic cybersecurity initiative that also improves operational efficiency and support effectiveness that eliminates vulnerabilities from unsupported AV systems, enhances productivity for end users, and reduces IT support burdens unlike legacy systems that are unreliable, hinder effective engagement, and pose security risks our solution delivers a secure, high-performance collaboration experience aligned with organizational needs.	$250,000.00	$118,750.00	$49,500.00	$27,750.00	$36,000.00	$18,000.00	$0.00
3492	Rehab	ALL	All	Information Technology	Rehabilitation of End-User Equipment	For Metrolink employees and contractors who rely on laptops, desktops, monitors, docking stations, tablets, and miscellaneous devices to perform daily tasks the rehabilitation of end-user equipment is a is a strategic cybersecurity initiative that also improves operational efficiency and support effectiveness that eliminates risks from unsupported hardware, enhances productivity for end users, and reduces IT support burdens unlike continued use of aging, unsupported devices that pose operational and cybersecurity risks our solution modernizes critical assets to strengthen security posture, enhance user experience, and streamline support operations.	$485,070.00	$230,408.25	$96,043.86	$53,842.77	$69,850.08	$34,925.04	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3498	Rehab	ALL	All	Information Technology	Cisco 3800 Series Rehab / Replacement	For IDTS Department who Provide network connectivity for Metrolink users to the Metrolink applications the IDTS Infrastructure team provides network connectivity throughout Metrolink to provide access to services and applications, both on premise and cloud-based. is a Strategic cybersecurity initiative that improves operational efficiency and support effectiveness that eliminates the risks for out of date and unsupported devices unlike continued use of aging, unsupported devices that pose operational and cybersecurity risks our solution modernizes critical assets to strengthen security posture, enhance user experience, and streamline support operations.	$450,000.00	$213,750.00	$89,100.00	$49,950.00	$64,800.00	$32,400.00	$0.00
3500	Rehab	ALL	All	Rolling Stock	Bombardier Railcar Rebuild (EP199-19)	• Continue to rebuild on remaining 33 Bombardier cars as next option orders • Extend lifecycle by 15 years • Upgrade Bombardier railcar onboard system for safety and convenience.	$25,462,500.00	$12,094,687.50	$5,041,575.00	$2,826,337.50	$3,666,600.00	$1,833,300.00	$0.00
3503	Rehab	ALL	All	Facilities	MOC Dispatch Center Reconfiguration	Reconfiguration of the MOC Dispatch Center – to create offices for staff. Additional offices are needed for workspace for current staff.	$1,311,789.60	$623,100.06	$259,734.34	$145,608.65	$188,897.70	$94,448.85	$0.00
3504	Rehab	ALL	All	Facilities	Fences and Gates Renovation - CMF, MOC, Marine Way	Replace CMF existing fence along the LA river. Replace the MOC Existing fence and gates Provide Automatic and security badge-controlled gate at Marine Way	$3,007,000.00	$1,428,325.00	$595,386.00	$333,777.00	$433,008.00	$216,504.00	$0.00
3505	Rehab	ALL	All	Rolling Stock	Rotem HVAC Overhaul/Rebuild EP205R-22	• Overhaul/rebuild on Hyundai Rotem HVAC units and controller box. • Repair of OEM equipment and continue to overhaul HVAC units	$1,681,000.00	$798,475.00	$332,838.00	$186,591.00	$242,064.00	$121,032.00	$0.00
3519	Rehab	ALL	All	Rolling Stock	Car End-Door Improvement System	• Improvement in passengers' comfort in opening end-door of Bombardier & Talgo-SYSTRA cars. • New design on the end-door mechanism. • All legacy Bombardier car and Talgo-SYSTRA car. This requested project will bring a new design and deliver a product to reduce the force required to open end doors therefore providing convenience to the customer as well as ensuring safety for any emergency case	$142,000.00	$67,450.00	$28,116.00	$15,762.00	$20,448.00	$10,224.00	$0.00
3520	Rehab	ALL	All	Rolling Stock	F125 Intermediate Engine Overhaul	Intermediate engine overhaul of C175 engines for F125 locomotives. Required every 18,000 hours of engine operation.	$7,000,000.00	$3,325,000.00	$1,386,000.00	$777,000.00	$1,008,000.00	$504,000.00	$0.00
3521	Rehab	ALL	All	Rolling Stock	Communication Trainline System Overhaul	• Communication System Power Supply Install (fleet-wide) • Interior destination screens • Control Unit Upgrade • Side Destination Screen Control Unit Upgrade • Car built-in conductor PA.	$1,500,000.00	$712,500.00	$297,000.00	$166,500.00	$216,000.00	$108,000.00	$0.00
3525	Rehab	ALL	River	Track	FY 27 River Sub Track Project	River (RV) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Turnout -Rail Specific work will include: 8 Turnout component replacements, furnish & replace six insulated joints	$2,215,077.70	$1,052,161.91	$438,585.38	$245,873.62	$318,971.19	$159,485.59	$0.01
3526	Rehab	San Bernardino LIne	San Gabriel	Track	FY 27 San Gabriel Track	San Gabriel (SG) Sub Track Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Rail -Turnout Specific work will include: 6,000 TF of upgrade from 115# to 136# rail, (2) Turnout component replacements	$2,627,668.65	$1,576,601.19	$0.00	$0.00	$1,051,067.46	$0.00	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3528	Rehab	ALL	All	Track	Systemwide FY27 Track Rehab Project	Systemwide Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Rail -Track measurement Specific work will include: Rail grinding and surfacing, track measurement system	$8,413,000.00	$3,996,175.00	$1,665,774.00	$933,843.00	$1,211,472.00	$605,736.00	$0.00
3529	Rehab	Antelope Valley Line	Valley	Track	Valley Sub FY 27 Track Rehab Project	Valley (VY) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Rail -Ties Specific work will include: 10,500 LF of curve rail, 5 single track rail lubricators, 1 crossing	$3,683,737.45	$3,683,737.45	$0.00	$0.00	$0.00	$0.00	$0.00
3530	Rehab	Ventura County Line	Ventura - LA County	Track	Ventura Sub (LA) FY 27 Track Rehab Project	Ventura (LA) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Turnouts Specific work includes: - Rail Replacement between MP 456-457.44 or - Up to two (2) turnout replacements	$1,827,524.99	$1,827,524.99	$0.00	$0.00	$0.00	$0.00	$0.00
3531	Rehab	Ventura County Line	Ventura - VC County	Track	Ventura Sub (VC) FY 27 Track Rehab Project	Ventura (VC) Sub Track Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Turnout -Ties Specific work will include: 1 turnout, 100 TF wood to concrete tie track, 343 ties	$1,714,376.40	$0.00	$0.00	$0.00	$0.00	$1,714,376.40	$0.00
3535	Rehab	Perris Valley Line	San Jacinto (PVL)	Structures	FY 27 PVL Structures Rehab	Perris Valley (PV) Sub Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Culverts Specific work will include: (2) culvert replacements	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
3536	Rehab	Antelope Valley Line	Valley	Structures	FY 27 Valley Sub Structures Rehab	Valley (VY) Sub Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: - Culverts Specific work will include: (6) culvert replacements	$1,942,607.40	$1,942,607.40	$0.00	$0.00	$0.00	$0.00	$0.00
3537	Rehab	ALL	River	Structures	FY 27 River Sub Structures Rehab	River Sub Structures Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts Specific work will include: (1) Bridge repair and (1) culvert repair	$911,356.60	$432,894.38	$180,448.61	$101,160.58	$131,235.35	$65,617.68	$0.00
3538	Rehab	Ventura County Line	Ventura - LA County	Structures	FY 27 Ventura Sub (LA) Structures Rehab	Ventura Sub (LA County) Structures Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges Specific work will include: (1) Bridge repair	$426,327.00	$426,327.00	$0.00	$0.00	$0.00	$0.00	$0.00
3539	Rehab	Ventura County Line	Ventura - VC County	Structures	FY 27 Ventura Sub (VC) Structures Rehab	Ventura Sub (VC) Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Culverts Specific work will include: (2) culvert full replacements	$2,116,444.00	$0.00	$0.00	$0.00	$0.00	$2,116,444.00	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3540	Rehab	San Bernardino LIne	San Gabriel	Structures	FY 27 Big Dalton Wash Bridge MP 19.79 Rehab	Big Dalton Wash Bridge Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges Specific work will include: (1) bridge construction	$8,863,830.80	$5,318,298.48	$0.00	$0.00	$3,545,532.32	$0.00	$0.00
3541	Rehab	Orange County Line	Orange	Structures	FY 27 Orange Sub Structures Design	Orange (OR) Sub Structures Rehabilitation addresses two major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges -Culverts Specific work will include: bridge load rating analysis updates, design recommendations, and environmental clearance	$1,219,570.00	$0.00	$1,219,570.00	$0.00	$0.00	$0.00	$0.00
3542	Rehab	Ventura County Line	Ventura - LA County	Structures	FY 27 Ventura Sub (LA) Structures Design	Ventura Sub (LA) Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Culverts -Bridges Specific work will include: (2) Culvert, (1) Bridge Design recommendation, alternative analysis, bridge load ratings, and environmental clearance	$1,960,588.34	$1,960,588.34	$0.00	$0.00	$0.00	$0.00	$0.00
3543	Rehab	San Bernardino LIne	SB Shortway	Structures	FY 27 Shortway Structures Design	Shortway (SW) Sub Structures Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridges Specific work will include: (1) bridge design recommendation, alternative analysis, and environmental clearance	$1,276,334.40	$653,291.76	$272,318.71	$152,675.12	$198,048.81	$0.00	$0.00
3544	Rehab	Orange County Line	Orange	Structures	FY 27 PCH Bridge MP 200.2 Rehab	The PCH Bridge MP 200.2 Rehabilitation addresses one major subcomponent to sufficiently rehabilitate aging infrastructure and growing backlog: -Bridge Funding from other grants and not member agencies. Potentially coming from SCAG grant program. $5,544,000 funded by other. Remaining $719,000 funded by OCTA outside of FY27 funding cap. *as required match"	$6,263,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$6,263,000.00
3545	Rehab	San Bernardino LIne	Pasadena	Structures	FY 27 Route 66 Bridge Deck Design	Specific work will include: Route 66 (112.5) Bridge Deck Replacement (DESIGN ONLY)	$2,000,000.00	$2,000,000.00	$0.00	$0.00	$0.00	$0.00	$0.00
3559	Rehab	Orange County Line	Orange	Train Control	FY27 Orange & Olive Signals Rehab	Orange and Olive Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work Will Include: (1) crossing, replace (1) power switch and signals .	$2,660,394.00	$0.00	$2,660,394.00	$0.00	$0.00	$0.00	$0.00
3560	Rehab	San Bernardino LIne	San Gabriel	Train Control	FY27 San Gabriel Signals Rehab	San Gabriel (SG) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work Will Include: (2) crossings, replace (1) power switch and signals	$5,394,853.60	$3,236,912.16	$0.00	$0.00	$2,157,941.44	$0.00	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3561	Rehab	ALL	River	Train Control	FY27 River Signals Rehab	River Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work Will Include: (1) crossing, replace (1) power switch and signal	$6,856,000.00	$3,256,600.00	$1,357,488.00	$761,016.00	$987,264.00	$493,632.00	$0.00
3562	Rehab	Antelope Valley Line	Valley	Train Control	FY27 Valley Signal Rehab	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Signal systems - Crossing systems Specific Work Will Include: (1) crossing, replace (1) power switch & signals	$2,535,894.30	$2,535,894.30	$0.00	$0.00	$0.00	$0.00	$0.00
3563	Rehab	Ventura County Line	Ventura - LA County	Train Control	FY27 Ventura LA Signals Rehab	Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Crossing systems - Signal systems Specific work will include: (2) crossings	$1,793,889.09	$1,793,889.09	$0.00	$0.00	$0.00	$0.00	$0.00
3564	Rehab	Ventura County Line	Ventura - VC County	Train Control	FY27 Ventura VC Signals Rehab	Ventura (VC) Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate again infrastructure and growing backlog: - Crossing systems - Signal systems Specific work will include: (2) crossings	$2,303,000.00	$0.00	$0.00	$0.00	$0.00	$2,303,000.00	$0.00
3565	Rehab	Ventura County Line	Ventura - VC County	Structures	FY 27 Arroyo Simi Restoration Plan and Monitoring Year 1 of 5	After Construction of Arroyo Simi Scour Mitigation Project, RWQCB requires a 5 year restoration, monitoring and reporting for the Arroyo Simi Channel per conditions of the regulatory permit. FY27 budget request will cover first year of restoration, monitoring and reporting.	$500,000.00	$0.00	$0.00	$0.00	$0.00	$500,000.00	$0.00
3579	Rehab	Riverside Line	River Sub - East Bank	Structures	FY27 River Subdivision Structures Rehabilitation - East Bank	River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work for this request is for rehabilitation of the Arroyo Seco Bridge. Requesting additional funding for construction due to material and labor escalation.	$18,620,000.00	$8,844,500.00	$3,686,760.00	$2,066,820.00	$2,681,280.00	$1,340,640.00	$0.00
3580	Rehab	ALL	All	Non-Revenue Fleet	FY27 Systemwide MOW and Ops vehicle and equipment replacement	Replace MOW and Ops. vehicles that are beyond their useful life and no longer reliable to support rail operations. The amount is based on MRP and have been reduced by $2M from previous years to accommodate higher priority projects in Facilities. The vehicles and equipment replaced will be based on the availability of ZEV (Zero Emission Vehicles) and will replace fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.	$1,100,000.00	$522,500.00	$217,800.00	$122,100.00	$158,400.00	$79,200.00	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3581	Rehab	ALL	All	Business Systems	EAM Current State Assessment, Gap Analysis, and Enhancement Roadmap (Enterprise Purchasing)	This initiative will utilize technical consultants to perform a comprehensive current state assessment of Metrolink's purchasing, replenishment and procurement functions within the Trapeze EAM environment to identify process, data, and system configuration gaps impacting operational efficiency and asset lifecycle visibility. The project will evaluate existing workflows, integrations with procurement and financial systems, and data governance practices to determine where automation, standardization, and reporting improvements are needed. The effort will result in a detailed gap analysis, prioritized recommendations for enhancement, and a multi-phase implementation roadmap to strengthen system functionality, and improve parts replenishment process. These outcomes will position Metrolink to leverage EAM capabilities for cost savings, improved accountability, and greater support for long-term State of Good Repair and Capital Planning objectives.	$250,000.00	$118,750.00	$49,500.00	$27,750.00	$36,000.00	$18,000.00	$0.00
3586	Rehab	Orange County Line	Orange	Communications	SoGR FY27 Orange Sub Communication	Orange Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$1,551,000.00	$0.00	$1,551,000.00	$0.00	$0.00	$0.00	$0.00
3588	Rehab	San Bernardino LIne	Valley	Communications	SoGR FY27 Valley Sub Communication	Valley Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$1,035,001.00	$1,035,001.00	$0.00	$0.00	$0.00	$0.00	$0.00
3590	Rehab	Ventura County Line	Ventura - VC County	Communications	SoGR FY27 Ventura Sub (VC - County) Communication	Ventura Sub (VC-County) Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$777,700.00	$0.00	$0.00	$0.00	$0.00	$777,700.00	$0.00
3591	Rehab	Riverside Line	Riverside	Communications	SoGR FY27 Riverside Line Communication	Riverside Line Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$636,020.00	$0.00	$0.00	$636,020.00	$0.00	$0.00	$0.00
3592	Rehab	ALL	River	Communications	SoGR FY27 River Sub Communication	River Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$500,060.00	$237,528.50	$99,011.88	$55,506.66	$72,008.64	$36,004.32	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3594	Rehab	Ventura County Line	Ventura - LA County	Communications	SoGR FY27 Ventura Sub (LA - County) Communication	Ventura Sub (LA-County) Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$238,000.40	$238,000.40	$0.00	$0.00	$0.00	$0.00	$0.00
3596	Rehab	ALL	All	Facilities	LAUS Common Area Maintenance (CAM)	Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing.	$2,030,735.00	$964,599.12	$402,085.53	$225,411.58	$292,425.84	$146,212.92	$0.01
						SGR **TOTAL**	**$142,632,350.72**	**$69,849,728.28**	**$22,730,805.31**	**$10,334,427.48**	**$19,851,042.83**	**$13,603,346.80**	**$6,263,000.02**

FY27 Proposed New Capital by Member Agency, Line, and Project Detail List

							FUNDINGS					
PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3494	Capital	ALL	All	Information Technology	Data Integration Expansion (Boomi platform)	For SCRRA Business and staff across all departments. Who are impacted by data inconsistencies, siloed applications, and inconsistent information The current integration approach is an assortment of disconnected tools, manual processes and one-off integrations Is an enterprise data integration platform That will provide a format and platform to map data in and out of various software tools used by SCRRA in order to provide accurate and reliable data across all systems to make SCRRA operate more efficiently, effectively and reliably. Unlike the existing systems, processes and tools that have separate, non-integrated data sources that allow for errors and inaccuracies. Examples include mismatched data between financial system tools, badge records not aligning with HR data records, and project information tracked outside official tools. Our solution will provide a unified agency-wide platform that can seamlessly connect applications, data, devices and systems across the agency	$1,000,000.00	$475,000.00	$198,000.00	$111,000.00	$144,000.00	$72,000.00	$0.00
3495	Capital	ALL	All	Information Technology	Nutanix Implementation – Phase 2	For IDTS Department who manages the Information Technology Infrastructure for Metrolink The Technology Infrastructure traditionally is a 3 tier platform consisting of Compute, Storage and Network. Servers provide the computing power, Storage Area Network (SANS) provide the storage and the Network provides connectivity between all three. And to manage the servers, you require software like VMware. All of these have individual costs. One companonet, VMware is increasing in price due to the acquisition of the product by Broadcom. Initial costs show the price of VMware increasing 3 - 4 times their original price. Metrolink avoided seeing a dramatic price increase by purchasing a “lite” model of the software. Unfortunately Broadcom has since eliminated the “lite” version of the software and will require all customers to purchase the new , more expensive bundle. is a Nutanix is a hyperconverged platform that combines, computer, storage and network into one platform. With Nutanix their solutions combines all 3 tiers into one device. Also does not charge for the server management software called AHV. that With Nutanix, the cost of the management software, AHV is included with the price of the hardware. unlike the traditional 3 tier model, the Nuntanix solution elminates the individual cost of the management software, which is expected increase. Estimating the license costs of the Broadcom bundle, that cost alone will increase 33% our solution The Nutanix model will have Metrolink migrate away	$750,000.00	$356,250.00	$148,500.00	$83,250.00	$108,000.00	$54,000.00	$0.00

PROJECT #	TYPE	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
3499	Capital	ALL	All	Facilities	Construction of PTC Training Center	The construction of the PTC Training Center at the Melbourne facility will include the following features: A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities. B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab office with an access door to the PTC lab.	$4,464,000.00	$2,120,400.00	$883,872.00	$495,504.00	$642,816.00	$321,408.00	$0.00
3502	Capital	ALL	All	Facilities	EV Infrastructure	FY27 request is for completion of design and construction of up to 4 site locations for vehicle charging. Completion of this project will satisfy the following compliance requirements: California's Zero-Emission Vehicle (ZEV) and clean transportation mandates, including Executive Order N-79-20 and Senate Bill (SB) 100 and Assembly Bill (AB) 2127. This will require future funding request up to approximately $30M total. •Feasibility & Design Phase: Develop comprehensive drawings and plans for the EV charging infrastructure, including site layout, electrical specifications, and integration with existing facilities. This will involve coordination with utility providers and relevant stakeholders to ensure the infrastructure meets all operational and safety requirements. The project will also include preparation and submission of the necessary permit applications to local authorities and applications for applicable utility rebates and incentives. • Construction Phase: Build and install electric vehicle (EV) charging stations at designated Metrolink yards. This will include site preparation, installation of charging units, electrical connections, and integration with the existing power supply. The project aims to provide reliable and efficient charging facilities for the future electric Non-revenue fleet, supporting sustainability goals and enhancing operational efficiency across the Metrolink network.	$3,000,000.00	$1,425,000.00	$594,000.00	$333,000.00	$432,000.00	$216,000.00	$0.00
3506	Capital	ALL	All	Facilities	CMF-EMF Electronic Blue Signal	Project to replace non-functional power Derails at EMF and install new at CMF. Install electric blue signal systems to include electric derails, pop up blue signal track flag and track and overhead blue lights at all S & I tracks at CMF and EMF. Ideally, a single switch will raise and lower track derails, track flags, and illuminate track blue lights and overhead lights when activated on individual tracks.	$200,000.00	$95,000.00	$39,600.00	$22,200.00	$28,800.00	$14,400.00	$0.00
3603	Capital	ALL	All	Information Technology	Finance Technology Modernization	Modernize the Finance technology ecosystem to enhance financial performance management, planning, analysis, transparency, transaction processing, and contract lifecycle management to address persistent weaknesses in procurement and budgeting.	$1,110,000.00	$527,250.00	$219,780.00	$123,210.00	$159,840.00	$79,920.00	$0.00
3623	Capital	Arrow	Redlands	Facilities	Arrow Construction of PTC Training Center	7% ARROW ALLOCATION from Construction of PTC Training Center. The construction of the PTC Training Center at the Melbourne facility will include the following features: Remedying a compliance issue with FRA regarding training. A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities. B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people. Additionally, a lab offices with an access door to the PTC lab will be constructed.	$336,000.00	$0.00	$0.00	$0.00	$336,000.00	$0.00	$0.00
						CAPITAL TOTAL	**$10,860,000.00**	**$4,998,900.00**	**$2,083,752.00**	**$1,168,164.00**	**$1,851,456.00**	**$757,728.00**	**$0.00**

FY2026-27 State of Good Repair Carryover Projects Detail Attachment -H

(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
Olive Sub	Bridge / Structure	521520		226					226
Orange Sub	Bridge / Structure	519621		132					132
Orange Sub	Bridge / Structure	520620		50			1,608		1,659
Orange Sub	Bridge / Structure	521620		1,253					1,253
Orange Sub	Bridge / Structure	524620		2,027					2,027
Orange Sub	Bridge / Structure	526620		3,750					3,750
Orange Sub	Comm	520440	8			5			13
Orange Sub	Comm	522640		7					7
Orange Sub	Comm	523640		21					21
Orange Sub	Comm	525640		134					134
Orange Sub	Comm	526640		480					480
Orange Sub	Comm	521630		186					186
Orange Sub	Comm	524640		6					6
Orange Sub	Signal	523630		1,175					1,175
Orange Sub	Signal	525630		7,974					7,974
Orange Sub	Signal	526630		7,350					7,350
Orange Sub	Signal	572002		137					137
Orange Sub	Signal	522630		554					554
Orange Sub	Signal	524630		567					567
Orange Sub	Track	523610		5,882					5,882
Orange Sub	Track	525610		6,531					6,531
Orange Sub	Track	526610		5,363					5,363
Orange Sub	Track	521610		266					266
Orange Sub	Track	524610		6,062					6,062
Other	Comm	526240	450						450
Other	Rolling Stock	526058	130	51	28	30	13		252
Perris Valley	Bridge / Structure	522910			1,567				1,567
Perris Valley	Bridge / Structure	521920			1,739				1,739
Perris Valley	Comm	522940			129				129
Perris Valley	Comm	525930			2,737				2,737
Perris Valley	Comm	526930			2,018				2,018
Perris Valley	Signal	522930			70				70
Perris Valley	Track	525910			753				753
River Sub	Bridge / Structure	519020	0	0	0	0	0		0
River Sub	Bridge / Structure	523720	3,124	1,302	730	947	474		6,577
River Sub	Bridge / Structure	525720	400	167	94	121	61		843
River Sub	Bridge / Structure	526720	772	322	180	234	117		1,625
River Sub	Comm	524730	791	330	185	240	120		1,665
River Sub	Comm	525730	1,761	734	412	534	267		3,708
River Sub	Comm	526730	1,430	596	334	433	217		3,010
River Sub	Comm	526740	115	48	27	35	17		242
River Sub	Signal	519730	202	25	37	48	24		337
River Sub	Signal	519732	107	27	22	29	14		198
River Sub	Track	521710	12	5	3	3	2		24
River Sub	Track	524710	842	351	197	255	128		1,773
River Sub	Track	525710	1,492	622	349	452	226		3,141
River Sub	Track	526710	1,374	573	321	417	208		2,893
Riverside	Comm	526940			368				368
San Gabriel Sub	Bridge / Structure	520420	170			113			283
San Gabriel Sub	Bridge / Structure	521420	105		0	70			176
San Gabriel Sub	Bridge / Structure	522420	870			580			1,450
San Gabriel Sub	Bridge / Structure	524420	778						778
San Gabriel Sub	Bridge / Structure	526420	2,925			1,950			4,875
San Gabriel Sub	Comm	522430	1,517			1,011			2,528

FY2026-27 State of Good Repair Carryover Projects Detail Attachment -H

(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
San Gabriel Sub	Comm	522440	32			21			53
San Gabriel Sub	Comm	524430	2,119			1,413			3,532
San Gabriel Sub	Comm	524440	292			195			487
San Gabriel Sub	Comm	525430	5,534			3,689			9,223
San Gabriel Sub	Comm	525440	349			233			582
San Gabriel Sub	Comm	526430	2,655			1,770			4,425
San Gabriel Sub	Comm	526440	383			256			639
San Gabriel Sub	Signal	519430	112			79			190
San Gabriel Sub	Signal	520430	362			242			604
San Gabriel Sub	Track	520410	113			56			169
San Gabriel Sub	Track	521411	166			108			275
San Gabriel Sub	Track	522410	674			451			1,124
San Gabriel Sub	Track	524410	3,246			2,164			5,410
San Gabriel Sub	Track	525410	3,301			2,201			5,502
San Gabriel Sub	Track	526410	2,045			1,363			3,408
Short Way	Facilities	519034	0	0	0	0			0
Short Way	Signal	519033	8	5	3	4			20
Short Way	Track	521410	2	2	1	0			4
Short Way	Track	522411	24	10	6	8			48
Short Way	Track	524411	60	25	14	18			117
System	Bridge / Structure	525020	898	374	210	272	136		1,890
System	Comm	522040	637	266	149	193	97		1,341
System	Comm	522041	107	45	25	32	16		225
System	Comm	523040	1,110	463	261	337	167		2,337
System	Comm	523041	498	207	116	151	75		1,048
System	Comm	524040	1,009	421	236	306	153		2,124
System	Comm	524041	1,176	490	275	356	178		2,475
System	Comm	525041	1,343	560	314	407	204		2,827
System	Comm	526041	1,386	578	324	420	210		2,918
System	Comm	526042	468	195	109	142	71		986
System	Facilities	519064	42	19	8	13	8		90
System	Facilities	520060	464	194	109	24	68		858
System	Facilities	520061	1	0	0	0	0		1
System	Facilities	520062	1	0	0	0	0		1
System	Facilities	521060	854	356	199	181	129		1,719
System	Facilities	522060	51	21	12	15	8		107
System	Facilities	523060	2,331	972	545	707	353		4,907
System	Facilities	524060	469	195	110	142	71		987
System	Facilities	524061	300	125	70	91	45		631
System	Facilities	524062	110	46	26	33	17		231
System	Facilities	524063	471	196	110	143	71		992
System	Facilities	524064	120	50	28	36	18		252
System	Facilities	525062	202	84	47	61	31		425
System	Facilities	525063	148	62	35	45	23		313
System	Facilities	526060	695	290	162	211	105		1,463
System	Facilities	526061	155	65	36	47	24		327
System	Facilities	526064	808	337	189	245	122		1,700
System	Facilities	572501	29	3	5	7	3		48
System	IT	519093	49	0	8	11	5		74
System	IT	524070	4	2	1	1	1		8
System	IT	525040	1,114	464	260	338	169		2,345
System	IT	525070	29	12	7	9	4		61
System	IT	525072	510	212	119	155	77		1,073
System	IT	525091	187	78	44	57	28		393

FY2026-27 State of Good Repair Carryover Projects Detail Attachment -H

(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
System	IT	526040	1,188	495	278	360	180		2,500
System	IT	526070	231	96	54	70	35		486
System	IT	526071	404	168	94	122	61		850
System	IT	526072	229	96	54	70	35		483
System	IT	526091	713	297	167	216	108		1,500
System	IT	526092	197	82	46	60	30		414
System	Mechanical	521090	1	0	0	0	0		2
System	Mechanical	522090	21	9	5	6	3		45
System	Mechanical	523090	985	411	230	299	149		2,074
System	Mechanical	524090	1,330	554	311	403	202		2,800
System	Mechanical	524091	5	2	1	1	1		11
System	Mechanical	525090	1,460	609	341	443	221		3,074
System	Mechanical	526090	1,489	621	348	451	226		3,135
System	Rolling Stock	518050	51		7	6	2	858	924
System	Rolling Stock	519050	2,317	476	461	598	305		4,156
System	Rolling Stock	519051	367	153	86	111	56		774
System	Rolling Stock	519052	74	31	18	23	11		158
System	Rolling Stock	519054	402	167	94	122	61		845
System	Rolling Stock	519055	278	115	64	84	42		583
System	Rolling Stock	520050	60	25	14	18	9		127
System	Rolling Stock	520051	0	0	0	0	0		0
System	Rolling Stock	520052	194	81	45	59	29		409
System	Rolling Stock	520053	7	3	2	2	1		16
System	Rolling Stock	521050	1,655	690	387	502	251		3,485
System	Rolling Stock	521051	95	40	22	29	14		200
System	Rolling Stock	521052	1	1	0	0	0		3
System	Rolling Stock	522050	330	138	77	100	50		695
System	Rolling Stock	523050	160	67	37	49	24		338
System	Rolling Stock	523051	3,700	1,543	865	1,122	561		7,790
System	Rolling Stock	523052	20	9	4	6	3		42
System	Rolling Stock	523054	299	125	70	91	45		629
System	Rolling Stock	523055	1,074	448	251	325	163		2,260
System	Rolling Stock	523056	1,616	674	378	490	245		3,403
System	Rolling Stock	524050	9,454	3,941	2,209	2,866	1,433		19,903
System	Rolling Stock	524051	1,637	682	383	496	248		3,446
System	Rolling Stock	524052	785	327	183	238	119		1,652
System	Rolling Stock	524053	1,807	753	422	548	274		3,804
System	Rolling Stock	524054	1,691	705	395	513	256		3,561
System	Rolling Stock	525050	25,408	10,591	5,937	7,702	3,851		53,490
System	Rolling Stock	525051	1,005	419	235	305	152		2,115
System	Rolling Stock	525052	973	405	227	295	147		2,048
System	Rolling Stock	525053	2,872	1,197	671	871	435		6,046
System	Rolling Stock	525054	557	232	130	169	84		1,172
System	Rolling Stock	525055	3,947	1,645	922	1,196	598		8,308
System	Rolling Stock	525056	1,309	546	306	397	198		2,756
System	Rolling Stock	525057	1,726	719	403	523	262	3,499	7,132
System	Rolling Stock	526050	5,237	2,183	1,224	1,588	794		11,026
System	Rolling Stock	526051	1,143	477	267	347	173		2,407
System	Rolling Stock	526052	523	218	122	158	79		1,100
System	Rolling Stock	526053	7,159	2,984	1,673	2,170	1,085		15,072
System	Rolling Stock	526054	475	198	111	144	72		1,001
System	Rolling Stock	526055	2,967	1,237	693	899	450		6,246
System	Rolling Stock	526056	4,754	1,982	1,111	1,441	721		10,008
System	Rolling Stock	526057	216	90	50	65	33		454

FY2026-27 State of Good Repair Carryover Projects Detail Attachment -H

(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
System	Rolling Stock	572550						11,879	11,879
System	Track	520011	31	13	7	9	5		65
System	Track	522010	53	16	12	21	10		111
System	Track	522011	201	84	47	61	30		423
System	Track	523010	127	53	30	39	19		268
System	Track	523011	47	19	53	14	7		140
System	Track	524010	65	27	15	20	10		137
System	Track	524011	444	185	104	135	67		935
System	Track	525010	2,187	912	511	663	331		4,604
System	Track	525011	1,476	615	345	448	224		3,108
System	Track	526010	2,375	990	555	720	360		5,000
System	Track	526011	713	297	167	216	108		1,500
Valley Sub	Bridge / Structure	522320	2,170						2,170
Valley Sub	Bridge / Structure	526320	4,875						4,875
Valley Sub	Bridge / Structure	526321	4,599						4,599
Valley Sub	Bridge / Structure	572304						336	336
Valley Sub	Bridge / Structure	524320	3,466						3,466
Valley Sub	Comm	522340	13						13
Valley Sub	Comm	524340	480						480
Valley Sub	Comm	525330	2,617						2,617
Valley Sub	Comm	526330	4,475						4,475
Valley Sub	Comm	526340	450						450
Valley Sub	Comm	520340	9						9
Valley Sub	Comm	523330	1,632						1,632
Valley Sub	Comm	523340	151						151
Valley Sub	Comm	524330	3,821						3,821
Valley Sub	Facilities	522360	1,167						1,167
Valley Sub	Signal	520330	818						818
Valley Sub	Signal	520331	555						555
Valley Sub	Signal	522330	2,313						2,313
Valley Sub	Track	522310	786						786
Valley Sub	Track	525310	4,714						4,714
Valley Sub	Track	526310	6,005						6,005
Valley Sub	Track	572014	20						20
Valley Sub	Track	519310	82						82
Valley Sub	Track	520310	0						0
Valley Sub	Track	523310	3,679						3,679
Valley Sub	Track	524310	7,506						7,506
Ventura Sub - LA County	Bridge / Structure	526220	1,275						1,275
Ventura Sub - LA County	Comm	522230	1,437						1,437
Ventura Sub - LA County	Comm	522240	2						2
Ventura Sub - LA County	Comm	526210	456						456
Ventura Sub - LA County	Comm	520240	1						1
Ventura Sub - LA County	Comm	524230	973						973
Ventura Sub - LA County	Comm	524240	4						4
Ventura Sub - LA County	Track	520210	21						21
Ventura Sub - LA County	Track	524210	2,969						2,969
Ventura Sub - Ventura County	Bridge / Structure	519120					6,805	13,203	20,008
Ventura Sub - Ventura County	Bridge / Structure	521120					201		201
Ventura Sub - Ventura County	Bridge / Structure	524120					998		998
Ventura Sub - Ventura County	Bridge / Structure	526120					773		773
Ventura Sub - Ventura County	Bridge / Structure	524121					830		830
Ventura Sub - Ventura County	Comm	521130					475		475
Ventura Sub - Ventura County	Comm	522130					278		278

FY2026-27 State of Good Repair Carryover Projects Detail Attachment -H

(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
Ventura Sub - Ventura County	**Comm**	522140					0		0
Ventura Sub - Ventura County	**Comm**	524130					787		787
Ventura Sub - Ventura County	**Comm**	526130					2,008		2,008
Ventura Sub - Ventura County	**Comm**	526140					332		332
Ventura Sub - Ventura County	**Comm**	524140					2		2
Ventura Sub - Ventura County	**Comm**	525130					1,931		1,931
Ventura Sub - Ventura County	**Signal**	524131					948		948
Ventura Sub - Ventura County	**Signal**	520130					2,052		2,052
Ventura Sub - Ventura County	**Signal**	524132					1,546		1,546
Ventura Sub - Ventura County	**Track**	525110					1,563		1,563
Ventura Sub - Ventura County	**Track**	526110					781		781
Ventura Sub - Ventura County	**Track**	521110					1,851		1,851
Ventura Sub - Ventura County	**Track**	524110					1,843		1,843
Total of State of Good Repair Carryover			**226,480**	**105,671**	**40,803**	**58,478**	**47,951**	**29,776**	**509,159**

FY2026-27 New Capital Carryover Projects Detail
(000's)

Subdivision	Category	Project Number	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	Total
Orange Sub	**Bridge / Structure**	419004		10,263					10,263
River Sub	**Signal**	420001	89		125	42			256
System	**Comm**	426062	1,867	778	436	566	283		3,930
System	**Comm**	425040	954	398	223	289	145		2,009
System	**Facilities**	426060	198	82	46	60	30		416
System	**Facilities**	426061	1,022	426	239	310	155		2,151
System	**Facilities**	426063	1,026	428	240	311	156		2,161
System	**Facilities**	423061	1,632	680	381	495	247		3,436
System	**Facilities**	424060	490	204	114	148	74		1,031
System	**Facilities**	425061	644	268	150	195	98		1,355
System	**IT**	426070	112	47	26	34	17		236
System	**IT**	426071	110	46	26	33	17		231
System	**IT**	426090	414	173	97	126	63		872
System	**IT**	423070	209	87	49	63	32		439
System	**IT**	423090	1,676	698	392	508	254		3,528
System	**IT**	423091	240	100	56	73	36		506
System	**IT**	424090	278	116	65	84	42		584
System	**IT**	424091	220	92	51	67	33		463
System	**IT**	425090	397	165	93	120	60		835
System	**IT**	425091	247	103	58	75	37		520
System	**Mechanical**	626051	274	114	64	83	41		576
System	**Rolling Stock**	626050	2,377	991	556	721	360		5,005
System	**Rolling Stock**	616002	371	0	0	0	0	0	371
System	**Rolling Stock**	624001	2,648	1,104	619	803	401		5,575
System	**Rolling Stock**	624050	143	59	33	43	22		300
System	**Rolling Stock**	624052	256	107	60	77	39		538
System	**Rolling Stock**	624053	712	297	166	216	108		1,499
System	**Rolling Stock**	624054	1,529	637	357	464	232		3,219
System	**Rolling Stock**	672601	5,072	2,114	1,185	1,538	769		10,678
Valley Sub	**Signal**	421001						1,454	1,454
Valley Sub	**Signal**	421002						828	828
Valley Sub	**Signal**	421003						748	748
Valley Sub	**Signal**	421004						1,376	1,376
Valley Sub	**Signal**	423001						459	459
Valley Sub	**Track**	420310						17,306	17,306
Ventura Sub - LA County	**Track**	421110	2						2
Redlands Sub	**Facilities**	425460				750			750
Redlands Sub	**IT**	425440				1,318			1,318
Systemwide	**Equipment**	613003	216						216
Total of New Capital Carryover			**25,423**	**20,578**	**5,908**	**9,611**	**3,751**	**22,170**	**87,441**
Total of State of Good Repair & New Capital Carryover			**251,902**	**126,249**	**46,711**	**68,089**	**51,702**	**51,946**	**596,600**

Note: Zeros in file represent items rounding to less than $1,000. Retained to achieve reconciled amount.

Projected New Additions to Capital Program
FY28 through FY31

Attachment I

		SYSTEMWIDE	METRO	OCTA	RCTC	SBCTA	VCTC
FY28	State of Good Repair	$136,300	$69,800	$22,700	$10,300	$19,900	$13,600
	New Capital	$10,600	$5,000	$2,100	$1,200	$1,500	$800
	FY28 Total Additions	**$146,900**	**$74,800**	**$24,800**	**$11,500**	**$21,400**	**$14,400**
FY29	State of Good Repair	$136,300	$69,800	$22,700	$10,300	$19,900	$13,600
	New Capital	$10,600	$5,000	$2,100	$1,200	$1,500	$800
	FY29 Total Additions	**$146,900**	**$74,800**	**$24,800**	**$11,500**	**$21,400**	**$14,400**
FY30	State of Good Repair	$136,300	$69,800	$22,700	$10,300	$19,900	$13,600
	New Capital	$10,600	$5,000	$2,100	$1,200	$1,500	$800
	FY30 Total Additions	**$146,900**	**$74,800**	**$24,800**	**$11,500**	**$21,400**	**$14,400**
FY31	State of Good Repair	$143,200	$73,300	$23,900	$10,800	$20,900	$14,300
	New Capital	$11,200	$5,300	$2,200	$1,300	$1,600	$800
	FY31 Total Additions	**$154,400**	**$78,600**	**$26,100**	**$12,100**	**$22,500**	**$15,100**

Attachment J

FY27 Capital Program

	SYSTEMWIDE	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
Carryover of Projects approved in prior years	**$596,599,546**	**$251,902,356**	**$126,248,994**	**$46,710,527**	**$68,089,499**	**$51,701,823**	**$51,946,347**
FY27 Additions:							
State of Good Repair	$142,632,351	$69,849,728	$22,730,805	$10,334,427	$19,851,043	$13,603,347	$6,263,000
New Capital	$10,860,000	$4,998,900	$2,083,752	$1,168,164	$1,851,456	$757,728	$0
Total Additions	**$153,492,351**	**$74,848,628**	**$24,814,557**	**$11,502,591**	**$21,702,499**	**$14,361,075**	**$6,263,000**
Total Capital Progrm	**$750,091,897**	**$326,750,984**	**$151,063,551**	**$58,213,118**	**$89,791,998**	**$66,062,898**	**$58,209,347**

Projected Cash Flows FY 27 through FY31

	SYSTEMWIDE	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
FY27	$93,698,871	$38,774,817	$17,372,308	$6,694,509	$10,326,080	$7,597,233	$12,933,924
FY28	$102,005,056	$40,843,873	$18,882,944	$7,276,640	$11,224,000	$8,257,862	$15,519,737
FY29	$110,017,787	$44,928,260	$20,771,238	$8,004,304	$12,346,400	$9,083,648	$14,883,937
FY30	$111,600,875	$48,195,770	$22,281,874	$8,586,435	$13,244,320	$9,744,277	$9,548,199
FY31	$102,187,107	$45,745,138	$21,148,897	$8,149,837	$12,570,880	$9,248,806	$5,323,550
Future Years	$230,582,201	$108,263,126	$50,606,290	$19,501,395	$30,080,319	$22,131,071	$0
Total Cash Flows	**$750,091,897**	**$326,750,984**	**$151,063,551**	**$58,213,118**	**$89,791,998**	**$66,062,898**	**$58,209,347**

FY28 Forecast - Operating Budget by Member Agency Attachment K

(Base on FY27 Annualized Service Cut Expenses Model)

	FY28 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	21,617	10,806	4,622	5,251	1,779	44,075
Fare Reduction Subsidy	180	-	-	121	-	301
Mobility 4 All	718	156	83	121	25	1,102
LCTOP Grant	1,946	973	416	473	160	3,967
Other Train Subsidies	2,847	-	-	-	-	2,847
Subtotal-Pro Forma FareBox	**27,307**	**11,934**	**5,121**	**5,965**	**1,964**	**52,291**
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,380	1,084	13	124	364	2,965
Other Revenues	1,910	704	424	415	226	3,679
MOW Revenues	7,764	3,445	947	1,852	585	14,594
Total Operating Revenue	**38,361**	**17,167**	**6,505**	**8,356**	**3,140**	**73,529**
Operating Expenses						
Operations & Services						
Train Operators	26,248	9,321	6,983	5,937	2,494	50,982
Train Dispatch	3,994	1,200	527	662	373	6,756
Equipment Maintenance	16,633	5,906	4,425	3,762	1,580	32,307
Materials	7,902	3,155	1,742	1,700	758	15,257
Operating Facilities Maintenance	2,941	1,150	566	575	214	5,447
Other Operating Train Services	469	196	128	109	74	975
Security - LA Sheriffs	8,014	3,134	1,542	1,567	583	14,840
Security - SB Sheriffs	-	-	-	4,063	-	4,063
Security - Guards	2,708	983	1,313	599	568	6,171
Supplemental Security	127	63	27	31	10	258
Public Safety Program	34	12	11	8	7	72
Passenger Relations	1,020	419	176	231	71	1,918
TVM Maintenance/Revenue Collection	2,564	1,260	956	739	348	5,868
Media & External Communications	225	82	71	50	47	475
Utilities/Leases	1,418	515	445	314	297	2,988
Transfers to Other Operators	1,721	585	216	383	122	3,027
Amtrak Transfers	1,262	878	-	-	649	2,790
Station Maintenance	3,435	773	413	744	301	5,666
Rail Agreements	1,726	1,329	1,403	366	1,010	5,835
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**101,207**	**38,123**	**25,206**	**25,970**	**11,159**	**201,665**
Maintenance-of-Way						
MoW - Line Segments	32,068	10,800	3,827	7,170	3,378	57,244
MoW Labor & Benefits	3,067	948	428	647	392	5,482
Overhead MoW Expenses	2,779	831	371	534	316	4,830
MoW - Extraordinary Maintenance	303	74	49	55	36	518
Subtotal Maintenance-of-Way	**38,217**	**12,653**	**4,676**	**8,406**	**4,121**	**68,073**
Administration & Services						
Ops Salaries & Fringe Benefits	9,005	3,271	2,825	1,993	1,889	18,982
Ops Non-Labor Expenses	5,802	2,184	1,504	1,290	684	11,464
Indirect Administrative Expenses	12,358	4,488	3,876	2,735	2,592	26,049
Ops Professional Services	790	287	248	175	166	1,665
Subtotal Admin & Services	**27,955**	**10,229**	**8,453**	**6,193**	**5,330**	**58,160**
Contingency	**15**	**5**	**5**	**3**	**3**	**31**
Total Operating Expenses	**167,394**	**61,011**	**38,339**	**40,573**	**20,613**	**327,929**
Insurance and Legal						
Liability/Property/Auto	9,281	3,630	1,786	1,815	676	17,187
Net Claims / SI	1,054	412	203	206	77	1,952
Claims Administration	1,262	494	243	247	92	2,337
Total Net Insurance and Legal	**11,598**	**4,536**	**2,232**	**2,267**	**844**	**21,477**
Total Expense	**178,991**	**65,547**	**40,571**	**42,840**	**21,457**	**349,406**
Loss/Member Support Required	**(140,630)**	**(48,380)**	**(34,065)**	**(34,484)**	**(18,318)**	**(275,877)**
Mega Events	**591**	**215**	**185**	**131**	**124**	**1,245**
Outside 20'	**3,407**	**-**	**-**	**-**	**-**	**3,407**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**182,989**	**65,761**	**40,756**	**42,971**	**21,581**	**354,058**
Loss/Member Support Required	**(144,628)**	**(48,594)**	**(34,251)**	**(34,615)**	**(18,442)**	**(280,529)**

FY29 Forecast - Operating Budget by Member Agency Attachment L

(Base on FY27 Annualized Service Cut Expenses Model)

	FY29 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	22,049	11,022	4,715	5,356	1,815	44,957
Fare Reduction Subsidy	183	-	-	123	-	307
Mobility 4 All	732	159	85	123	25	1,124
LCTOP Grant	1,984	992	424	482	163	4,046
Other Train Subsidies	2,904	-	-	-	-	2,904
Subtotal-Pro Forma FareBox	**27,853**	**12,172**	**5,224**	**6,084**	**2,004**	**53,337**
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,422	1,116	13	127	375	3,054
Other Revenues	1,967	725	437	428	233	3,790
MOW Revenues	7,997	3,549	976	1,908	603	15,032
Total Operating Revenue	**39,239**	**17,563**	**6,649**	**8,547**	**3,214**	**75,212**
Operating Expenses						
Operations & Services						
Train Operators	27,581	9,794	7,338	6,238	2,621	53,571
Train Dispatch	4,194	1,260	553	695	392	7,093
Equipment Maintenance	17,495	6,212	4,655	3,957	1,662	33,981
Materials	8,139	3,250	1,795	1,751	781	15,715
Operating Facilities Maintenance	3,025	1,183	582	591	220	5,603
Other Operating Train Services	483	202	131	112	76	1,004
Security - LA Sheriffs	8,655	3,385	1,666	1,692	630	16,027
Security - SB Sheriffs	-	-	-	4,388	-	4,388
Security - Guards	2,924	1,062	1,418	647	613	6,665
Supplemental Security	131	65	28	32	11	266
Public Safety Program	35	13	11	8	7	74
Passenger Relations	1,051	432	182	238	73	1,975
TVM Maintenance/Revenue Collection	2,641	1,298	985	761	358	6,044
Media & External Communications	232	84	73	51	49	489
Utilities/Leases	1,460	530	458	323	306	3,078
Transfers to Other Operators	1,772	602	223	395	126	3,118
Amtrak Transfers	1,300	905	-	-	669	2,874
Station Maintenance	3,538	796	425	767	310	5,836
Rail Agreements	1,778	1,369	1,445	377	1,041	6,010
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**105,591**	**39,753**	**26,316**	**27,240**	**11,629**	**210,530**
Maintenance-of-Way						
MoW - Line Segments	33,351	11,232	3,981	7,457	3,513	59,533
MoW Labor & Benefits	3,220	996	449	679	411	5,756
Overhead MoW Expenses	2,862	856	382	550	325	4,975
MoW - Extraordinary Maintenance	306	75	50	56	36	523
Subtotal Maintenance-of-Way	**39,739**	**13,158**	**4,862**	**8,742**	**4,285**	**70,787**
Administration & Services						
Ops Salaries & Fringe Benefits	9,455	3,434	2,966	2,093	1,983	19,931
Ops Non-Labor Expenses	5,976	2,249	1,549	1,329	704	11,807
Indirect Administrative Expenses	12,481	4,533	3,915	2,763	2,618	26,310
Ops Professional Services	814	296	255	180	171	1,715
Subtotal Admin & Services	**28,727**	**10,512**	**8,685**	**6,364**	**5,476**	**59,764**
Contingency	**15**	**5**	**5**	**3**	**3**	**32**
Total Operating Expenses	**174,072**	**63,428**	**39,868**	**42,350**	**21,394**	**341,112**
Insurance and Legal						
Liability/Property/Auto	9,745	3,811	1,875	1,905	709	18,047
Net Claims / SI	1,075	420	207	210	78	1,991
Claims Administration	1,300	508	250	254	95	2,408
Total Net Insurance and Legal	**12,121**	**4,740**	**2,333**	**2,370**	**882**	**22,445**
Total Expense	**186,193**	**68,168**	**42,201**	**44,720**	**22,276**	**363,557**
Loss/Member Support Required	**(146,954)**	**(50,605)**	**(35,551)**	**(36,172)**	**(19,062)**	**(288,345)**
Mega Events	**620**	**225**	**195**	**137**	**130**	**1,308**
Outside 20'	**3,509**	**-**	**-**	**-**	**-**	**3,509**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**190,322**	**68,394**	**42,395**	**44,857**	**22,406**	**368,374**
Loss/Member Support Required	**(151,083)**	**(50,831)**	**(35,746)**	**(36,310)**	**(19,192)**	**(293,162)**

FY30 Forecast - Operating Budget by Member Agency Attachment M

(Base on FY27 Annualized Service Cut Expenses Model)

	FY30 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	22,490	11,242	4,809	5,463	1,851	45,856
Fare Reduction Subsidy	187	-	-	126	-	313
Mobility 4 All	747	162	86	125	26	1,146
LCTOP Grant	2,024	1,012	433	492	167	4,127
Other Train Subsidies	2,962	-	-	-	-	2,962
Subtotal-Pro Forma FareBox	**28,410**	**12,416**	**5,328**	**6,206**	**2,044**	**54,404**
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,464	1,150	14	131	386	3,145
Other Revenues	2,026	747	450	441	240	3,903
MOW Revenues	8,237	3,655	1,005	1,965	621	15,482
Total Operating Revenue	**40,137**	**17,968**	**6,797**	**8,743**	**3,291**	**76,935**
Operating Expenses						
Operations & Services						
Train Operators	28,405	10,087	7,557	6,425	2,699	55,173
Train Dispatch	4,403	1,323	581	730	411	7,448
Equipment Maintenance	18,028	6,402	4,796	4,077	1,713	35,017
Materials	8,383	3,347	1,848	1,803	804	16,186
Operating Facilities Maintenance	3,113	1,217	599	609	227	5,764
Other Operating Train Services	498	208	135	115	78	1,035
Security - LA Sheriffs	9,347	3,656	1,799	1,827	680	17,309
Security - SB Sheriffs	-	-	-	4,739	-	4,739
Security - Guards	3,158	1,147	1,531	699	662	7,198
Supplemental Security	135	67	29	33	11	274
Public Safety Program	36	13	11	8	8	76
Passenger Relations	1,083	445	187	245	76	2,035
TVM Maintenance/Revenue Collection	2,720	1,337	1,015	784	369	6,225
Media & External Communications	239	87	75	53	50	504
Utilities/Leases	1,504	546	472	333	315	3,170
Transfers to Other Operators	1,825	620	230	406	130	3,212
Amtrak Transfers	1,339	932	-	-	689	2,960
Station Maintenance	3,644	820	438	790	319	6,011
Rail Agreements	1,831	1,410	1,488	389	1,072	6,190
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**109,247**	**41,126**	**27,230**	**28,370**	**12,033**	**218,006**
Maintenance-of-Way						
MoW - Line Segments	34,685	11,681	4,140	7,755	3,653	61,915
MoW Labor & Benefits	3,381	1,045	472	713	432	6,043
Overhead MoW Expenses	2,948	881	394	567	335	5,124
MoW - Extraordinary Maintenance	309	75	50	56	37	528
Subtotal Maintenance-of-Way	**41,323**	**13,683**	**5,056**	**9,091**	**4,457**	**73,610**
Administration & Services						
Ops Salaries & Fringe Benefits	9,928	3,606	3,114	2,197	2,082	20,928
Ops Non-Labor Expenses	6,156	2,317	1,596	1,368	725	12,162
Indirect Administrative Expenses	12,606	4,578	3,954	2,790	2,644	26,573
Ops Professional Services	838	304	263	186	176	1,767
Subtotal Admin & Services	**29,528**	**10,805**	**8,927**	**6,542**	**5,627**	**61,429**
Contingency	**16**	**6**	**5**	**3**	**3**	**33**
Total Operating Expenses	**180,114**	**65,621**	**41,218**	**44,006**	**22,120**	**353,079**
Insurance and Legal						
Liability/Property/Auto	10,233	4,002	1,969	2,000	745	18,949
Net Claims / SI	1,097	429	211	214	80	2,031
Claims Administration	1,339	524	258	262	97	2,480
Total Net Insurance and Legal	**12,668**	**4,955**	**2,438**	**2,477**	**922**	**23,460**
Total Expense	**192,782**	**70,575**	**43,656**	**46,483**	**23,042**	**376,538**
Loss/Member Support Required	**(152,645)**	**(52,607)**	**(36,859)**	**(37,740)**	**(19,752)**	**(299,603)**
Mega Events	**-**	**-**	**-**	**-**	**-**	**-**
Outside 20'	**3,614**	**-**	**-**	**-**	**-**	**3,614**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**196,396**	**70,575**	**43,656**	**46,483**	**23,042**	**380,153**
Loss/Member Support Required	**(156,259)**	**(52,607)**	**(36,859)**	**(37,740)**	**(19,752)**	**(303,218)**

FY31 Forecast - Operating Budget by Member Agency Attachment N

(Base on FY27 Annualized Service Cut Expenses Model)

	FY31 Budget Forecast by Member Agency					
($000's)	**METRO**	**OCTA**	**RCTC**	**SBCTA**	**VCTC**	**TOTAL**
Operating Revenue						
Farebox Revenue	22,940	11,467	4,905	5,572	1,888	46,773
Fare Reduction Subsidy	191	-	-	128	-	319
Mobility 4 All	762	165	88	128	26	1,169
LCTOP Grant	2,065	1,032	441	502	170	4,210
Other Train Subsidies	3,021	-	-	-	-	3,021
Subtotal-Pro Forma FareBox	**28,978**	**12,664**	**5,435**	**6,330**	**2,085**	**55,492**
State Rail Assistance	-	-	-	-	-	-
State Rail Assistance Special Allocation	-	-	-	-	-	-
Dispatching	1,508	1,184	14	135	398	3,240
Other Revenues	2,087	769	463	454	247	4,021
MOW Revenues	8,484	3,765	1,035	2,024	639	15,947
Total Operating Revenue	**41,057**	**18,383**	**6,947**	**8,943**	**3,369**	**78,699**
Operating Expenses						
Operations & Services						
Train Operators	29,247	10,386	7,781	6,615	2,779	56,808
Train Dispatch	4,624	1,389	610	766	432	7,821
Equipment Maintenance	18,573	6,595	4,942	4,201	1,765	36,076
Materials	8,634	3,448	1,904	1,857	829	16,672
Operating Facilities Maintenance	3,202	1,252	616	626	233	5,930
Other Operating Train Services	513	214	139	119	80	1,066
Security - LA Sheriffs	10,095	3,948	1,943	1,974	735	18,694
Security - SB Sheriffs	-	-	-	5,118	-	5,118
Security - Guards	3,411	1,239	1,654	755	715	7,774
Supplemental Security	139	69	29	34	11	282
Public Safety Program	37	13	12	8	8	78
Passenger Relations	1,115	458	193	252	78	2,096
TVM Maintenance/Revenue Collection	2,802	1,377	1,045	807	380	6,412
Media & External Communications	246	89	77	54	52	519
Utilities/Leases	1,549	563	486	343	325	3,265
Transfers to Other Operators	1,880	639	236	419	134	3,308
Amtrak Transfers	1,379	960	-	-	710	3,049
Station Maintenance	3,754	845	451	813	329	6,192
Rail Agreements	1,886	1,452	1,533	400	1,104	6,376
Special Trains	-	-	-	-	-	-
Subtotal Operations & Services	**113,049**	**42,555**	**28,182**	**29,557**	**12,452**	**225,795**
Maintenance-of-Way						
MoW - Line Segments	36,072	12,149	4,305	8,066	3,799	64,391
MoW Labor & Benefits	3,550	1,098	496	749	454	6,346
Overhead MoW Expenses	3,036	908	406	584	345	5,278
MoW - Extraordinary Maintenance	312	76	51	57	37	533
Subtotal Maintenance-of-Way	**42,971**	**14,230**	**5,257**	**9,455**	**4,635**	**76,548**
Administration & Services						
Ops Salaries & Fringe Benefits	10,425	3,786	3,270	2,307	2,186	21,974
Ops Non-Labor Expenses	6,340	2,386	1,644	1,410	747	12,526
Indirect Administrative Expenses	12,732	4,624	3,994	2,818	2,670	26,839
Ops Professional Services	863	314	271	191	181	1,820
Subtotal Admin & Services	**30,360**	**11,110**	**9,178**	**6,726**	**5,785**	**63,159**
Contingency	**16**	**6**	**5**	**4**	**3**	**34**
Total Operating Expenses	**186,396**	**67,901**	**42,622**	**45,742**	**22,875**	**365,536**
Insurance and Legal						
Liability/Property/Auto	10,744	4,202	2,068	2,101	782	19,897
Net Claims / SI	1,119	437	215	219	81	2,071
Claims Administration	1,379	539	265	270	100	2,554
Total Net Insurance and Legal	**13,242**	**5,179**	**2,548**	**2,589**	**964**	**24,522**
Total Expense	**199,638**	**73,080**	**45,170**	**48,330**	**23,839**	**390,058**
Loss/Member Support Required	**(158,581)**	**(54,697)**	**(38,223)**	**(39,387)**	**(20,470)**	**(311,359)**
Mega Events	**-**	**-**	**-**	**-**	**-**	**-**
Outside 20'	**3,723**	**-**	**-**	**-**	**-**	**3,723**
CFR 245-246	**-**	**-**	**-**	**-**	**-**	**-**
Total Expense	**203,361**	**73,080**	**45,170**	**48,330**	**23,839**	**393,781**
Loss/Member Support Required	**(162,304)**	**(54,697)**	**(38,223)**	**(39,387)**	**(20,470)**	**(315,082)**

METROLINK

SYSTEM TIMETABLE · PROPOSED FY27 SERVICE

DRAFT - PROPOSED SERVICE

DRAFT FOR BOARD OF DIRECTORS REVIEW ONLY.

Proposed service only. Not adopted; until Board action and final schedule release.

CONTENTS

Line / Service	Weekday	Weekend
Ventura County Line	Mon–Fri	Sat & Sun
Antelope Valley Line	Mon–Fri	Sat & Sun
San Bernardino Line	Mon–Fri	Sat & Sun
Riverside Line	Mon–Fri	No service
91/Perris Valley Line	Mon–Fri	Sat & Sun
Orange County Line	Mon–Fri	Sat & Sun
Inland Empire–Orange County Line	Mon–Fri	Sat & Sun
Arrow Service (Redlands)	Mon–Fri	Sat & Sun

Shared corridors (Metrolink + Amtrak Pacific Surfliner)

Ventura County Corridor · LAUS–Ventura	Mon–Fri	Sat & Sun
Orange County Corridor · LAUS–Oceanside	Mon–Fri	Sat & Sun

SERVICE SUMMARY

Scheduled trains per service day.

METROLINK

Line	Weekday (Inbound)	Weekday (Outbound)	Weekday total	Weekend (Sat or Sun)
Ventura County Line	7	7	14	4
Antelope Valley Line	11	11	22	8
San Bernardino Line	14	14	28	12
Riverside Line	5	5	10	–
91/Perris Valley Line	6	6	12	4
Orange County Line	8	8	16	4
Inland Empire–Orange County Line	7	7	14	4
Metrolink commuter rail subtotal	**58**	**58**	**116**	**36**
Arrow Service (Redlands)	21	21	42	32
SYSTEM TOTAL	**79**	**79**	**158**	**68**

"Inbound/Outbound" = to/from L.A. Union Station, except IEOC (=to/from Laguna Niguel/Oceanside direction) and Arrow (to/from = Redlands – University direction).

Weekend column counts one service day; Saturday and Sunday schedules are identical in this scenario.

DRAFT - PROPOSED SERVICE

VENTURA COUNTY CORRIDOR

Metrolink (Proposed FY27) with Amtrak Pacific Surfliner (schedule of May 4, 2026)

METROLINK

MONDAY – FRIDAY

From L.A. Union Station → Ventura County

Train	757	103	761	107	765	115	769	119	777	127	129	131	785
Service	*Amtrak*	Metrolink	*Amtrak*	Metrolink	*Amtrak*	Metrolink	*Amtrak*	Metrolink	*Amtrak*	Metrolink	Metrolink	Metrolink	*Amtrak*
L.A. Union Station	5:13 A	6:52 A	7:13 A	8:30 A	9:13 A	10:30 A	11:13 A	**12:30 P**	**3:13 P**	**4:30 P**	**5:30 P**	**6:30 P**	**7:13 P**
Glendale	5:26 A	7:03 A	7:26 A	8:41 A	9:26 A	10:41 A	11:26 A	**12:41 P**	**3:26 P**	**4:41 P**	**5:41 P**	**6:41 P**	**7:26 P**
Burbank – Downtown	5:33 A	7:09 A	7:33 A	8:48 A	—	10:48 A	—	**12:48 P**	**3:33 P**	**4:48 P**	**5:48 P**	**6:48 P**	—
Burbank Airport – South	5:39 A	7:15 A	7:39 A	8:52 A	9:36 A	10:52 A	11:36 A	**12:52 P**	**3:39 P**	**4:52 P**	**5:52 P**	**6:52 P**	**7:36 P**
Van Nuys	5:47 A	7:22 A	7:47 A	9:01 A	9:44 A	11:01 A	11:44 A	**1:01 P**	**3:47 P**	**5:01 P**	**6:01 P**	**7:01 P**	**7:44 P**
Northridge	5:55 A	7:30 A	7:55 A	9:11 A	—	11:11 A	—	**1:11 P**	**3:55 P**	**5:11 P**	**6:11 P**	**7:11 P**	—
Chatsworth	6:02 A	7:36 A	8:02 A	9:19 A	9:59 A	11:19 A	11:59 A	**1:19 P**	**4:01 P**	**5:19 P**	**6:19 P**	**7:19 P**	**7:59 P**
Simi Valley	6:14 A	7:48 A	8:14 A	9:33 A	10:11 A	11:33 A	**12:11 P**	**1:33 P**	**4:13 P**	**5:33 P**	**6:33 P**	**7:33 P**	**8:11 P**
Moorpark	6:31 A	8:00 A	8:27 A	9:44 A	10:25 A	11:44 A	**12:23 P**	**1:48 P**	**4:32 P**	**5:48 P**	**6:48 P**	**7:44 P**	**8:25 P**
Camarillo	6:43 A		8:41 A		10:39 A		**12:36 P**	**2:01 P**	**4:47 P**	**6:01 P**	**7:01 P**		**8:47 P**
Oxnard	6:57 A		8:56 A		10:50 A		**12:51 P**	**2:11 P**	**4:58 P**	**6:11 P**	**7:11 P**		**8:59 P**
Ventura – East	—		—		—		—	**2:28 P**	—	**6:28 P**	**7:28 P**		—
Ventura – Downtown (Amtrak)	7:11 A		9:10 A		11:04 A		**1:05 P**		**5:12 P**				**9:13 P**

To L.A. Union Station ← Ventura County

Train	102	104	106	770	108	774	110	112	782	118	786	790	794
Service	Metrolink	Metrolink	Metrolink	*Amtrak*	Metrolink	*Amtrak*	Metrolink	Metrolink	*Amtrak*	Metrolink	*Amtrak*	*Amtrak*	*Amtrak*
Ventura – Downtown (Amtrak)				7:39 A		9:38 A			**1:32 P**		**3:43 P**	**5:26 P**	**7:44 P**
Ventura – East	4:44 A	5:44 A		—		—			—	**3:00 P**	—	—	—
Oxnard	4:58 A	5:58 A		7:57 A		9:55 A			**1:48 P**	**3:14 P**	**4:02 P**	**5:42 P**	**8:03 P**
Camarillo	5:08 A	6:08 A		8:10 A		10:09 A			**2:01 P**	**3:24 P**	**4:14 P**	**5:53 P**	**8:14 P**
Moorpark	5:20 A	6:20 A	7:11 A	8:24 A	9:11 A	10:23 A	11:11 A	**1:11 P**	**2:15 P**	**3:36 P**	**4:25 P**	**6:06 P**	**8:24 P**
Simi Valley	5:33 A	6:33 A	7:24 A	8:41 A	9:24 A	10:39 A	11:24 A	**1:24 P**	**2:31 P**	**3:49 P**	**4:41 P**	**6:24 P**	**8:41 P**
Chatsworth	5:46 A	6:46 A	7:36 A	8:53 A	9:36 A	10:52 A	11:36 A	**1:36 P**	**2:46 P**	**4:02 P**	**4:54 P**	**6:40 P**	**8:58 P**
Northridge	5:51 A	6:51 A	7:44 A	8:59 A	9:44 A	—	11:44 A	**1:44 P**	**2:53 P**	**4:08 P**	—	—	—
Van Nuys	5:59 A	6:59 A	7:54 A	9:09 A	9:54 A	11:07 A	11:54 A	**1:54 P**	**3:06 P**	**4:17 P**	**5:13 P**	**6:53 P**	**9:09 P**
Burbank Airport – South	6:06 A	7:06 A	8:03 A	9:17 A	10:03 A	11:15 A	**12:03 P**	**2:03 P**	**3:14 P**	**4:26 P**	**5:21 P**	**7:08 P**	**9:17 P**
Burbank – Downtown	6:11 A	7:11 A	8:11 A	9:22 A	10:11 A	—	**12:11 P**	**2:11 P**	**3:20 P**	**4:32 P**	—	—	—
Glendale	6:17 A	7:17 A	8:17 A	9:29 A	10:17 A	11:26 A	**12:17 P**	**2:17 P**	**3:28 P**	**4:39 P**	**5:34 P**	**7:20 P**	**9:28 P**
L.A. Union Station	6:30 A	7:30 A	8:30 A	9:46 A	10:30 A	11:43 A	**12:30 P**	**2:30 P**	**3:45 P**	**4:52 P**	**5:50 P**	**7:43 P**	**9:46 P**

DRAFT - PROPOSED SERVICE

VENTURA COUNTY CORRIDOR

METROLINK

Metrolink (Proposed FY27) with Amtrak Pacific Surfliner (schedule of May 4, 2026)

SATURDAY & SUNDAY

From L.A. Union Station → Ventura County

Train	757	761	765	163	769	777	165	785
Service	*Amtrak*	*Amtrak*	*Amtrak*	Metrolink	*Amtrak*	*Amtrak*	Metrolink	*Amtrak*
L.A. Union Station	5:13 A	7:13 A	9:13 A	10:31 A	11:13 A	**3:13 P**	**5:07 P**	**7:13 P**
Glendale	5:26 A	7:26 A	9:26 A	10:43 A	11:26 A	**3:26 P**	**5:19 P**	**7:26 P**
Burbank – Downtown	5:33 A	7:33 A	—	10:50 A	—	**3:33 P**	**5:26 P**	—
Burbank Airport – South	5:39 A	7:39 A	9:36 A	10:56 A	11:36 A	**3:39 P**	**5:32 P**	**7:36 P**
Van Nuys	5:47 A	7:47 A	9:44 A	11:03 A	11:44 A	**3:47 P**	**5:39 P**	**7:44 P**
Northridge	5:55 A	7:55 A	—	11:10 A	—	**3:55 P**	**5:47 P**	—
Chatsworth	6:02 A	8:02 A	9:59 A	11:16 A	11:59 A	**4:01 P**	**5:53 P**	**7:59 P**
Simi Valley	6:14 A	8:14 A	10:11 A	11:28 A	**12:11 P**	**4:13 P**	**6:06 P**	**8:11 P**
Moorpark	6:31 A	8:27 A	10:25 A	11:40 A	**12:23 P**	**4:32 P**	**6:20 P**	**8:25 P**
Camarillo	6:43 A	8:41 A	10:39 A	11:53 A	**12:36 P**	**4:47 P**	**6:32 P**	**8:47 P**
Oxnard	6:57 A	8:56 A	10:50 A	**12:03 P**	**12:51 P**	**4:58 P**	**6:42 P**	**8:59 P**
Ventura – East	—	—	—	**12:21 P**	—	—	**7:00 P**	—
Ventura – Downtown (Amtrak)	7:11 A	9:10 A	11:04 A		**1:05 P**	**5:12 P**		**9:13 P**

To L.A. Union Station ← Ventura County

Train	770	774	162	782	786	164	790	794
Service	*Amtrak*	*Amtrak*	Metrolink	*Amtrak*	*Amtrak*	Metrolink	*Amtrak*	*Amtrak*
Ventura – Downtown (Amtrak)	7:39 A	9:38 A		**1:32 P**	**3:43 P**		**5:26 P**	**7:44 P**
Ventura – East	—	—	**1:10 P**	—	—	**4:14 P**	—	—
Oxnard	7:57 A	9:55 A	**1:24 P**	**1:48 P**	**4:01 P**	**4:28 P**	**5:42 P**	**8:03 P**
Camarillo	8:10 A	10:09 A	**1:35 P**	**2:01 P**	**4:14 P**	**4:41 P**	**5:53 P**	**8:14 P**
Moorpark	8:24 A	10:23 A	**1:47 P**	**2:15 P**	**4:25 P**	**4:53 P**	**6:06 P**	**8:24 P**
Simi Valley	8:41 A	10:39 A	**2:00 P**	**2:31 P**	**4:41 P**	**5:05 P**	**6:24 P**	**8:41 P**
Chatsworth	8:53 A	10:52 A	**2:12 P**	**2:46 P**	**4:54 P**	**5:17 P**	**6:40 P**	**8:58 P**
Northridge	8:59 A	—	**2:17 P**	**2:53 P**	—	**5:22 P**	—	—
Van Nuys	9:09 A	11:07 A	**2:25 P**	**3:06 P**	**5:13 P**	**5:30 P**	**6:53 P**	**9:09 P**
Burbank Airport – South	9:17 A	11:15 A	**2:32 P**	**3:14 P**	**5:21 P**	**5:37 P**	**7:08 P**	**9:17 P**
Burbank – Downtown	9:22 A	—	**2:37 P**	**3:20 P**	—	**5:42 P**	—	—
Glendale	9:29 A	11:26 A	**2:43 P**	**3:28 P**	**5:34 P**	**5:48 P**	**7:20 P**	**9:28 P**
L.A. Union Station	9:46 A	11:43 A	**2:58 P**	**3:45 P**	**5:50 P**	**6:00 P**	**7:43 P**	**9:46 P**

DRAFT – PROPOSED SERVICE

How to read this timetable

Metrolink trains: train number on line color. Amtrak Pacific Surfliner trains: train number on dark gray, marked "Amtrak".

PM times in bold. A = a.m., P = p.m. — Train passes without stopping. Blank = train does not operate on this segment.

ANTELOPE VALLEY LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To L.A. Union Station

Train	200	202	204	206	208	216	220	222	224	228	232
Lancaster	4:11 A	5:11 A	6:11 A			12:47 P	2:11 P		4:11 P	6:11 P	8:27 P
Palmdale	4:20 A	5:20 A	6:20 A			12:56 P	2:20 P		4:20 P	6:20 P	8:36 P
Vincent Grade/Acton	4:32 A	5:32 A	6:32 A			1:08 P	2:32 P		4:32 P	6:32 P	8:49 P
Vista Canyon	5:10 A	6:10 A	7:10 A	8:10 A	9:10 A	1:46 P	3:10 P	4:10 P	5:10 P	7:10 P	9:27 P
Via Princessa	5:14 A	6:14 A	7:14 A	8:14 A	9:14 A	1:51 P	3:14 P	4:14 P	5:14 P	7:14 P	9:30 P
Santa Clarita	5:20 A	6:20 A	7:20 A	8:20 A	9:20 A	1:58 P	3:20 P	4:20 P	5:20 P	7:20 P	9:37 P
Newhall	5:28 A	6:28 A	7:28 A	8:28 A	9:28 A	2:06 P	3:28 P	4:28 P	5:28 P	7:28 P	9:45 P
Sylmar/San Fernando	5:43 A	6:43 A	7:43 A	8:43 A	9:43 A	2:24 P	3:43 P	4:43 P	5:43 P	7:43 P	10:00 P
Sun Valley	5:51 A	6:51 A	7:51 A	8:51 A	9:51 A	2:32 P	3:51 P	4:51 P	5:51 P	7:51 P	10:12 P
Burbank Airport – North	5:54 A	6:54 A	7:54 A	8:54 A	9:54 A	2:35 P	3:54 P	4:54 P	5:54 P	7:54 P	10:16 P
Burbank – Downtown	6:00 A	7:00 A	8:00 A	9:00 A	10:00 A	2:41 P	4:00 P	5:00 P	6:00 P	8:00 P	10:22 P
Glendale	6:07 A	7:07 A	8:07 A	9:07 A	10:07 A	2:48 P	4:07 P	5:07 P	6:07 P	8:07 P	10:28 P
L.A. Union Station	6:20 A	7:20 A	8:20 A	9:20 A	10:20 A	3:01 P	4:20 P	5:20 P	6:20 P	8:20 P	10:42 P

To Lancaster

Train	201	203	207	211	215	217	219	221	223	225	231
L.A. Union Station	6:39 A	7:39 A	10:04 A	11:39 A	1:39 P	2:39 P	3:39 P	4:39 P	5:39 P	6:56 P	9:39 P
Glendale	6:51 A	7:51 A	10:16 A	11:51 A	1:51 P	2:51 P	3:51 P	4:51 P	5:51 P	7:08 P	9:51 P
Burbank – Downtown	6:58 A	7:58 A	10:23 A	11:58 A	1:58 P	2:58 P	3:58 P	4:58 P	5:58 P	7:15 P	9:58 P
Burbank Airport – North	7:04 A	8:04 A	10:29 A	12:04 P	2:04 P	3:04 P	4:04 P	5:04 P	6:04 P	7:21 P	10:04 P
Sun Valley	7:08 A	8:09 A	10:33 A	12:09 P	2:09 P	3:09 P	4:09 P	5:09 P	6:09 P	7:25 P	10:09 P
Sylmar/San Fernando	7:16 A	8:17 A	10:41 A	12:17 P	2:17 P	3:17 P	4:17 P	5:17 P	6:17 P	7:33 P	10:17 P
Newhall	7:32 A	8:32 A	10:57 A	12:32 P	2:32 P	3:32 P	4:32 P	5:32 P	6:32 P	7:50 P	10:32 P
Santa Clarita	7:40 A	8:40 A	11:05 A	12:40 P	2:40 P	3:40 P	4:40 P	5:40 P	6:40 P	7:58 P	10:40 P
Via Princessa	7:46 A	8:46 A	11:11 A	12:46 P	2:46 P	3:46 P	4:46 P	5:46 P	6:46 P	8:05 P	10:46 P
Vista Canyon	7:52 A	8:51 A	11:17 A	12:52 P	2:52 P	3:51 P	4:52 P	5:52 P	6:52 P	8:10 P	10:52 P
Vincent Grade/Acton			11:53 A	1:31 P	3:31 P		5:31 P	6:31 P	7:31 P	8:46 P	11:31 P
Palmdale			12:03 P	1:41 P	3:41 P		5:41 P	6:41 P	7:41 P	8:56 P	11:41 P
Lancaster			12:15 P	1:51 P	3:51 P		5:51 P	6:51 P	7:51 P	9:08 P	11:51 P

DRAFT - PROPOSED SERVICE

ANTELOPE VALLEY LINE

Proposed FY27 Service

METROLINK

SATURDAY & SUNDAY

To L.A. Union Station

Train	1262	1266	1268	1272
Lancaster	8:08 A	11:30 A	**1:30 P**	**4:39 P**
Palmdale	8:17 A	11:39 A	**1:39 P**	**4:48 P**
Vincent Grade/Acton	8:28 A	11:50 A	**1:50 P**	**5:00 P**
Vista Canyon	9:15 A	**12:37 P**	**2:37 P**	**5:47 P**
Via Princessa	9:19 A	**12:41 P**	**2:41 P**	**5:51 P**
Santa Clarita	9:26 A	**12:48 P**	**2:48 P**	**5:57 P**
Newhall	9:34 A	**12:56 P**	**2:56 P**	**6:05 P**
Sylmar/San Fernando	9:49 A	**1:11 P**	**3:11 P**	**6:20 P**
Sun Valley	9:56 A	**1:18 P**	**3:18 P**	**6:28 P**
Burbank Airport – North	10:00 A	**1:22 P**	**3:22 P**	**6:31 P**
Burbank – Downtown	10:06 A	**1:28 P**	**3:28 P**	**6:37 P**
Glendale	10:12 A	**1:34 P**	**3:34 P**	**6:44 P**
L.A. Union Station	10:29 A	**1:52 P**	**3:52 P**	**7:02 P**

To Lancaster

Train	1265	1269	1271	1273
L.A. Union Station	11:00 A	**2:00 P**	**4:11 P**	**7:21 P**
Glendale	11:15 A	**2:14 P**	**4:25 P**	**7:35 P**
Burbank – Downtown	11:21 A	**2:20 P**	**4:31 P**	**7:41 P**
Burbank Airport – North	11:26 A	**2:26 P**	**4:37 P**	**7:47 P**
Sun Valley	11:31 A	**2:31 P**	**4:42 P**	**7:52 P**
Sylmar/San Fernando	11:40 A	**2:40 P**	**4:51 P**	**8:01 P**
Newhall	11:56 A	**2:56 P**	**5:06 P**	**8:16 P**
Santa Clarita	**12:05 P**	**3:04 P**	**5:15 P**	**8:25 P**
Via Princessa	**12:12 P**	**3:12 P**	**5:23 P**	**8:33 P**
Vista Canyon	**12:18 P**	**3:18 P**	**5:29 P**	**8:39 P**
Vincent Grade/Acton	**12:59 P**	**3:59 P**	**6:10 P**	**9:20 P**
Palmdale	**1:10 P**	**4:10 P**	**6:20 P**	**9:30 P**
Lancaster	**1:23 P**	**4:22 P**	**6:33 P**	**9:43 P**

DRAFT - PROPOSED SERVICE

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

SAN BERNARDINO LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To L.A. Union Station

Train	301	305	309	311	313	317	321	325	329	337	341	345	353	361
Redlands – Downtown			5:23 A		6:25 A									
San Bernardino – Downtown	3:41 A	4:41 A	5:41 A	6:11 A	6:43 A	7:41 A	8:41 A	9:41 A	10:41 A	**12:41 P**	**1:41 P**	**2:41 P**	**4:41 P**	**6:54 P**
San Bernardino – Depot	3:46 A	4:46 A	5:46 A	6:16 A	6:48 A	7:46 A	8:46 A	9:46 A	10:46 A	**12:46 P**	**1:46 P**	**2:46 P**	**4:46 P**	**6:59 P**
Rialto	3:54 A	4:54 A	5:54 A	6:24 A	6:56 A	7:54 A	8:54 A	9:54 A	10:54 A	**12:54 P**	**1:54 P**	**2:54 P**	**4:54 P**	**7:07 P**
Fontana	4:00 A	5:00 A	6:00 A	6:30 A	7:02 A	8:00 A	9:00 A	10:00 A	11:00 A	**1:00 P**	**2:00 P**	**3:00 P**	**5:00 P**	**7:16 P**
Rancho Cucamonga	4:11 A	5:11 A	6:11 A	6:41 A	7:13 A	8:11 A	9:11 A	10:11 A	11:11 A	**1:11 P**	**2:11 P**	**3:11 P**	**5:11 P**	**7:25 P**
Upland	4:19 A	5:19 A	6:19 A	6:49 A	7:21 A	8:19 A	9:19 A	10:19 A	11:19 A	**1:19 P**	**2:19 P**	**3:19 P**	**5:19 P**	**7:32 P**
Montclair	4:25 A	5:25 A	6:25 A	6:55 A	7:28 A	8:25 A	9:25 A	10:25 A	11:25 A	**1:25 P**	**2:25 P**	**3:25 P**	**5:25 P**	**7:37 P**
Claremont	4:30 A	5:30 A	6:30 A	7:00 A	7:32 A	8:30 A	9:30 A	10:30 A	11:30 A	**1:30 P**	**2:30 P**	**3:30 P**	**5:30 P**	**7:40 P**
Pomona – North	4:36 A	5:36 A	6:36 A	7:06 A	7:38 A	8:36 A	9:36 A	10:36 A	11:36 A	**1:36 P**	**2:36 P**	**3:36 P**	**5:36 P**	**7:46 P**
Covina	4:47 A	5:47 A	6:47 A	7:17 A	7:49 A	8:47 A	9:47 A	10:47 A	11:47 A	**1:47 P**	**2:47 P**	**3:47 P**	**5:47 P**	**7:57 P**
Baldwin Park	4:53 A	5:53 A	6:53 A	7:23 A	7:55 A	8:53 A	9:53 A	10:53 A	11:53 A	**1:53 P**	**2:53 P**	**3:53 P**	**5:53 P**	**8:05 P**
El Monte	5:07 A	6:07 A	7:06 A	7:37 A	8:06 A	9:07 A	10:07 A	11:07 A	**12:07 P**	**2:07 P**	**3:07 P**	**4:07 P**	**6:07 P**	**8:15 P**
Cal State LA	5:17 A	6:17 A	7:17 A	7:47 A	8:16 A	9:17 A	10:17 A	11:17 A	**12:17 P**	**2:17 P**	**3:17 P**	**4:17 P**	**6:17 P**	**8:26 P**
L.A. Union Station	5:31 A	6:31 A	7:31 A	8:01 A	8:29 A	9:31 A	10:31 A	11:31 A	**12:31 P**	**2:31 P**	**3:31 P**	**4:31 P**	**6:31 P**	**8:40 P**

To San Bernardino

Train	300	304	308	316	320	324	328	332	336	340	342	344	350	360
L.A. Union Station	6:38 A	7:38 A	8:38 A	10:38 A	11:38 A	**12:38 P**	**1:38 P**	**2:38 P**	**3:38 P**	**4:38 P**	**5:08 P**	**5:38 P**	**7:15 P**	**9:38 P**
Cal State LA	6:55 A	7:55 A	8:55 A	10:55 A	11:55 A	**12:55 P**	**1:55 P**	**2:55 P**	**3:55 P**	**4:55 P**	**5:22 P**	**5:51 P**	**7:29 P**	**9:52 P**
El Monte	7:09 A	8:09 A	9:09 A	11:09 A	**12:09 P**	**1:09 P**	**2:09 P**	**3:09 P**	**4:09 P**	**5:09 P**	**5:34 P**	**6:05 P**	**7:41 P**	**10:04 P**
Baldwin Park	7:18 A	8:18 A	9:18 A	11:18 A	**12:18 P**	**1:18 P**	**2:18 P**	**3:18 P**	**4:18 P**	**5:18 P**	**5:43 P**	**6:15 P**	**7:50 P**	**10:13 P**
Covina	7:25 A	8:25 A	9:25 A	11:25 A	**12:25 P**	**1:25 P**	**2:25 P**	**3:25 P**	**4:25 P**	**5:25 P**	**5:50 P**	**6:22 P**	**7:57 P**	**10:20 P**
Pomona – North	7:39 A	8:39 A	9:39 A	11:39 A	**12:39 P**	**1:39 P**	**2:39 P**	**3:39 P**	**4:39 P**	**5:39 P**	**6:04 P**	**6:36 P**	**8:11 P**	**10:34 P**
Claremont	7:45 A	8:45 A	9:45 A	11:45 A	**12:45 P**	**1:45 P**	**2:45 P**	**3:45 P**	**4:45 P**	**5:45 P**	**6:10 P**	**6:42 P**	**8:17 P**	**10:40 P**
Montclair	7:49 A	8:49 A	9:49 A	11:49 A	**12:49 P**	**1:49 P**	**2:49 P**	**3:49 P**	**4:49 P**	**5:49 P**	**6:14 P**	**6:46 P**	**8:21 P**	**10:44 P**
Upland	7:54 A	8:54 A	9:54 A	11:54 A	**12:54 P**	**1:54 P**	**2:54 P**	**3:54 P**	**4:54 P**	**5:54 P**	**6:19 P**	**6:51 P**	**8:26 P**	**10:49 P**
Rancho Cucamonga	8:01 A	9:01 A	10:01 A	**12:01 P**	**1:01 P**	**2:01 P**	**3:01 P**	**4:01 P**	**5:01 P**	**6:01 P**	**6:27 P**	**6:59 P**	**8:34 P**	**10:57 P**
Fontana	8:10 A	9:10 A	10:10 A	**12:10 P**	**1:10 P**	**2:10 P**	**3:10 P**	**4:10 P**	**5:10 P**	**6:10 P**	**6:35 P**	**7:07 P**	**8:42 P**	**11:05 P**
Rialto	8:16 A	9:16 A	10:16 A	**12:16 P**	**1:16 P**	**2:16 P**	**3:16 P**	**4:16 P**	**5:16 P**	**6:16 P**	**6:41 P**	**7:13 P**	**8:48 P**	**11:11 P**
San Bernardino – Depot	8:24 A	9:24 A	10:24 A	**12:24 P**	**1:24 P**	**2:24 P**	**3:24 P**	**4:24 P**	**5:24 P**	**6:24 P**	**6:49 P**	**7:21 P**	**8:56 P**	**11:19 P**
San Bernardino – Downtown	8:29 A	9:29 A	10:29 A	**12:29 P**	**1:29 P**	**2:29 P**	**3:29 P**	**4:29 P**	**5:29 P**	**6:29 P**	**6:54 P**	**7:25 P**	**9:00 P**	**11:23 P**
Redlands – Downtown											**7:14 P**	**7:48 P**		

DRAFT - PROPOSED SERVICE

SAN BERNARDINO LINE

Proposed FY27 Service

METROLINK

SATURDAY & SUNDAY

To L.A. Union Station

Train	1353	1357	1363	1369	1373	1377
San Bernardino – Downtown	8:38 A	11:38 A	**1:38 P**	**3:38 P**	**5:38 P**	**7:38 P**
San Bernardino – Depot	8:43 A	11:43 A	**1:43 P**	**3:43 P**	**5:43 P**	**7:43 P**
Rialto	8:50 A	11:50 A	**1:50 P**	**3:50 P**	**5:50 P**	**7:50 P**
Fontana	8:56 A	11:56 A	**1:56 P**	**3:56 P**	**5:56 P**	**7:56 P**
Rancho Cucamonga	9:06 A	**12:06 P**	**2:06 P**	**4:06 P**	**6:06 P**	**8:06 P**
Upland	9:14 A	**12:14 P**	**2:14 P**	**4:14 P**	**6:14 P**	**8:14 P**
Montclair	9:20 A	**12:20 P**	**2:20 P**	**4:20 P**	**6:20 P**	**8:20 P**
Claremont	9:23 A	**12:23 P**	**2:23 P**	**4:23 P**	**6:23 P**	**8:23 P**
Pomona – North	9:28 A	**12:28 P**	**2:28 P**	**4:28 P**	**6:28 P**	**8:28 P**
Covina	9:39 A	**12:39 P**	**2:39 P**	**4:39 P**	**6:39 P**	**8:39 P**
Baldwin Park	9:46 A	**12:46 P**	**2:46 P**	**4:46 P**	**6:46 P**	**8:46 P**
El Monte	9:57 A	**12:57 P**	**2:57 P**	**4:57 P**	**6:57 P**	**8:57 P**
Cal State LA	10:10 A	**1:10 P**	**3:10 P**	**5:10 P**	**7:10 P**	**9:10 P**
L.A. Union Station	10:22 A	**1:22 P**	**3:22 P**	**5:22 P**	**7:22 P**	**9:22 P**

To San Bernardino

Train	1352	1358	1364	1368	1372	1376
L.A. Union Station	8:38 A	**1:38 P**	**3:38 P**	**5:38 P**	**7:38 P**	**9:38 P**
Cal State LA	8:50 A	**1:50 P**	**3:50 P**	**5:50 P**	**7:50 P**	**9:50 P**
El Monte	9:01 A	**2:01 P**	**4:01 P**	**6:01 P**	**8:01 P**	**10:01 P**
Baldwin Park	9:12 A	**2:12 P**	**4:12 P**	**6:12 P**	**8:12 P**	**10:12 P**
Covina	9:19 A	**2:19 P**	**4:19 P**	**6:19 P**	**8:19 P**	**10:19 P**
Pomona – North	9:32 A	**2:32 P**	**4:32 P**	**6:32 P**	**8:32 P**	**10:32 P**
Claremont	9:38 A	**2:38 P**	**4:38 P**	**6:38 P**	**8:38 P**	**10:38 P**
Montclair	9:42 A	**2:42 P**	**4:42 P**	**6:42 P**	**8:42 P**	**10:42 P**
Upland	9:47 A	**2:47 P**	**4:47 P**	**6:47 P**	**8:47 P**	**10:47 P**
Rancho Cucamonga	9:54 A	**2:54 P**	**4:54 P**	**6:54 P**	**8:54 P**	**10:54 P**
Fontana	10:05 A	**3:05 P**	**5:05 P**	**7:05 P**	**9:05 P**	**11:05 P**
Rialto	10:11 A	**3:11 P**	**5:11 P**	**7:11 P**	**9:11 P**	**11:11 P**
San Bernardino – Depot	10:17 A	**3:17 P**	**5:17 P**	**7:17 P**	**9:17 P**	**11:17 P**
San Bernardino – Downtown	10:23 A	**3:23 P**	**5:23 P**	**7:23 P**	**9:23 P**	**11:23 P**

DRAFT - PROPOSED SERVICE

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

RIVERSIDE LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To L.A. Union Station

Train	403	405	407	409	419
Riverside – Downtown	5:30 A	6:00 A	6:54 A	7:55 A	**3:30 P**
Jurupa Valley/Pedley	5:46 A	6:16 A	7:09 A	8:11 A	**3:46 P**
Ontario – East	5:58 A	6:28 A	7:21 A	8:23 A	**3:58 P**
Pomona – Downtown	6:10 A	6:40 A	7:34 A	8:35 A	**4:10 P**
Industry	6:20 A	6:50 A	7:43 A	8:45 A	**4:20 P**
Montebello/Commerce	6:40 A	7:10 A	8:04 A	9:05 A	**4:40 P**
L.A. Union Station	7:01 A	7:31 A	8:25 A	9:26 A	**5:01 P**

To Riverside

Train	400	410	412	414	416
L.A. Union Station	**1:35 P**	**4:15 P**	**4:45 P**	**5:35 P**	**6:35 P**
Montebello/Commerce	**1:55 P**	**4:35 P**	**5:05 P**	**5:55 P**	**6:55 P**
Industry	**2:13 P**	**4:53 P**	**5:23 P**	**6:13 P**	**7:13 P**
Pomona – Downtown	**2:23 P**	**5:03 P**	**5:33 P**	**6:23 P**	**7:23 P**
Ontario – East	**2:35 P**	**5:15 P**	**5:45 P**	**6:35 P**	**7:35 P**
Jurupa Valley/Pedley	**2:47 P**	**5:27 P**	**5:57 P**	**6:47 P**	**7:47 P**
Riverside – Downtown	**3:06 P**	**5:46 P**	**6:16 P**	**7:06 P**	**8:06 P**

DRAFT - PROPOSED SERVICE

SATURDAY & SUNDAY

No weekend service on this line.

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

91/PERRIS VALLEY LINE

Proposed FY27 Service

METROLINK

MONDAY – FRIDAY

To Perris

Train	700	720	732	734	736	740
L.A. Union Station	5:34 A	**1:04 P**	**3:20 P**	**3:51 P**	**4:34 P**	**5:34 P**
Norwalk/Santa Fe Springs	5:57 A	**1:27 P**	**3:44 P**	**4:14 P**	**4:57 P**	**5:57 P**
Buena Park	6:06 A	**1:36 P**	**3:53 P**	**4:23 P**	**5:06 P**	**6:06 P**
Fullerton	6:12 A	**1:42 P**	**3:58 P**	**4:29 P**	**5:12 P**	**6:12 P**
Corona – West	6:36 A	**2:06 P**	**4:22 P**	**4:53 P**	**5:36 P**	**6:36 P**
Corona – North Main	6:41 A	**2:11 P**	**4:28 P**	**4:58 P**	**5:41 P**	**6:41 P**
Riverside – La Sierra	6:49 A	**2:19 P**	**4:36 P**	**5:06 P**	**5:49 P**	**6:49 P**
Riverside – Downtown	7:03 A	**2:33 P**	**4:50 P**	**5:20 P**	**6:03 P**	**7:03 P**
Riverside – Hunter Park/UCR	7:11 A	**2:41 P**	**4:58 P**	**5:28 P**	**6:11 P**	**7:11 P**
Moreno Valley/March Field	7:28 A	**2:58 P**	**5:14 P**	**5:44 P**	**6:28 P**	**7:28 P**
Perris – Downtown	7:39 A	**3:09 P**	**5:25 P**	**5:56 P**	**6:39 P**	**7:39 P**
Perris – South	7:48 A	**3:18 P**	**5:34 P**	**6:05 P**	**6:48 P**	**7:48 P**

To L.A. Union Station

Train	701	703	705	707	709	711
Perris – South	4:20 A	5:20 A	6:20 A	7:20 A	8:20 A	**3:51 P**
Perris – Downtown	4:26 A	5:26 A	6:26 A	7:26 A	8:26 A	**3:56 P**
Moreno Valley/March Field	4:37 A	5:37 A	6:37 A	7:37 A	8:37 A	**4:07 P**
Riverside – Hunter Park/UCR	4:53 A	5:53 A	6:53 A	7:53 A	8:53 A	**4:23 P**
Riverside – Downtown	5:02 A	6:02 A	7:02 A	8:02 A	9:02 A	**4:32 P**
Riverside – La Sierra	5:14 A	6:14 A	7:14 A	8:14 A	9:14 A	**4:44 P**
Corona – North Main	5:22 A	6:22 A	7:22 A	8:22 A	9:22 A	**4:52 P**
Corona – West	5:26 A	6:26 A	7:26 A	8:26 A	9:26 A	**4:57 P**
Fullerton	5:50 A	6:50 A	7:50 A	8:50 A	9:50 A	**5:20 P**
Buena Park	5:56 A	6:56 A	7:56 A	8:56 A	9:56 A	**5:26 P**
Norwalk/Santa Fe Springs	6:03 A	7:03 A	8:03 A	9:03 A	10:03 A	**5:34 P**
L.A. Union Station	6:29 A	7:29 A	8:29 A	9:29 A	10:29 A	**6:00 P**

DRAFT - PROPOSED SERVICE

91/PERRIS VALLEY LINE

METROLINK

Proposed FY27 Service

SATURDAY & SUNDAY

To Perris

Train	1752	1754
L.A. Union Station	**3:25 P**	**5:39 P**
Norwalk/Santa Fe Springs	**3:49 P**	**6:03 P**
Buena Park	**3:57 P**	**6:11 P**
Fullerton	**4:03 P**	**6:17 P**
Corona – West	**4:27 P**	**6:41 P**
Corona – North Main	**4:32 P**	**6:46 P**
Riverside – La Sierra	**4:40 P**	**6:54 P**
Riverside – Downtown	**4:52 P**	**7:06 P**
Riverside – Hunter Park/UCR	**5:00 P**	**7:14 P**
Moreno Valley/March Field	**5:16 P**	**7:30 P**
Perris – Downtown	**5:28 P**	**7:42 P**
Perris – South	**5:37 P**	**7:48 P**

To L.A. Union Station

Train	1751	1753
Perris – South	8:10 A	9:36 A
Perris – Downtown	8:15 A	9:42 A
Moreno Valley/March Field	8:28 A	9:54 A
Riverside – Hunter Park/UCR	8:44 A	10:10 A
Riverside – Downtown	8:51 A	10:17 A
Riverside – La Sierra	9:03 A	10:29 A
Corona – North Main	9:11 A	10:37 A
Corona – West	9:17 A	10:43 A
Fullerton	9:41 A	11:07 A
Buena Park	9:46 A	11:13 A
Norwalk/Santa Fe Springs	9:53 A	11:20 A
L.A. Union Station	10:21 A	11:48 A

DRAFT - PROPOSED SERVICE

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

ORANGE COUNTY CORRIDOR

Metrolink (Proposed FY27, Scenario 8) with Amtrak Pacific Surfliner (schedule of May 4, 2026)

METROLINK

MONDAY – FRIDAY

From L.A. Union Station → Orange County

Train	600	602	562	604	564	566	770	572	774	612	580	620	782	624	584	626	786	628	588	790	794
Service	Metrolink	Metrolink	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak
L.A. Union Station	4:22 A	5:20 A	6:10 A	6:40 A	7:10 A	8:10 A	10:10 A	11:10 A	**12:10 P**	**1:30 P**	**3:10 P**	**3:27 P**	**4:10 P**	**4:25 P**	**5:10 P**	**5:25 P**	**6:10 P**	**6:30 P**	**7:10 P**	**8:10 P**	**10:10 P**
Commerce	—	—	—	—	—	—	—	—	—	—	—	—	—	**4:40 P**	—	**5:40 P**	—	**6:45 P**	—	—	—
Norwalk/Santa Fe Springs	4:47 A	5:45 A	—	7:05 A	—	—	—	—	—	**1:56 P**	—	**3:53 P**	—	**4:51 P**	—	**5:51 P**	—	**6:56 P**	—	—	—
Buena Park	4:55 A	5:53 A	—	7:13 A	—	—	—	—	—	**2:04 P**	—	**4:01 P**	—	**4:59 P**	—	**5:59 P**	—	**7:04 P**	—	—	—
Fullerton	5:01 A	5:59 A	6:41 A	7:19 A	7:41 A	8:41 A	10:41 A	11:41 A	**12:41 P**	**2:10 P**	**3:41 P**	**4:07 P**	**4:41 P**	**5:05 P**	**5:41 P**	**6:05 P**	**6:41 P**	**7:10 P**	**7:41 P**	**8:41 P**	**10:41 P**
Anaheim	5:08 A	6:06 A	6:49 A	7:26 A	7:49 A	8:49 A	10:49 A	11:49 A	**12:49 P**	**2:17 P**	**3:49 P**	**4:14 P**	**4:49 P**	**5:12 P**	**5:49 P**	**6:12 P**	**6:49 P**	**7:17 P**	**7:49 P**	**8:49 P**	**10:49 P**
Orange	5:13 A	6:11 A	—	7:31 A	—	—	—	—	—	**2:22 P**	—	**4:19 P**	—	**5:17 P**	—	**6:17 P**	—	**7:22 P**	—	—	—
Santa Ana	5:18 A	6:16 A	7:01 A	7:36 A	8:01 A	9:01 A	11:01 A	**12:01 P**	**1:01 P**	**2:27 P**	**4:01 P**	**4:24 P**	**5:01 P**	**5:22 P**	**6:01 P**	**6:22 P**	**7:01 P**	**7:27 P**	**8:01 P**	**9:01 P**	**11:01 P**
Tustin	5:24 A	6:22 A	—	7:42 A	—	—	—	—	—	**2:33 P**	—	**4:30 P**	—	**5:28 P**	—	**6:28 P**	—	**7:33 P**	—	—	—
Irvine	5:31 A	6:29 A	7:12 A	7:49 A	8:12 A	9:12 A	11:12 A	**12:12 P**	**1:12 P**	**2:40 P**	**4:12 P**	**4:37 P**	**5:12 P**	**5:35 P**	**6:12 P**	**6:35 P**	**7:12 P**	**7:40 P**	**8:12 P**	**9:12 P**	**11:12 P**
Laguna Niguel/Mission Viejo	5:42 A	6:40 A	—	8:00 A	—	—	—	—	—	**2:51 P**	—	**4:48 P**	—	**5:46 P**	—	**6:46 P**	—	**7:51 P**	—	—	—
San Juan Capistrano			7:26 A		8:25 A	9:25 A	11:25 A	**12:25 P**	**1:25 P**		**4:25 P**		**5:25 P**		**6:25 P**		**7:25 P**		**8:25 P**	**9:25 P**	**11:26 P**
San Clemente			—		—	—	—	—	—		—		—		—		—		—	—	—
San Clemente Pier			—		8:38 A	9:38 A	11:38 A	**12:38 P**	**1:38 P**		**4:38 P**		**5:38 P**		**6:38 P**		**7:38 P**		**8:38 P**	**9:38 P**	—
Oceanside			8:05 A		9:08 A	10:08 A	**12:08 P**	**1:08 P**	**2:08 P**		**5:08 P**		**6:08 P**		**7:08 P**		**8:08 P**		**9:08 P**	**10:05 P**	12:05 A

To L.A. Union Station ← Orange County

Train	601	761	603	605	765	609	611	567	769	573	777	579	581	619	785	621	587	627	591	593	595
Service	Metrolink	Amtrak	Metrolink	Metrolink	Amtrak	Metrolink	Metrolink	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak
Oceanside		4:57 A			6:57 A			7:57 A	8:57 A	10:57 A	**12:57 P**	**1:57 P**	**2:57 P**		**4:57 P**		**5:57 P**		**7:57 P**	**8:57 P**	**9:57 P**
San Clemente Pier		—			7:20 A			8:20 A	9:20 A	11:20 A	**1:20 P**	**2:20 P**	**3:20 P**		**5:20 P**		**6:23 P**		**8:20 P**	**9:20 P**	—
San Clemente		—			—			—	—	—	—	—	—		—		—		—	—	—
San Juan Capistrano		5:34 A			7:37 A			8:37 A	9:37 A	11:37 A	**1:37 P**	**2:37 P**	**3:37 P**		**5:37 P**		**6:36 P**		**8:37 P**	**9:37 P**	**10:34 P**
Laguna Niguel/Mission Viejo	4:58 A	—	5:58 A	6:58 A	—	7:58 A	8:23 A	—	—	—	—	—	—	**4:30 P**	—	**6:10 P**	—	**7:10 P**	—	—	—
Irvine	5:08 A	5:49 A	6:08 A	7:08 A	7:52 A	8:08 A	8:32 A	8:52 A	9:52 A	11:52 A	**1:52 P**	**2:52 P**	**3:52 P**	**4:40 P**	**5:52 P**	**6:20 P**	**6:53 P**	**7:20 P**	**8:52 P**	**9:52 P**	**10:49 P**
Tustin	5:16 A	—	6:16 A	7:16 A	—	8:16 A	8:41 A	—	—	—	—	—	—	**4:48 P**	—	**6:28 P**	—	**7:28 P**	—	—	—
Santa Ana	5:23 A	6:01 A	6:23 A	7:23 A	8:04 A	8:23 A	8:47 A	9:04 A	10:04 A	**12:04 P**	**2:04 P**	**3:04 P**	**4:04 P**	**4:55 P**	**6:04 P**	**6:35 P**	**7:06 P**	**7:35 P**	**9:04 P**	**10:04 P**	**11:01 P**
Orange	5:28 A	—	6:28 A	7:28 A	—	8:28 A	8:52 A	—	—	—	—	—	—	**5:00 P**	—	**6:40 P**	—	**7:40 P**	—	—	—
Anaheim	5:32 A	6:10 A	6:32 A	7:32 A	8:13 A	8:32 A	8:57 A	9:13 A	10:13 A	**12:13 P**	**2:13 P**	**3:13 P**	**4:13 P**	**5:04 P**	**6:13 P**	**6:44 P**	**7:17 P**	**7:44 P**	**9:13 P**	**10:13 P**	**11:10 P**
Fullerton	5:40 A	6:18 A	6:40 A	7:40 A	8:21 A	8:40 A	9:04 A	9:21 A	10:21 A	**12:21 P**	**2:21 P**	**3:21 P**	**4:21 P**	**5:12 P**	**6:21 P**	**6:52 P**	**7:25 P**	**7:52 P**	**9:21 P**	**10:21 P**	**11:18 P**
Buena Park	5:46 A	—	6:46 A	7:46 A	—	8:46 A	9:10 A	—	—	—	—	—	—	**5:18 P**	—	**6:58 P**	—	**7:58 P**	—	—	—
Norwalk/Santa Fe Springs	5:54 A	—	6:54 A	7:54 A	—	8:54 A	9:18 A	—	—	—	—	—	—	**5:26 P**	—	**7:06 P**	—	**8:06 P**	—	—	—
Commerce	6:04 A	—	7:04 A	8:04 A	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
L.A. Union Station	6:20 A	6:57 A	7:20 A	8:20 A	8:57 A	9:20 A	9:44 A	9:57 A	10:57 A	**12:57 P**	**2:57 P**	**3:57 P**	**4:57 P**	**5:52 P**	**6:57 P**	**7:32 P**	**8:04 P**	**8:32 P**	**9:57 P**	**10:57 P**	**11:57 P**

DRAFT - PROPOSED SERVICE

ORANGE COUNTY CORRIDOR

Metrolink (Proposed FY27, Scenario 8) with Amtrak Pacific Surfliner (schedule of May 4, 2026)

METROLINK

SATURDAY & SUNDAY

From L.A. Union Station → Orange County

Train	562	564	566	660	770	572	774	668	580	782	584	786	588	790	794
Service	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak
L.A. Union Station	6:10 A	7:10 A	8:10 A	9:05 A	10:10 A	11:10 A	**12:10 P**	**1:22 P**	**3:10 P**	**4:10 P**	**5:10 P**	**6:10 P**	**7:10 P**	**8:10 P**	**10:10 P**
Commerce	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Norwalk/Santa Fe Springs	—	—	—	9:28 A	—	—	—	**1:45 P**	—	—	—	—	—	—	—
Buena Park	—	—	—	9:36 A	—	—	—	**1:53 P**	—	—	—	—	—	—	—
Fullerton	6:41 A	7:41 A	8:41 A	9:42 A	10:41 A	11:41 A	**12:41 P**	**1:59 P**	**3:41 P**	**4:41 P**	**5:41 P**	**6:41 P**	**7:41 P**	**8:41 P**	**10:41 P**
Anaheim	6:49 A	7:49 A	8:49 A	9:50 A	10:49 A	11:49 A	**12:49 P**	**2:06 P**	**3:49 P**	**4:49 P**	**5:49 P**	**6:49 P**	**7:49 P**	**8:49 P**	**10:49 P**
Orange	—	—	—	9:54 A	—	—	—	**2:11 P**	—	—	—	—	—	—	—
Santa Ana	7:01 A	8:01 A	9:01 A	10:00 A	11:01 A	**12:01 P**	**1:01 P**	**2:17 P**	**4:01 P**	**5:01 P**	**6:01 P**	**7:01 P**	**8:01 P**	**9:01 P**	**11:01 P**
Tustin	—	—	—	10:06 A	—	—	—	**2:23 P**	—	—	—	—	—	—	—
Irvine	7:12 A	8:12 A	9:12 A	10:15 A	11:12 A	**12:12 P**	**1:12 P**	**2:31 P**	**4:12 P**	**5:12 P**	**6:12 P**	**7:12 P**	**8:12 P**	**9:12 P**	**11:12 P**
Laguna Niguel/Mission Viejo	—	—	—	10:26 A	—	—	—	**2:41 P**	—	—	—	—	—	—	—
San Juan Capistrano	7:26 A	8:25 A	9:25 A	10:32 A	11:25 A	**12:25 P**	**1:25 P**	**2:47 P**	**4:25 P**	**5:25 P**	**6:25 P**	**7:25 P**	**8:25 P**	**9:25 P**	**11:26 P**
San Clemente	—	—	—	10:42 A	—	—	—	**3:00 P**	—	—	—	—	—	—	—
San Clemente Pier	—	8:38 A	9:38 A	10:45 A	11:38 A	**12:38 P**	**1:38 P**	**3:03 P**	**4:38 P**	**5:38 P**	**6:38 P**	**7:38 P**	**8:38 P**	**9:38 P**	—
Oceanside	8:05 A	9:08 A	10:08 A	11:13 A	**12:08 P**	**1:08 P**	**2:08 P**	**3:30 P**	**5:08 P**	**6:08 P**	**7:08 P**	**8:08 P**	**9:08 P**	**10:05 P**	12:05 A

To L.A. Union Station ← Orange County

Train	761	765	567	769	573	661	777	579	581	667	785	587	591	593	595
Service	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Metrolink	Amtrak	Amtrak	Amtrak	Amtrak	Amtrak
Oceanside	4:57 A	6:57 A	7:57 A	8:57 A	10:57 A	11:56 A	**12:57 P**	**1:57 P**	**2:57 P**	**3:55 P**	**4:57 P**	**5:57 P**	**7:57 P**	**8:57 P**	**9:57 P**
San Clemente Pier	—	7:20 A	8:20 A	9:20 A	11:20 A	**12:19 P**	**1:20 P**	**2:20 P**	**3:20 P**	**4:19 P**	**5:20 P**	**6:23 P**	**8:20 P**	**9:20 P**	—
San Clemente	—	—	—	—	—	**12:23 P**	—	—	—	**4:22 P**	—	—	—	—	—
San Juan Capistrano	5:34 A	7:37 A	8:37 A	9:37 A	11:37 A	**12:34 P**	**1:37 P**	**2:37 P**	**3:37 P**	**4:35 P**	**5:37 P**	**6:36 P**	**8:37 P**	**9:37 P**	**10:34 P**
Laguna Niguel/Mission Viejo	—	—	—	—	—	**12:41 P**	—	—	—	**4:42 P**	—	—	—	—	—
Irvine	5:49 A	7:52 A	8:52 A	9:52 A	11:52 A	**12:51 P**	**1:52 P**	**2:52 P**	**3:52 P**	**4:53 P**	**5:52 P**	**6:53 P**	**8:52 P**	**9:52 P**	**10:49 P**
Tustin	—	—	—	—	—	**12:58 P**	—	—	—	**5:00 P**	—	—	—	—	—
Santa Ana	6:01 A	8:04 A	9:04 A	10:04 A	**12:04 P**	**1:04 P**	**2:04 P**	**3:04 P**	**4:04 P**	**5:07 P**	**6:04 P**	**7:06 P**	**9:04 P**	**10:04 P**	**11:01 P**
Orange	—	—	—	—	—	**1:10 P**	—	—	—	**5:13 P**	—	—	—	—	—
Anaheim	6:10 A	8:13 A	9:13 A	10:13 A	**12:13 P**	**1:15 P**	**2:13 P**	**3:13 P**	**4:13 P**	**5:18 P**	**6:13 P**	**7:17 P**	**9:13 P**	**10:13 P**	**11:10 P**
Fullerton	6:18 A	8:21 A	9:21 A	10:21 A	**12:21 P**	**1:22 P**	**2:21 P**	**3:21 P**	**4:21 P**	**5:26 P**	**6:21 P**	**7:25 P**	**9:21 P**	**10:21 P**	**11:18 P**
Buena Park	—	—	—	—	—	**1:28 P**	—	—	—	**5:32 P**	—	—	—	—	—
Norwalk/Santa Fe Springs	—	—	—	—	—	**1:35 P**	—	—	—	**5:40 P**	—	—	—	—	—
Commerce	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
L.A. Union Station	6:57 A	8:57 A	9:57 A	10:57 A	**12:57 P**	**2:03 P**	**2:57 P**	**3:57 P**	**4:57 P**	**6:10 P**	**6:57 P**	**8:04 P**	**9:57 P**	**10:57 P**	**11:57 P**

DRAFT - PROPOSED SERVICE

CORRIDOR FREQUENCY (trains serving L.A. Union Station, by direction)

Service day / direction	Metrolink	Amtrak	Total
Monday – Friday · From L.A. Union Station	8	13	**21**
Monday – Friday · To L.A. Union Station ← C	8	13	**21**
Saturday & Sunday · From L.A. Union Static	2	13	**15**
Saturday & Sunday · To L.A. Union Station ←	2	13	**15**

How to read this timetable

Metrolink trains: train number on line color. Amtrak Pacific Surfliner trains: train number on dark gray, marked "Amtrak".

PM times in bold. A = a.m., P = p.m. — Train passes without stopping. Blank = train does not operate on this segment.

Eligible Metrolink passes may be accepted on Amtrak Pacific Surfliner trains under the Rail 2 Rail® program; restrictions apply. See metrolinktrains.com.

Amtrak schedules are set by the LOSSAN Rail Corridor Agency and may change independently of Metrolink.

INLAND EMPIRE–ORANGE COUNTY LINE

METROLINK

Proposed FY27 Service

MONDAY – FRIDAY

To Laguna Niguel/Mission Viejo

Train	803	805	807	809	811	813	815
San Bernardino – Downtown		5:50 A	6:27 A				
San Bernardino – Depot		5:55 A	6:31 A				
Riverside – Downtown	5:10 A	6:11 A	6:48 A	7:30 A	8:12 A	9:15 A	**4:44 P**
Riverside – La Sierra	5:22 A	6:24 A	7:00 A	7:42 A	8:24 A	9:28 A	**4:56 P**
Corona – North Main	5:30 A	6:32 A	7:08 A	7:50 A	8:32 A	9:36 A	**5:04 P**
Corona – West	5:35 A	6:36 A	7:13 A	7:55 A	8:37 A	9:41 A	**5:09 P**
Anaheim Canyon	5:54 A	6:56 A	7:33 A	8:14 A	8:56 A	10:00 A	**5:28 P**
Orange	6:03 A	7:05 A	7:42 A	8:23 A	9:05 A	10:09 A	**5:37 P**
Santa Ana	6:08 A	7:10 A	7:47 A	8:28 A	9:10 A	10:14 A	**5:43 P**
Tustin	6:14 A	7:16 A	7:53 A	8:35 A	9:16 A	10:20 A	**5:49 P**
Irvine	6:23 A	7:25 A	8:02 A	8:43 A	9:25 A	10:29 A	**5:57 P**
Laguna Niguel/Mission Viejo	6:32 A	7:34 A	8:11 A	8:52 A	9:34 A	10:38 A	**6:06 P**

To San Bernardino

Train	800	802	804	806	808	810	812
Laguna Niguel/Mission Viejo	7:10 A	**12:58 P**	**2:28 P**	**3:14 P**	**4:18 P**	**5:18 P**	**6:30 P**
Irvine	7:21 A	**1:09 P**	**2:39 P**	**3:25 P**	**4:29 P**	**5:29 P**	**6:41 P**
Tustin	7:28 A	**1:16 P**	**2:46 P**	**3:32 P**	**4:36 P**	**5:36 P**	**6:48 P**
Santa Ana	7:34 A	**1:22 P**	**2:52 P**	**3:38 P**	**4:42 P**	**5:42 P**	**6:54 P**
Orange	7:41 A	**1:29 P**	**2:59 P**	**3:46 P**	**4:50 P**	**5:50 P**	**7:01 P**
Anaheim Canyon	7:48 A	**1:36 P**	**3:06 P**	**3:53 P**	**4:57 P**	**5:57 P**	**7:08 P**
Corona – West	8:08 A	**1:56 P**	**3:26 P**	**4:12 P**	**5:16 P**	**6:16 P**	**7:28 P**
Corona – North Main	8:13 A	**2:01 P**	**3:31 P**	**4:17 P**	**5:21 P**	**6:21 P**	**7:33 P**
Riverside – La Sierra	8:21 A	**2:09 P**	**3:39 P**	**4:25 P**	**5:29 P**	**6:29 P**	**7:41 P**
Riverside – Downtown	8:32 A	**2:20 P**	**3:51 P**	**4:37 P**	**5:40 P**	**6:40 P**	**7:53 P**
San Bernardino – Depot			**4:09 P**	**4:55 P**			**8:11 P**
San Bernardino – Downtown			**4:13 P**	**4:59 P**			**8:15 P**

DRAFT - PROPOSED SERVICE

INLAND EMPIRE–ORANGE COUNTY LINE

METROLINK

Proposed FY27 Service

SATURDAY & SUNDAY

To Oceanside

Train	857	859
San Bernardino – Downtown	6:58 A	8:56 A
San Bernardino – Depot	7:02 A	9:00 A
Riverside – Downtown	7:19 A	9:18 A
Riverside – La Sierra	7:32 A	9:30 A
Corona – North Main	7:45 A	9:43 A
Corona – West	7:53 A	9:51 A
Anaheim Canyon	8:13 A	10:11 A
Orange	8:20 A	10:18 A
Santa Ana	8:26 A	10:24 A
Tustin	8:32 A	10:30 A
Irvine	8:40 A	10:38 A
Laguna Niguel/Mission Viejo	8:51 A	10:48 A
San Juan Capistrano	8:56 A	10:54 A
San Clemente	9:06 A	11:05 A
San Clemente Pier	9:10 A	11:09 A
Oceanside	9:37 A	11:36 A

DRAFT - PROPOSED SERVICE

INLAND EMPIRE–ORANGE COUNTY LINE

METROLINK

Proposed FY27 Service

To San Bernardino

Train	858	860
Oceanside	**2:19 P**	**6:51 P**
San Clemente Pier	**2:43 P**	**7:20 P**
San Clemente	**2:47 P**	**7:24 P**
San Juan Capistrano	**2:56 P**	**7:34 P**
Laguna Niguel/Mission Viejo	**3:03 P**	**7:44 P**
Irvine	**3:13 P**	**7:54 P**
Tustin	**3:20 P**	**8:01 P**
Santa Ana	**3:26 P**	**8:08 P**
Orange	**3:32 P**	**8:13 P**
Anaheim Canyon	**3:39 P**	**8:20 P**
Corona – West	**3:59 P**	**8:40 P**
Corona – North Main	**4:04 P**	**8:46 P**
Riverside – La Sierra	**4:12 P**	**8:54 P**
Riverside – Downtown	**4:24 P**	**9:06 P**
San Bernardino – Depot	**4:41 P**	**9:23 P**
San Bernardino – Downtown	**4:50 P**	**9:31 P**

DRAFT - PROPOSED SERVICE

How to read this timetable

PM times shown in bold. A = a.m., P = p.m.

— Train passes this station without stopping. Blank = train does not operate on this segment.

Times are departure times.

Proposed schedule, subject to change.

ARROW SERVICE (REDLANDS)

Proposed FY27 Service

METROLINK | Arrow

MONDAY – FRIDAY

To Redlands

Train	3800	3802	3804	3806	3808	3810	3812	3814	3816	3818	3820	3822	3824	3826	3828	3830	3832	3834	3836	3838	3840
San Bernardino – Downtown	3:38 A	4:39 A	6:23 A	7:09 A	8:08 A	8:41 A	9:40 A	10:41 A	11:14 A	11:53 A	12:28 P	1:40 P	2:10 P	2:41 P	3:41 P	4:40 P	5:11 P	5:41 P	6:41 P	8:45 P	9:45 P
San Bernardino – Tippecanoe	3:45 A	4:47 A	6:30 A	7:16 A	8:15 A	8:48 A	9:47 A	10:48 A	11:22 A	12:01 P	12:36 P	1:48 P	2:18 P	2:49 P	3:49 P	4:48 P	5:19 P	5:49 P	6:49 P	8:52 P	9:52 P
Redlands – Esri	3:52 A	4:57 A	6:38 A	7:27 A	8:23 A	8:56 A	9:55 A	10:56 A	11:29 A	12:08 P	12:43 P	1:55 P	2:25 P	2:56 P	3:56 P	4:55 P	5:26 P	5:56 P	6:56 P	9:00 P	10:00 P
Redlands – Downtown	3:56 A	5:01 A	6:41 A	7:30 A	8:26 A	8:59 A	9:58 A	10:59 A	11:33 A	12:12 P	12:47 P	1:59 P	2:29 P	3:00 P	4:00 P	4:59 P	5:30 P	6:00 P	7:00 P	9:03 P	10:03 P
Redlands – University	4:00 A	5:04 A	6:45 A	7:34 A	8:30 A	9:03 A	10:02 A	11:03 A	11:37 A	12:16 P	12:51 P	2:03 P	2:33 P	3:04 P	4:04 P	5:03 P	5:34 P	6:04 P	7:04 P	9:07 P	10:07 P

To San Bernardino

Train	3801	3803	3805	3807	3809	3811	3813	3815	3817	3819	3821	3823	3825	3827	3829	3831	3833	3835	3837	3839	3841
Redlands – University	4:07 A	5:40 A	7:07 A	8:06 A	8:40 A	9:08 A	10:08 A	11:13 A	11:52 A	12:27 P	1:08 P	2:08 P	3:08 P	3:40 P	4:09 P	5:08 P	5:41 P	6:09 P	8:13 P	9:15 P	10:15 P
Redlands – Downtown	4:11 A	5:44 A	7:11 A	8:10 A	8:44 A	9:12 A	10:12 A	11:17 A	11:56 A	12:31 P	1:12 P	2:13 P	3:13 P	3:44 P	4:13 P	5:13 P	5:45 P	6:14 P	8:18 P	9:20 P	10:20 P
Redlands – Esri	4:15 A	5:48 A	7:15 A	8:14 A	8:48 A	9:16 A	10:16 A	11:21 A	12:00 P	12:35 P	1:16 P	2:16 P	3:16 P	3:48 P	4:17 P	5:16 P	5:49 P	6:17 P	8:21 P	9:23 P	10:23 P
San Bernardino – Tippecanoe	4:21 A	5:54 A	7:21 A	8:20 A	8:54 A	9:22 A	10:22 A	11:27 A	12:06 P	12:41 P	1:22 P	2:23 P	3:23 P	3:54 P	4:23 P	5:22 P	5:55 P	6:24 P	8:28 P	9:30 P	10:30 P
San Bernardino – Downtown	4:28 A	6:02 A	7:28 A	8:27 A	9:01 A	9:29 A	10:29 A	11:34 A	12:13 P	12:48 P	1:29 P	2:30 P	3:30 P	4:01 P	4:30 P	5:30 P	6:02 P	6:31 P	8:35 P	9:37 P	10:37 P

SATURDAY & SUNDAY

To Redlands

Train	3852	3854	3856	3858	3860	3862	3864	3866	3868	3870	3872	3874	3876	3878	3880	3882
San Bernardino – Downtown	5:34 A	6:36 A	7:36 A	9:25 A	10:32 A	11:36 A	12:36 P	1:36 P	3:32 P	4:32 P	5:32 P	6:37 P	8:32 P	9:32 P		
San Bernardino – Tippecanoe	5:41 A	6:43 A	7:43 A	9:32 A	10:39 A	11:43 A	12:43 P	1:43 P	3:39 P	4:39 P	5:39 P	6:44 P	8:39 P	9:39 P		
Redlands – Esri	5:48 A	6:50 A	7:50 A	9:39 A	10:46 A	11:50 A	12:50 P	1:50 P	3:46 P	4:46 P	5:46 P	6:51 P	8:46 P	9:46 P		
Redlands – Downtown	5:51 A	6:53 A	7:53 A	9:42 A	10:49 A	11:53 A	12:53 P	1:53 P	3:49 P	4:49 P	5:49 P	6:54 P	8:49 P	9:49 P	10:18 P	10:55 P
Redlands – University	5:56 A	6:58 A	7:58 A	9:47 A	10:54 A	11:58 A	12:58 P	1:58 P	3:54 P	4:54 P	5:54 P	6:59 P	8:54 P	9:54 P	10:23 P	11:00 P

To San Bernardino

Train	3853	3855	3857	3859	3861	3863	3865	3867	3869	3871	3873	3875	3877	3879	3881	3883
Redlands – University	6:06 A	7:05 A	8:06 A	9:54 A	11:06 A	12:06 P	1:06 P	2:06 P	4:02 P	5:02 P	6:02 P	7:06 P	9:02 P	10:05 P	10:35 P	11:10 P
Redlands – Downtown	6:11 A	7:10 A	8:11 A	9:59 A	11:11 A	12:11 P	1:11 P	2:11 P	4:07 P	5:07 P	6:07 P	7:11 P	9:07 P	10:09 P	10:39 P	11:15 P
Redlands – Esri	6:14 A	7:13 A	8:14 A	10:02 A	11:14 A	12:14 P	1:14 P	2:14 P	4:10 P	5:10 P	6:10 P	7:14 P	9:10 P			11:18 P
San Bernardino – Tippecanoe	6:21 A	7:20 A	8:21 A	10:09 A	11:21 A	12:21 P	1:21 P	2:21 P	4:17 P	5:17 P	6:17 P	7:21 P	9:17 P			11:25 P
San Bernardino – Downtown	6:28 A	7:27 A	8:28 A	10:16 A	11:28 A	12:28 P	1:28 P	2:28 P	4:24 P	5:24 P	6:24 P	7:28 P	9:24 P			11:32 P

DRAFT - PROPOSED SERVICE

How to read this timetable

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Proposed schedule, subject to change.



Transmittal of FY27 Proposed Budget



Agenda

- Budget Environment
- Budget Assumptions
- Operating Budget
- Capital Budget
- Budget Summary



Budget Environment

- Significant recalibration of farebox revenue
- Member agency funding constraints
- Contractual cost increases
- Service cuts (8 scenarios evaluated)

Operating Budget

METROLINK





Budget Assumptions

Service Level

- 29% reduction in weekday service
- 40% reduction in weekend service

Revenues

- Fare revenue forecasted in-house
- Fare increases to one-way tickets, SoCal Day Passes, and Weekend Passes
- Gas price induced ridership
- $10.8M in State Rail Assistance
- No new fare promotions
- Student/Youth 50% discount, 25% subsidized by grant funds
- Mobility-4-All 50% discount, 50% subsidized by grant funds

Expenses

- Generally, less than 3% unless mandated by agreements
- No new headcount
- Salaries at 90% of scale
- 3% COLA, no merit increase
- 33% reduction in travel & training
- No special trains unless self-supporting

Scenario 8 Service Levels

Service Line	Optimized		Scenario 8		Scenario 8 vs Optimized	
	# Trains Weekday	# Trains Weekend	# Trains Weekday	# Trains Weekend	# Trains Weekday	# Trains Weekend
San Bernardino	44	16	28	12	-36%	-25%
Ventura County	22	4	14	4	-36%	0%
Antelope Valley	30	24	22	8	-27%	-67%
Riverside	10	0	10	0	0%	0%
Orange County	26	8	16	4	-38%	-50%
IEOC	18	4	14	4	-22%	0%
91/PVL	14	4	12	4	-14%	0%
TOTAL	**164**	**60**	**116**	**36**	**-29%**	**-40%**

METROLINK

Operating Budget Summary

$81.7 million

Operating Revenue

+6.2% over FY26 Budget



$348.4 million

Operating Expense

-1.4% under FY26 Budget



$266.7 million

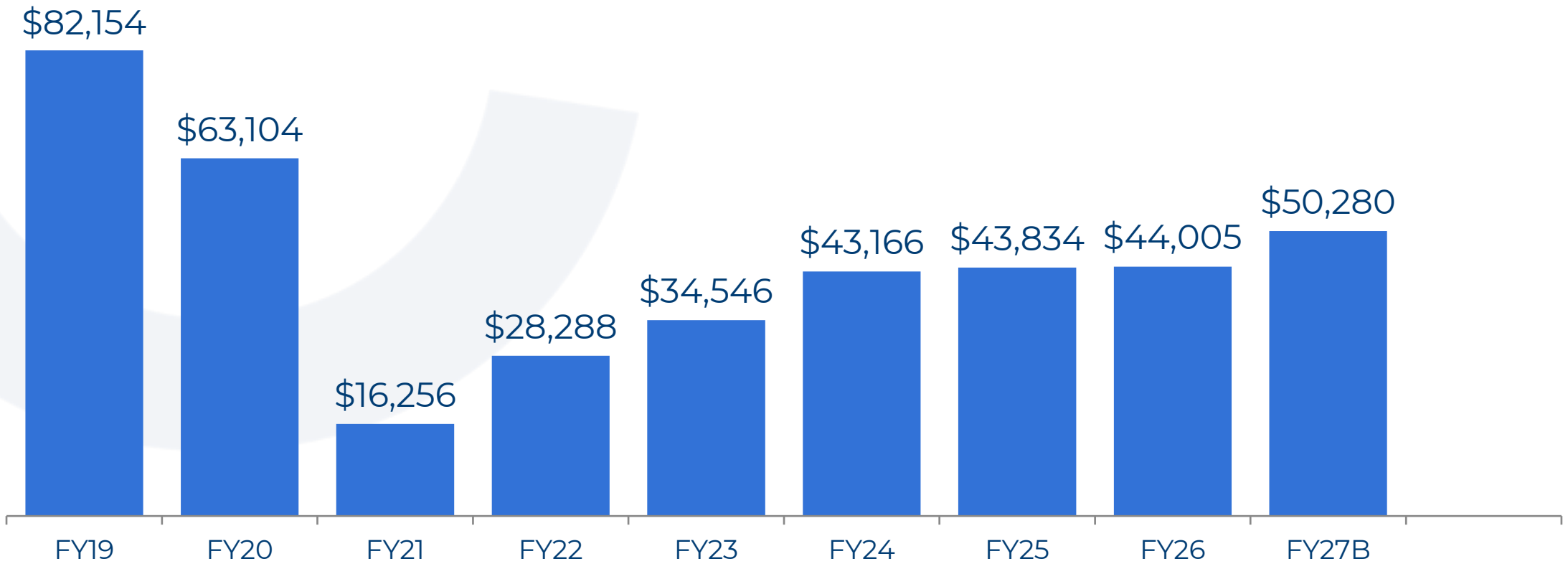
Member Support

-3.5% under FY26 Budget



METROLINK

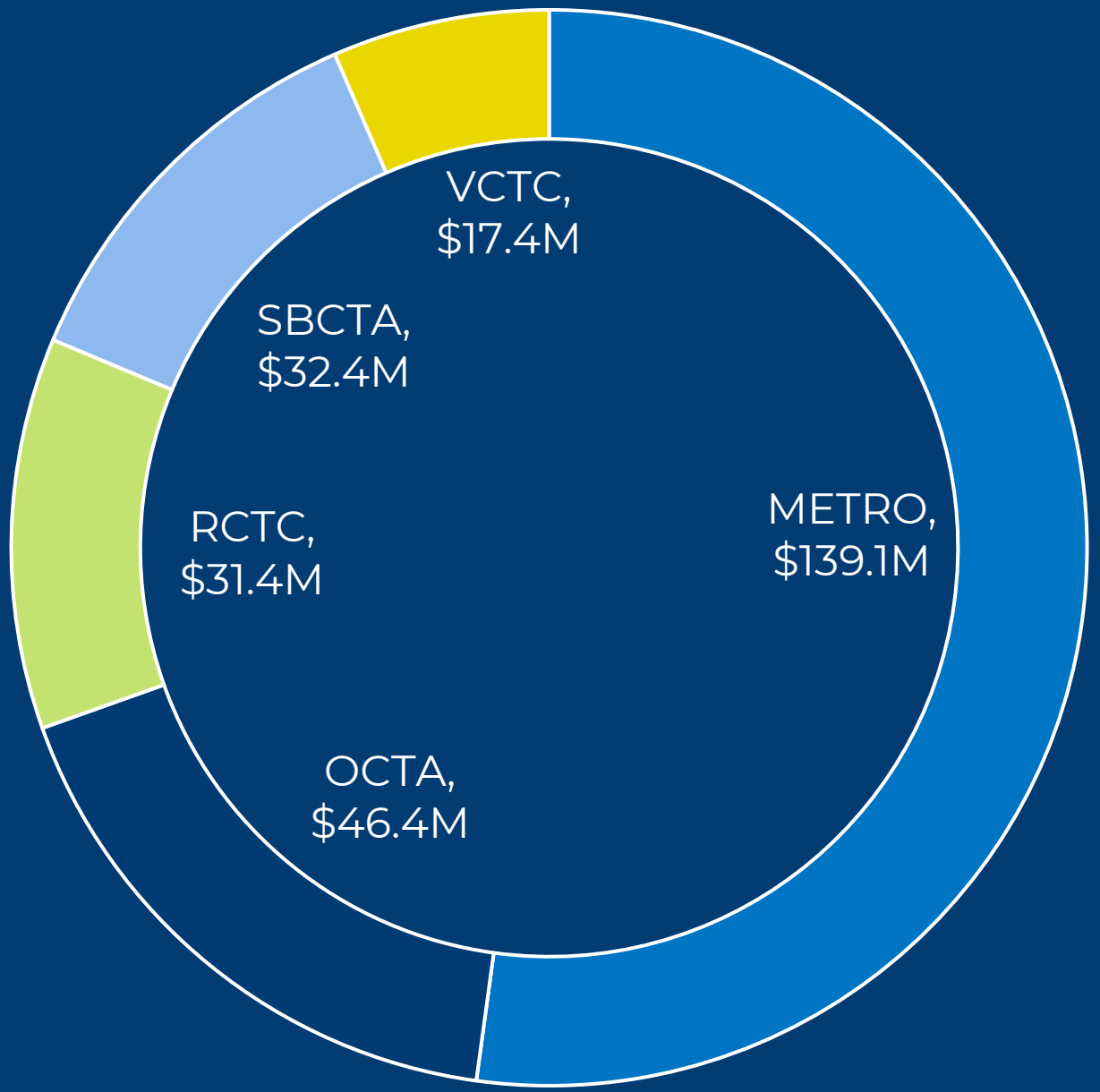
Fare Revenue
FY19 – FY27 Proposed



METROLINK

Total Operating Support Required

$266.7M



METROLINK

Capital Budget



METROLINK

Operating Budget Summary

$142.6 million

State of Good Repair

+3.7% over FY26 Budget



$10.9 million

New Capital

-30.1% under FY26 Budget



$153.5 million

Total Capital

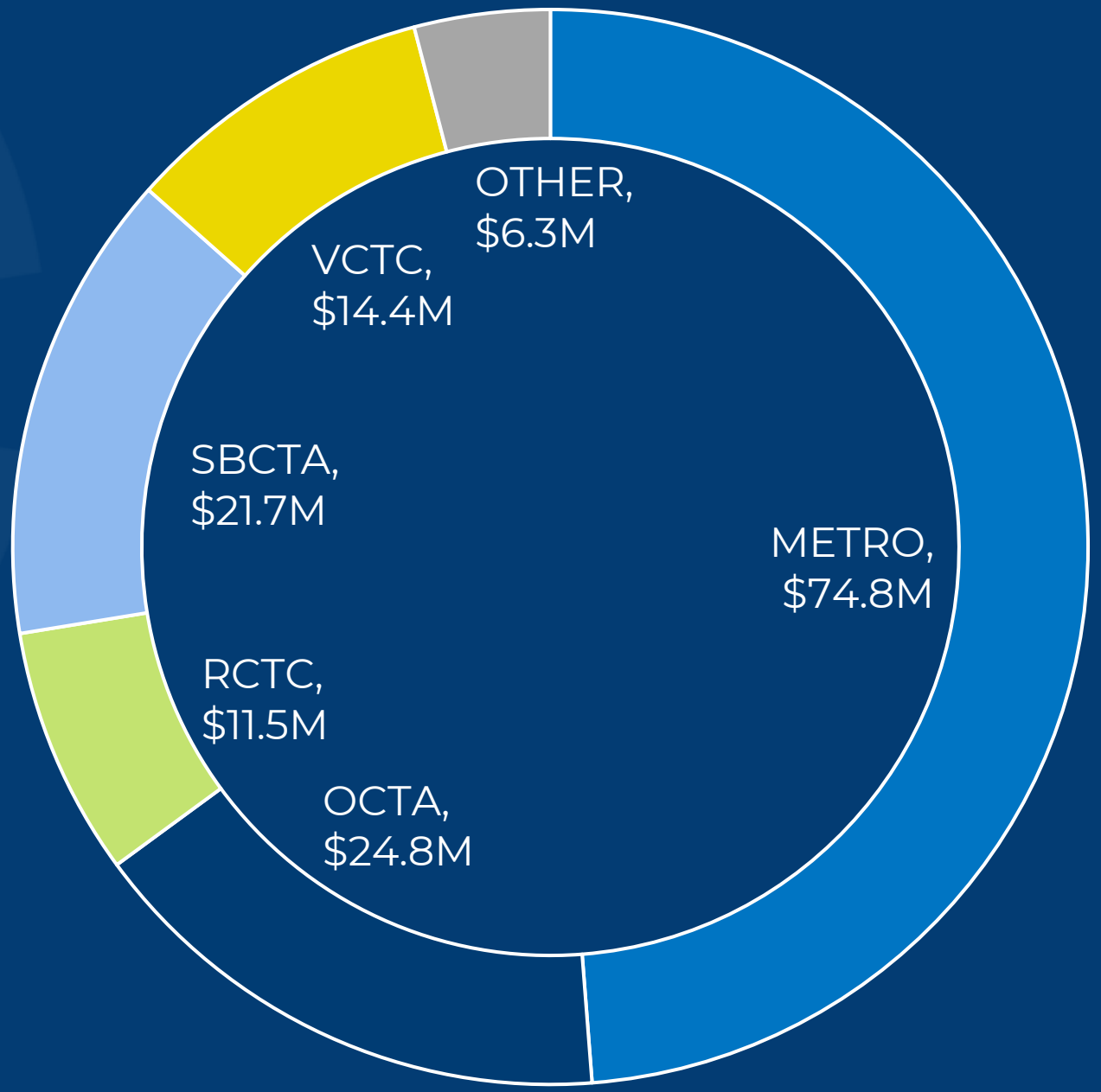
+0.3% over FY26 Budget



METROLINK

Total Capital Program

$153.5



METROLINK

Budget Summary



METROLINK

FY27 Proposed Budget ($000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Operating Support	$ 139,119	$ 46,397	$ 31,360	$ 32,438	$ 17,390	$ -	$ 266,704
Capital Support	$ 74,849	$ 24,814	$ 11,503	$ 21,702	$ 14,361	$ 6,263	$ 153,492
Total Support	**$ 213,968**	**$ 71,211**	**$ 42,863**	**$ 54,140**	**$ 31,751**	**$ 6,263**	**$ 420,196**

FY26 Adopted Budget ($000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Operating Support	$ 141,357	$ 51,972	$ 31,980	$ 32,947	$ 17,252	$ -	$ 275,508
Capital Support	$ 75,209	$ 35,539	$ 12,811	$ 18,864	$ 10,657	$ -	$ 153,080
Total Support	**$ 216,566**	**$ 87,511**	**$ 44,791**	**$ 51,811**	**$ 27,909**	**$ -**	**$ 428,588**

Year-Over-Year Variance ($000s)

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
Operating Support	$ (2,238)	$ (5,575)	$ (620)	$ (509)	$ 138	$ -	$ (8,804)
Capital Support	$ (360)	$ (10,725)	$ (1,308)	$ 2,838	$ 3,704	$ 6,263	$ 412
Total Support	**$ (2,598)**	**$ (16,300)**	**$ (1,928)**	**$ 2,329**	**$ 3,842**	**$ 6,263**	**$ (8,392)**
% Variance	-1.2%	-18.6%	-3.6%	4.5%	13.8%	N/A	-2.0%

METROLINK


METROLINK
Thank you.

Los Angeles County Metropolitan Transportation Authority

Southern California Regional Rail Authority
FY27 Budget

Finance, Budget and Audit Committee

November 19, 2026



Metro

Recommendations

A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) Fiscal Year 2026-27 Operating, State of Good Repair, and Capital Budget in the amount of $213,968,128 as described in Attachment A;

B. APPROVING the FY 2026-27 Transfers to Other Operators' payment rate of $1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of $5,592,000; and

C. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

Metro

FY27 SCRRA Budget – Metro Subsidy

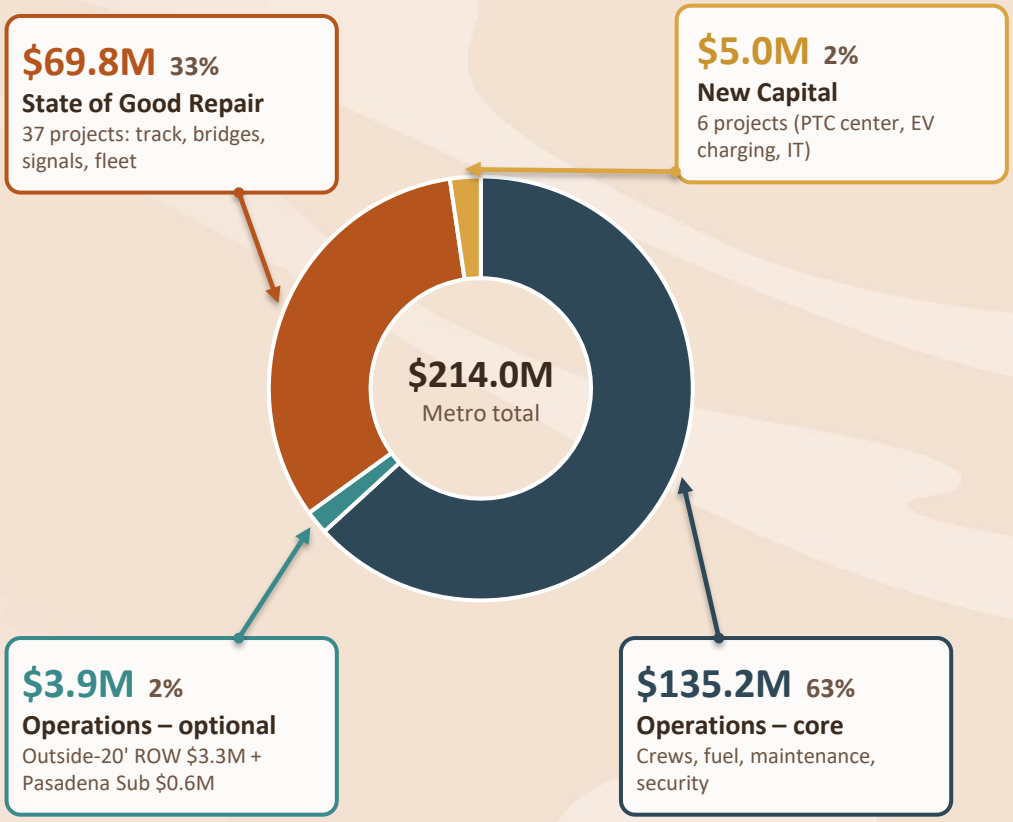
$214.0M
Metro's total FY27 share (Recommendation A)
Operations + State of Good Repair + New Capital

$139.1M
Metro operating subsidy
52.2% of $266.7M requested from all five member agencies

$74.8M
SGR and New Capital
48.8% of SCRRA's $153.5M capital request (55 projects)

780
Weekly trains in FY27 service plan
Down 17% from 940 budgeted in FY26 for "Metrolink Reimagined"

Where Metro's $214.0M SCRRA subsidy goes:



Metro Share of SCRRA Operating Subsidy

FY26 (budget)	FY26 (amended)	FY27 (target)	**FY27 (budget)**
$141.2 M	$142.0 M	$137.2	**$139.1**

Metro

Equity and Race Platform

- The recommendations provide residents, workers, students, and families with a regional public rail transportation option to access jobs, education, resources, and services across Los Angeles County and the Southern California region.

- Metrolink enables residents who may not be able to afford to live in high-cost areas to access quality jobs and services located there while living in more affordable neighborhoods. These neighborhoods include Equity Focus Communities, such as Palmdale/Lancaster, the East San Fernando Valley subregion, El Monte, Pomona, and the Gateway Cities subregion.

- Metrolink establishes its own equity-based programs separate from Metro.

Metro

Next Steps

- Upon the SCRRA Board's adoption of the FY27 budget and the Metro Board's approval, Metro will negotiate and execute the corresponding funding agreements.

- Staff will work with Metro’s representatives on the Metrolink Board to communicate the intent of the Sandoval motion that the comprehensive audit is a contingency of Metro’s approval of the second Continuing Resolution and work with the Metrolink Board to take action to include the comprehensive audit as part of its FY27 Audit Plan.

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2026-0591, **File Type:** Project **Agenda Number:** 15.

FINANCE, BUDGET, AND AUDIT COMMITTEE
NOVEMBER 19, 2026

SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 2

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AMEND the Life-of-Project (LOP) budget for the Westside Purple (D) Line Extension Section 2 Project (Project) by $296,000,000 from $2,574,969,299 to $2,870,969,299 using the fund sources as summarized in Attachment A and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

ISSUE

The Project is in its ninth year of construction and is 95% complete as of September 2026. To date, the Project has experienced unexpected conditions and unanticipated additional cost obligations that have drawn down the Project Contingency below the 3% Project reserve threshold which means there may be insufficient funds to cover the remaining costs required for Project completion.

The LOP budget increase request accounts for costs of settlement of a time-related claim that has been in negotiations with the Design-Build contractor, provides additional funding that is needed for additional construction costs, real estate, and professional services impacted by schedule delays, and provides contingency to account for potential future impacts and risks to the Project.

BACKGROUND

The Project is the second of three sections of the nine-mile Purple (D) Line Extension. The Project runs westward from the recently opened Wilshire/La Cienega Station (that is part of the Section 1 Project) through Beverly Hills to Century City. The Project is located entirely underground, primarily following Wilshire Boulevard, and includes the design and construction of approximately 2.59 miles of double-track heavy rail subway and two new stations, as well as the purchase of 20 heavy rail vehicles. The Beverly Dr Station is within the jurisdiction of the City of Beverly Hills, and the Century City Station is within the jurisdiction of the City of Los Angeles.

At its January 2017 meeting <https://boardagendas.metro.net/board-report/2016-0971/>, the Metro Board approved the LOP Budget of $2,440,969,299 for the Project, excluding Finance Charges of $88,700,000. Metro awarded a 3,100-calendar day Design-Build Contract (C1120) to Tutor

Perini/O&G (TPOG) and issued Notice to Proceed on April 26, 2017.

At its July 2023 meeting <https://boardagendas.metro.net/board-report/2023-0316/>, the Board authorized a $134,000,000 or 5.5% increase to the LOP budget. The 2023 LOP budget increase assumed the most favorable outcome for the issues and risks identified at that time. The 2023 LOP budget increase did not account for any time-related impacts due to excusable and compensable delays to the Design-Build Contract at that time. Furthermore, as indicated in the July 2023 Board Report, the FTA performed an independent 50% risk assessment in early February 2023. The assessment concluded that the budget (at that time) was insufficient. The FTA assessment model identified a shortfall of $232 million at the 65% confidence level for the Project in 2023. When in 2023 the Board authorized an amended LOP increase of $134 million, it resulted in a funding gap of $98 million as compared to the FTA assessment model value for the 65% confidence level for the Project.

DISCUSSION

Findings

According to the policy adopted by the Board at its September 2012 meeting, the Board is required to be notified of the drawdown on Project contingency funds below the 3% Project reserve threshold to cover Project costs. The Metro Board was notified of the dip below the threshold via the February 2025 Monthly Project Status Report.

The Project's Contingency drawdowns to date can be categorized into the following three major categories:

1. Previously Undefined Scope -$265,140,000
2. Professional Services -$127,670,000
3. Third Party Requirements -$80,160,000

All Contract Modifications and Change Orders have been subject to oversight from the Office of the Inspector General (OIG) and included in both the Program Management Major Project Status Reports and the Program Management Quarterly Change Reports regularly issued to the Board.

As of September 2026, the Project's remaining unallocated contingency is $6,737,389. This is insufficient to support the Project through the end of construction.

The table below outlines the contingency drawdowns, and the remaining contingency as of September 2026:

SUMMARY (CONTINGENCY) DOLLAR IN MILLIONS	
Description	**Amount**
Original 2017 LOP Contingency	$ 345.71
Amended July 2023 LOP	$ 134.00
Total LOP Contingency	***$ 479.71***
Total Contingency Drawdowns	$ 472.97
Remaining LOP Contingency [(1)]	***$ 6.74***

[(1)] *Includes Non-FFGA Contingency $6.74M*

A significant cost exposure that also developed since the 2023 LOP budget increase is a secondary tunnel liner which added approximately $75 million to the cost exposure to the C1120 Contract. This scope entailed procurement of special materials, disposal of previously procured material and construction and installation of a special secondary liner in both running tunnels.

Another significant cost exposure that developed since the 2023 LOP budget increase is a time-related claim that was submitted by TPOG. The original submitted amount for the claim was over $200 million. Additionally, the contractor submitted other claims and notices of intent to claim that increased the potential value of the disputed issues to over $357 million. The time-related claim was reviewed with TPOG, discussed and a final settlement amount of $151 million was negotiated as final compensation for the disputed issues.

Lessons Learned

• Metro has applied lessons learned and more collaborative forms of project delivery (Progressive Design-Build and CM/GC) to move away from specifying rain days by month as historical data and projections by month were prone to inaccuracy, especially given the increasing unpredictability of weather patterns.
• Metro to better define requirements for permanent design of new utilities to avoid disputes / delays with City and contractor (significant cause of storm drain / sewer delays at CCS).
• Metro has implemented new geotechnical procedures (not available at time PLE 2 contract awarded to TPOG) to better identify subsurface obstructions and avoid/minimize potential claims by contractors.
• Confirm rates of liquidated damages and cap on liquidated damages are sufficient (but risk of higher bid price).
• New Master Cooperative Agreement with City of Los Angeles (not available at time PLE2 contract awarded to TPOG) will enable expedited reviews by City for Metro projects and expedited dispute resolution, where necessary.

Summary
The settlement also resulted in a revision to the C1120 Contract milestone dates. The revised

forecast for substantial completion shifts from Spring 2027 to Fall 2027.

In addition to the C1120 Contract, there are other time-related cost exposures to the Project that have accrued or might be expended in the future. These costs include real estate and professional services, as well as the replenishment of the contingency in the Project LOP, based on open risks and potential Project time adjustments before the planned Revenue Service Date.

In summary, the table below provides a breakdown of potential future cost exposures:

SUMMARY (COST EXPOSURES) **DOLLAR IN MILLIONS**	
Description	**Amount**
Construction	$ 37.59
Third Party	$ 9.47
Professional Services/ROW/ Vehicles	$ 97.94
Cost for Negotiated Claim	$ 151.00
Total Cost Exposures	***$ 296.00***
Remaining FFGA Contingency	$ -
Proposed LOP Increase	$ 296.00
Coverage of Cost Exposures	***$ 296.00***

Project staff will continue to assess ongoing and future Project risks and the potential impact they may have on the Project, while continuing to manage risks to control costs and schedule.

Metro Cost Benefit Analysis and Economic Impact

At its July 2025 meeting <https://boardagendas.metro.net/board-report/2025-0543/>, the Board approved a methodology framework for a Cost Benefit Analysis (CBA) to be conducted on Metro capital projects at key milestones to support investment and funding decisions, such as increases to LOP budgets.

As part of the CBA, a Benefit Cost Ratio was conducted to compare monetized costs of the Project, including the latest LOP capital cost, as well as anticipated maintenance and operating costs, to a set of monetizable benefits of the Project. While not all Project benefits and costs are monetizable, the Metro BCR analysis does include monetized values of travel time savings, accident cost savings, emission cost savings, and active transportation health benefits over a 20-year operating period, through 2047.

Regional economic benefits also are included, which are created from the Metro investment in the

Project construction and operation and from the expected increase in ridership that provides access to jobs and personal consumption. The economic benefits from the increased ridership and mobility extend beyond the effects of construction, operations and maintenance spending, which were previously calculated by LAEDC, (on behalf of Metro), and reported publicly by Metro.

Together, the CBA and evaluation of regional economic impact find that with an increased LOP Budget, the PLE2 segment performs as follows:

- For every dollar invested, the Project is expected to produce approximately $6.97 in monetizable benefits for the region over 20 years after starting revenue service.
- The total Project investment (on capital, operations and maintenance) is estimated to generate an annual average of [1,016] new jobs and about $9.0 billion in economic output for the Los Angeles County economy through FY 2047 (in 2026 dollars). The economic output is due to direct spending on construction and operations, indirect spending on supporting industries (materials and services), and induced spending by the workers that are supported by the Project.
- The Project improves regional mobility, as it expands the heavy rail system and results in an estimated 20,300 new daily additional rail boardings in 2035. This increase is expected to provide access to employment and create an annual average of 13,094 new jobs. The increased employment is expected to generate additional economic activity and sales of goods and services, increasing economic output in Los Angeles County. The improved mobility will also increase personal consumption and the sale of goods and services. Total economic output is estimated to increase by 80 billion from 2028 to 2047 due to the Project's mobility improvements.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's construction projects.

FINANCIAL IMPACT

Adoption of the recommended action would increase the Project's LOP budget by $296 million, funded by Measure R 35% through the proposed funding strategy below.

Impact to Budget

Funds required for fiscal year 2027 are included in the FY27 Adopted Budget.

Since this is a multi-year capital Project, the Chief Program Management Officer and the Project Manager are responsible for budgeting costs in future fiscal years.

The sources of funds for the recommended actions are Federal New Starts and local Measure R

35% Transit Capital. These funds are not Subregional Equity Program funds and are not eligible for operating costs.

Multi-year Impact

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan as shown in Attachment A. With respect to the requested $296,000,000 increase, Attachment B shows the Measure R and Measure M Unified Cost Management Policy (the Policy) analysis and funding strategy required for cost increases to Measure R projects.

This report identifies additional funding resources consistent with the Policy approved by the Board in 2018. Attachment B provides a detailed discussion of the Policy. In summary, the Policy was developed in recognition that some projects would need additional funding. The Policy provides a consistent and equitable process to ensure that any financial impacts are limited to the local area where the Project is located and does not have a region-wide impact.

To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including scope reductions, value engineering, and shortening segments. Because the Project is so far along, these actions are no longer feasible. Additional funding is the only option.

The source of funds to address the LOP budget increase is Measure R 35 Transit Capital. The Measure R ordinance includes $4,074,000,000 that can be expended on the Project, and the Board has previously approved transfers of Measure R from other Measure R projects to the Westside Subway Extension totaling $415,391,156, making a total of $4,489,391,156 of Measure R for the Westside Subway Extension Sections 1, 2, and 3, and for Division 20. Measure R has been fully programmed to these projects, but $296,000,000 of Measure R from Division 20 can be made available for the Project by programming Proposition A 35 to Division 20 as a replacement. Division 20 is eligible for Proposition A 35 because it is mostly above ground and not new subway, which is prohibited from use due to The Act of 1988.

EQUITY PLATFORM

The Project will enhance service frequency, reliability and accessibility for communities relying on the Metro transit system for housing, employment, education, healthcare and entertainment. This extension of the Purple (D) Line specifically extends access, via the opening of the Beverly Dr and Century City stations for riders of the system that travel along or connect to the Red (B) and Purple (D) Line Corridors. The Project expands community development and economic growth in Los Angeles and neighboring cities. By way of each new station, streamlining of public transit to Beverly Hills and Century City will also create more opportunities to explore the Westside to existing, new Metro customers and global visitors alike.

The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program and DBE regulations at 49 C.F.R. Part 26, effective October 3, 2025. During this transition period, certain provisions contained in the contract documents related to contract goals, enforcement, and counting of participation have been paused. To the extent

provisions are not impacted by the application of the IFR, said provisions, such as prompt payment to all subcontractors, prior Metro written approval for termination and substitution of DBE firms, and adding subcontractors, remain effective.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will improve/benefit and further encourage transit ridership. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Specifically, this Project will result in a reduction of Vehicle Miles Traveled (VMT) on the highway system, leading to decreased roadway congestion, pollutant emissions, and fossil fuel consumption. "The Locally Preferred Alternative (LPA) will have a beneficial effect on the regional transportation network by reducing VMT, Vehicle Hours Traveled (VHT), and peak-hour trips compared to both existing conditions and future projections. For example, in 2035, the LPA (Century City Constellation Option) is expected to result in approximately 581,000 fewer regional VMTs compared to the No Build Alternative." (Source: Westside Subway Extension, Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), January 2012).

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal Number 1 - Provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with amending the LOP budget. This is not recommended as Metro will be unable to provide funding to complete the Project according to the current schedule, as demonstrated by the FTA's risk assessment.

The LOP Budget may be partially amended at this time; however, this is also not recommended since doing so would require the Project to return to the Board at a later date for approval of an additional LOP Increase.

NEXT STEPS

Upon Board approval, the LOP budget will be amended as recommended.

ATTACHMENTS

Attachment A - Funding/Expenditure Plan
Attachment B - Measure R and Measure M Unified Cost Management Policy Analysis
Attachment C - Projected Breakdown of Cost Allocation for $296,000,000

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ATTACHMENT A

FUNDING/EXPENDITURE PLAN

WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT

(DOLLARS IN MILLIONS)

Capital Project 865522	Prior LOP (July 2023)	Current LOP	Prior Expenditures	FY27	FY28	Total	% of Total
Uses of Funds							
Construction	1,660.3	1,699.3	1,544.3	121.8	33.2	**1,699.3**	59.2%
Right-of-Way	331.7	342.1	315.9	26.2	-	**342.1**	11.9%
Vehicles	42.0	49.1	7.1	42.1	-	**49.1**	1.7%
Professional Services	504.2	618.3	513.9	69.2	35.2	**618.3**	21.5%
Project Contingency	32.5	157.7	-	157.7	-	**157.7**	5.5%
Subtotal Capital Project	**2,570.6**	**2,866.6**	**2,381.3**	**417.0**	**68.3**	**2,866.6**	**99.8%**
Planning/Environmental	4.3	4.3	3.4	0.9	-	**4.3**	0.2%
Total Project Cost*	**2,575.0**	**2,871.0**	**2,384.7**	**418.0**	**68.3**	**2,871.0**	**100.0%**
Sources of Funds**							
Section 5309 New Starts	1,187.0	1,187.0	996.7	190.3		**1,187.0**	41.3%
Section 5309 New Starts - American Rescue Plan Act of 2021	58.4	58.4	58.4			**58.4**	2.0%
Congestion Mitigation & Air Quality Program (CMAQ)	169.0	169.0	169.0			**169.0**	5.9%
Federal TIFIA Loan Proceed (Repaid with Measure R 35%)	307.0	307.0	307.0			**307.0**	10.7%
Measure R - Transit Capital (35%)	798.8	798.8	798.8			**798.8**	27.8%
Measure R -Transit Capital (35%) from Division 20		296.0		227.7	68.3	**296.0**	10.3%
Repayment of Capital Project Loans (Fund 3562)	54.8	54.8	54.8			**54.8**	1.9%
Total Project Funding	**2,575.0**	**2,871.0**	**2,384.7**	**418.0**	**68.3**	**2,871.0**	**100.0%**

*Does not include $88.7 million in finance charges.

**Timing of funding sources is subject to change.

ATTACHMENT B

Westside Purple Line Extension Section 2 Project

Measure R and Measure M Unified Cost Management Policy Analysis

Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in July 2018. The precursor Measure R cost management policy was adopted in March 2011. The purpose of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Westside Purple Line Extension Section 2 Project (the Project) is subject to this policy analysis.

The life of project (LOP) budget for the Project was approved by the Board on January 26, 2017, at $2,440,969,299. On July 20, 2023, the Board authorized a $134,000,000 increase to the LOP budget. The Project is subject to the Policy analysis now due to a proposed $296,000,000 increase to the LOP budget. This request assumes the most favorable outcome for current project issues and risks. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following:

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue before taking any action to permit the project to move to the next milestone. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order, as appropriate:

1) Scope reductions;
2) New local agency funding resources;
3) Value Engineering;
4) Other cost reductions within the same transit or highway corridor;
5) Other cost reductions within the same subregion; and finally,
6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

Scope Reductions

The project cost increases were due to contractor claims, additional construction scope, and the need to replenish contingency funds for the Project. The additional construction scope includes a secondary tunnel liner that involves the procurement of special materials, the disposal of previously procured materials, and installation costs that were evaluated and deemed necessary. Any scope modifications to previously established portions of the project would have required renegotiation of the scope, which would not have ensured success and could have delayed the progress of activities. Additionally, the Project is 95% complete. Because of this, scope reductions were not feasible.

New Local Agency Funding Resources

Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County.

The Project is eligible for Measure R funding and is allocated a portion of the total $4,074,000,000 of funding that is identified for the “Westside Subway Extension” in the Measure R sales tax ordinance Expenditure Plan. Additionally, the Board also approved transfers of Measure R to the Westside Subway Extension totaling $415,391,156 from Crenshaw/LAX, increasing the available Measure R Westside Subway Extension programming to $4,489,391,156 for Sections 1, 2, and 3, and for Division 20.

The Project is located in the Westside subregion and has station locations in the cities of Beverly Hills and Los Angeles. Local funding resources from both the subregion and the city could be considered for the cost increase.

Subregional Programs

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Westside subregion. The Measure M Expenditure Plan includes $160,000,000 for the Westside SEP. The subregion could allocate a portion of the funding for the Project, which requires notice to and approval by the subregion. Metro staff has previously recommended that the Measure M Subregional Equity Program (SEP) be used to address cost increases in the respective subregion. Staff recommended the South Bay and Central City Area subregions allocate a portion of the SEP to address a $90,000,000 cost increase on the Crenshaw/LAX Transit Project, and the San Gabriel Valley subregion allocate $126,000,000 for Gold Line Foothill 2B. Metro staff has also recommended that the Central City Area and Westside Cities subregions use the SEP to reimburse $84,571,156 for a Westside Extension Section 1 cost increase, and the Central City Area utilize SEP funding to address an $11,900,000 shortfall on the Eastside Light Rail Access project (Board item #2020-0931). However, motion #2021-0435 from June 2021 states that, henceforth the Policy is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Because of this motion, the SEP is not considered for the Project cost increase.

Local Agency Contributions

The Cities of Los Angeles and Beverly Hills have Project stations and are expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R ordinance and requirement of the Measure M ordinance. However, the cities are generally not responsible for cost increases to the Project, and the 3% contributions are not considered a source of funding for the Project cost increase.

Measure M, Measure R, and Propositions A and C provide “local return” funding to Los Angeles and Beverly Hills. Los Angeles will receive an estimated $4.3 billion of local return over the ten years FY 2027 to FY 2036, while Beverly Hills is expecting $36 million that is eligible for transit use and could contribute a portion to the Project. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increases to Gold Line Foothill 2B, Crenshaw/LAX Transit, Westside Subway Section 1, and Eastside Access did not support the use of local return. It is presumed these funds would similarly not be available for the cost increase to the Project.

State and Federal Funding (Discretionary)
The FTA has previously granted the Purple Line Subway Extension Section 1, Section 2, and Section 3 projects $1.25 billion, $1.187 billion, and $1.3 billion, respectively, through the New Starts program. The March 2021 federal American Rescue Plan Act increased the New Starts grant on all three sections by $218,284,002. In addition, through federal budgetary action, FTA provided an additional $59,583,554 for Section 1 and has accelerated much of all three sections’ New Starts funding compared to the scheduled payments in the Full Funding Grant Agreement.

Metro used the additional New Starts to address $66,428,844 of a $150,000,000 cost increase for Section 1 in May 2021, a $75,000,000 cost increase for Division 20 in February 2022, an $80,000,000 cost increase for Division 20 in April 2023, and a $134,000,000 cost increase for Section 2 in July 2023, but no further capacity remains.

Additional State or federal discretionary funding (where Metro would compete for the funding) is not possible, given that the Project is 95% complete.

Value Engineering
The Project is 95% complete; therefore, there is no opportunity for value engineering to address the cost increase.

Other Cost Reductions within the Same Transit or Highway Corridor or the Same Sub-region
The city and subregion have existing funding programs that have funding amounts yet to be programmed to the subregion or spent. The SEP is discussed above in the section "Subregional Programs."

The city of Los Angeles also receives funding through the Call-For-Projects, the competitive grant program funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe, and this can be a funding source for other uses. Currently, there is no meaningful amount of de-obligated funds available unless the city chooses to terminate an existing project and all other projects are moving through their respective development process.

The subregion receives Measure M funding for other transit capital projects – Sepulveda Pass Transit Corridor, Crenshaw Northern Extension, and Lincoln Blvd BRT. These projects have not been completed or have not started their respective environmental processes. It is too early to determine if they could be delivered with excess or surplus funding that could provide funding for the Project cost increase.

Countywide Cost Reductions and/or Other Funds

Regional or countywide funding could be considered if new local agency resources are not allocated to the Project cost increase. These funds are programmed for other uses in Metro's 2025 Short Range Transportation Plan financial forecast during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding, including operations-eligible funds, are limited due to the restriction on using Proposition A and C for the Project and include General Fund and Lease Revenues. To address the restriction on Proposition A and C for the new subway, Metro has previously implemented multi-project funding swaps where Proposition A and or C was programmed on a project, and an equal amount of Measure R was then programmed on the subway project with the cost increase. Countywide funds would be considered if new local agency resources are not utilized for the cost increase.

State and Federal Funding (Formula)

Metro receives quasi-formula funding through the Congestion Mitigation & Air Quality Program (CMAQ), Regional Transportation Improvement Program (RTIP), Local Partnership Program (LPP), and Surface Transportation Block Grant Program (STBGP) (Formerly RSTP). The approved funding plan, prior to the current LOP increase, includes $168.9 million of CMAQ, and no STBGP, RTIP, and LPP are allocated. There is currently no capacity in the RIP or LPP. The RIP has been allocated to projects submitted in Metro's 2026 RTIP. Future RIP funds are not available until 2032 and cannot be requested until the 2028 RTIP. The current cycle of the LPP was allocated for other purposes during 2025. And Metro has advanced the 2026 LPP formula funds for the Games projects. CMAQ and STBGP program guidelines after the 2021 corrective action now require any new project or new project phase funded with CMAQ and/or STBGP funds to be subject to a formal nomination and competitive project selection process. The next nomination process will not be completed until the end of 2027.

Recommendation

Metro staff recommends the use of $296,000.000 of Measure R Transit 35% for the proposed LOP budget increase. The Project and other components of the subway are currently allocated a maximum amount of Measure R allowed in the Expenditure Plan. Therefore, we recommend swapping Proposition A 35% funds with Measure R 35% for the Division 20 project. This is done to address the ordinance restrictions on the amount of Measure R funding by project and the use of Proposition A on new subway projects. The following table shows the proposed transfers of Measure R and Proposition A funds.

Strategy to Address Westside Purple Line Extension Section 2 Funding Gap
($ in millions)

Fund Sources / PROJECTS	Additional Proposition A 35%	Measure R 35%	Changes
Division 20	$ 296.0	$ (296.0)	$ -
Purple Line West Side Extension Section 2		$ 296.0	$ 296.0
Balance	$ 296.0	$ -	$ 296.0

ATTACHMENT C

WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT
Projected Breakdown of Cost Allocation for $296 million

Amount	Descriptions
$37,593,249	**Construction** Tunnels, Stations, Trackwork, Systems, Special Conditions, and Systems Integration Testing.
	Professional Services
$9,465,394	MOA/MCAs
$97,941,357	**All Other Professional Services/ROW/ Vehicles** * Metro Staff at Gateway and at multiple field offices who perform oversight in various disciplines. * CMSS : Construction management support services procured to support Metro staff in oversight of specific areas of project construction disciplines such as field inspectors, resident engineers and other construction support. * DSDC - SecoTrans: Systems design support during construction. * PMSS/PCSS - KKCS/Triunity: Project management support services including project controls estimating and scheduling. * Legal Services: County Counsel and procured legal services to assist project management. * Labor Compliance Monitoring: Consultant companies monitor the construction contractor compliance with project labor agreement and DBE requirements. * QA Test Lab Services: Consultant companies provide materials verification testing and inspections services. * Extension of Office Space Lease.
$151,000,000	**Unallocated Contingency for Time Related Claims**
$296,000,000	**Total Increase**

Board Report 2026-0591

November 2026

Life of Project (LOP) Budget Adjustment

Recommendation

AMEND the Life-of-Project (LOP) budget for the Westside Purple (D) Line Extension Section 2 Project (Project) by $296,000,000 from $2,574,969,299 to $2,870,969,299 using the fund sources as summarized in Attachment A and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

The recommended $296 million budget increase will:

- Provide funding for the negotiated $151 million settlement of the Contractor's delay claim.
- Provide $145 million in funding due to extending the Project timeline through the revised Substantial Completion date and final street restoration.

Issue, Background, and Summary

- The Project is 95% Complete as of September 2026.
- The Project has recently negotiated the settlement of a delay-related claim which includes the establishment of new/revised Substantial Completion date for construction.
- The extension of Project completion and the resolution of existing obligations and construction contract changes requires additional funding.
- Given this proposed budget action and revised new milestone dates, agreed to in the settlement, the Project is forecast to open for Revenue Service in Fall 2027.

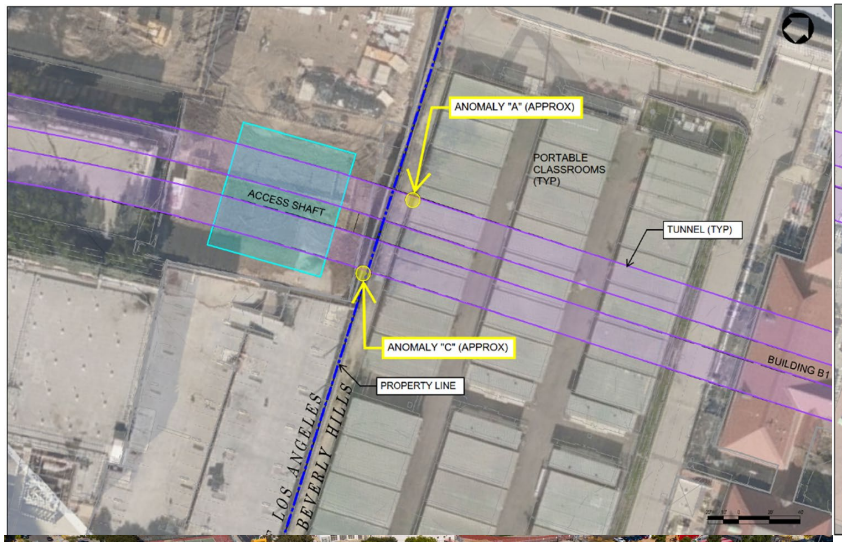
Project Cost Narrative

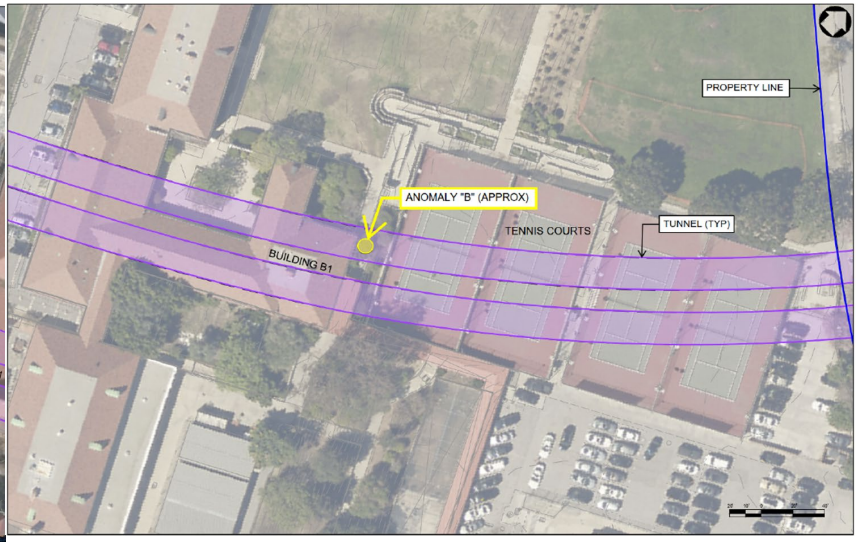
- The Project is technically complex. Below are some of the factors that have contributed to cost growth of the project.

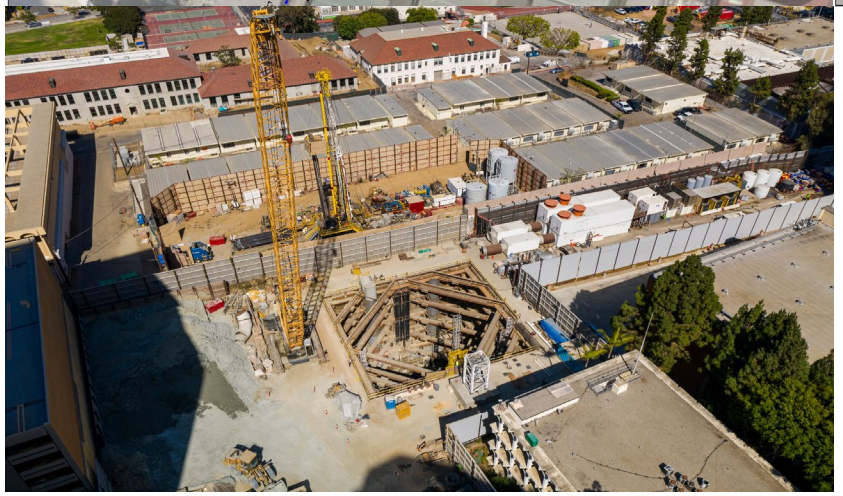
Topic	Overall Cost Impact
TBMs vs BHHS Oil Wells	$35M
CCS Entrance Rotation & JMB Development	$50M
CCS Storm Drain Adjustment & Station Excavation	$60M
Tunnel Seismic Lining	$100M
COBH MOA Items	$40M

WESTSIDE PURPLE LINE EXTENSION SECTION 2

TBMs vs BHHS Oil Wells







HDD boreholes found 3 anomalies;
2 proved to be oil wells

MODs to TPOG: $2.1M
Metro cost to BHUSD: $22.4M
Overall Cost Impact: $35M

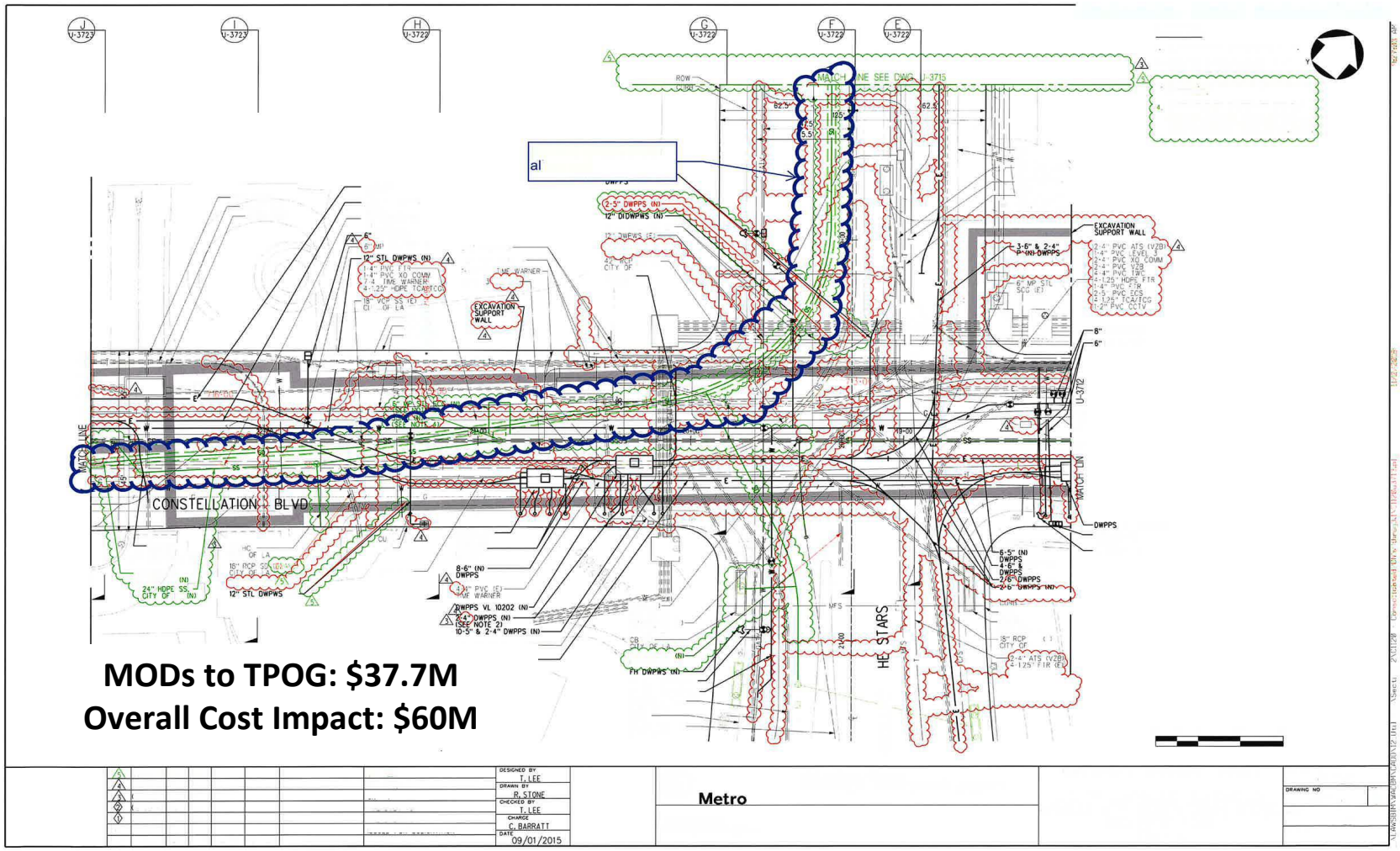
Metro

CCS Entrance Rotation & JMB Development



Aerial View of Constellation Blvd – CCS Entrance & JMB Development

CCS Storm Drain Adjustment & Station Excavation



MODs to TPOG: $37.7M
Overall Cost Impact: $60M

Storm Drain at Constellation & Avenue of the Stars

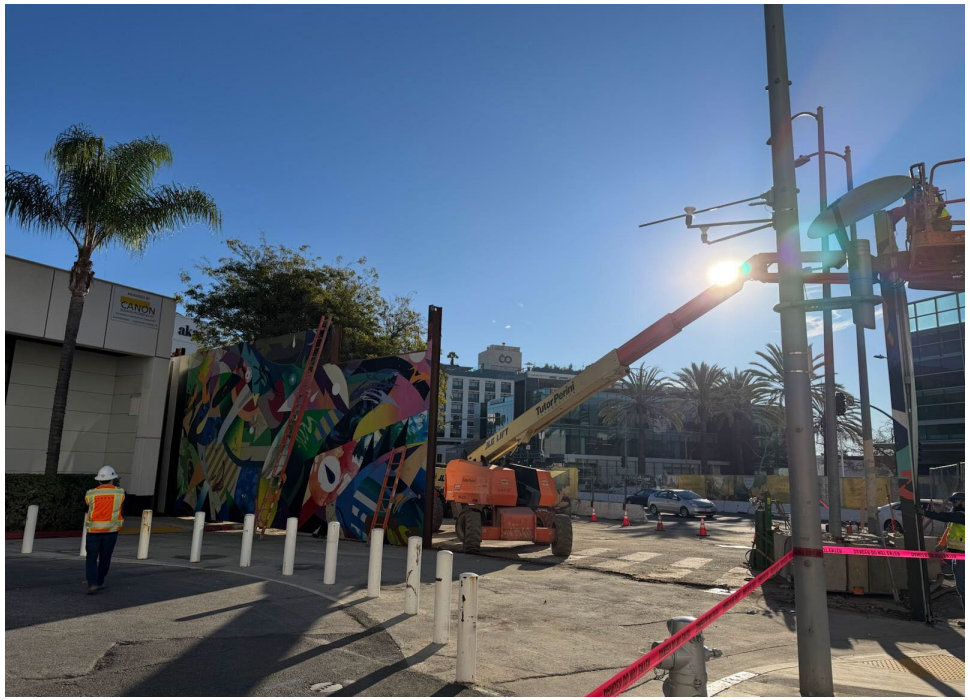
Tunnel Seismic Lining



MODs to TPOG: $74.4M
Overall Cost Impact: $100M

BL Reach 5 tunnel Seismic Lining

COBH MOA Items



Removal of Noise Barrier Wall on N. Canon

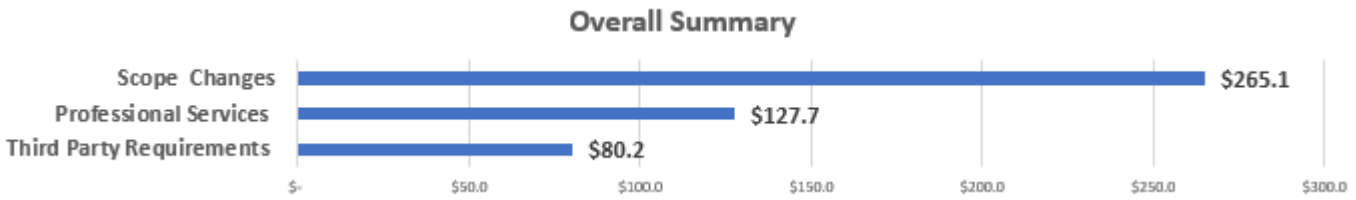


Sound Enclosure for Utility Work on Wilshire

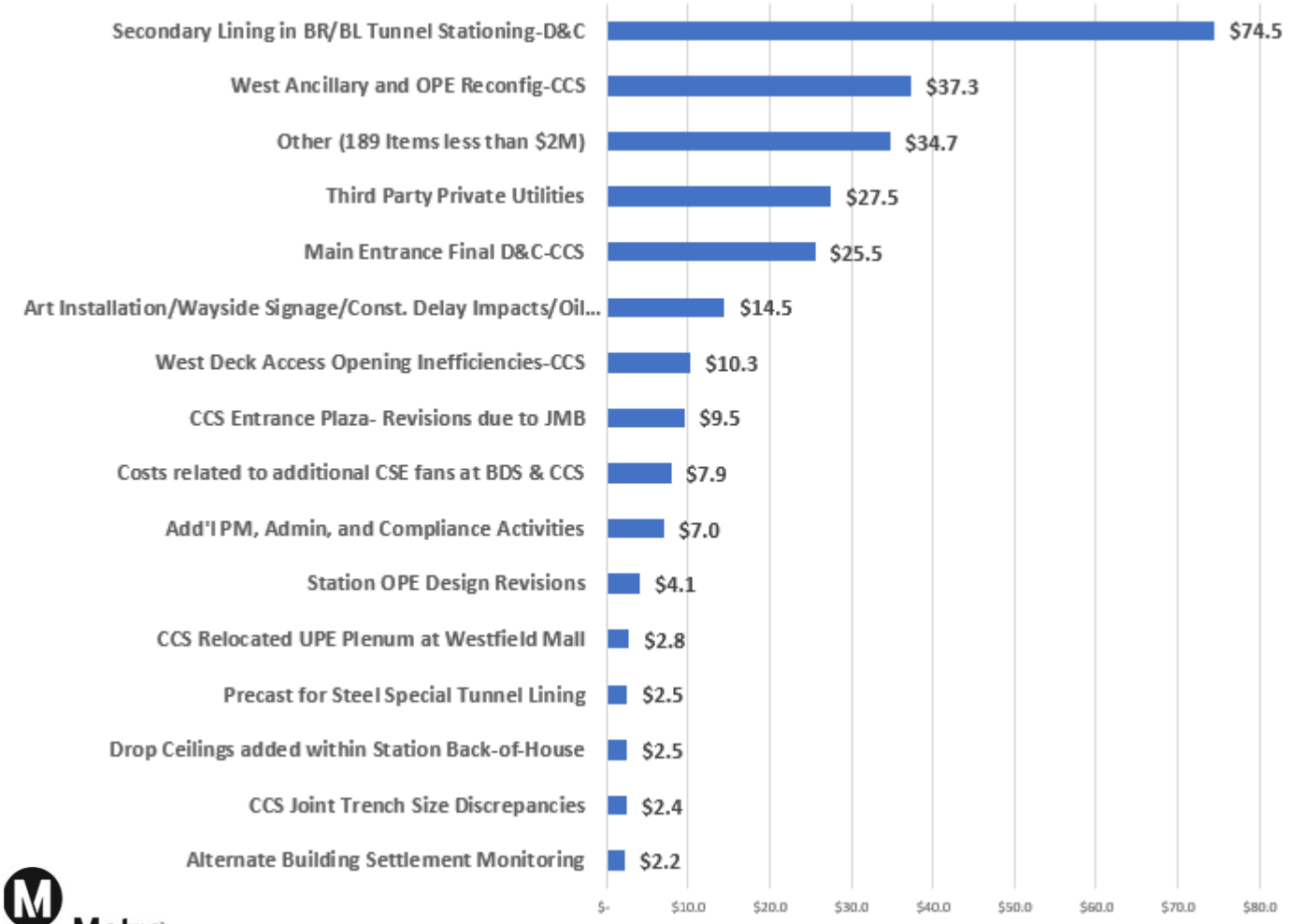
MODs to TPOG: $30.7M
Overall Cost Impact: $40M

WESTSIDE PURPLE LINE EXTENSION SECTION 2

History of Contingency Drawdowns



Scope Change ($265.1M)



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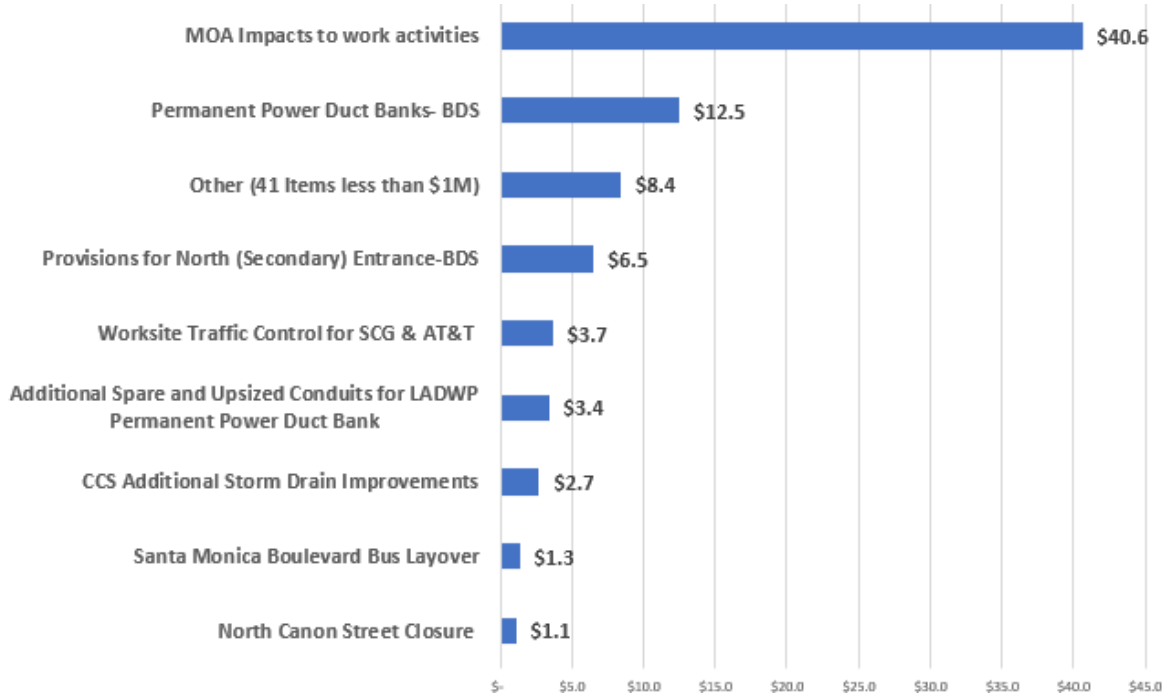
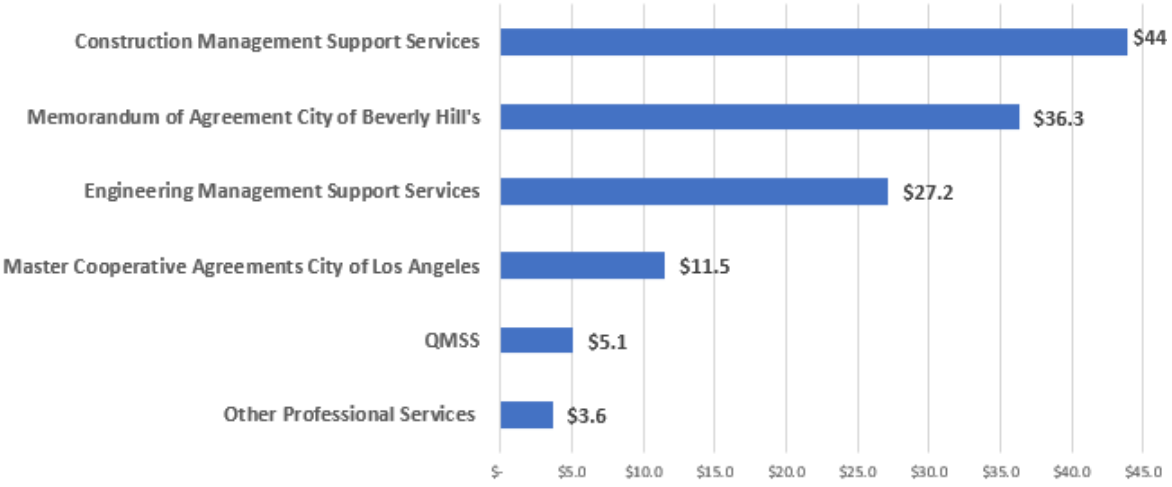
WESTSIDE PURPLE LINE EXTENSION SECTION 2

Third Party Requirements ($80.2M)



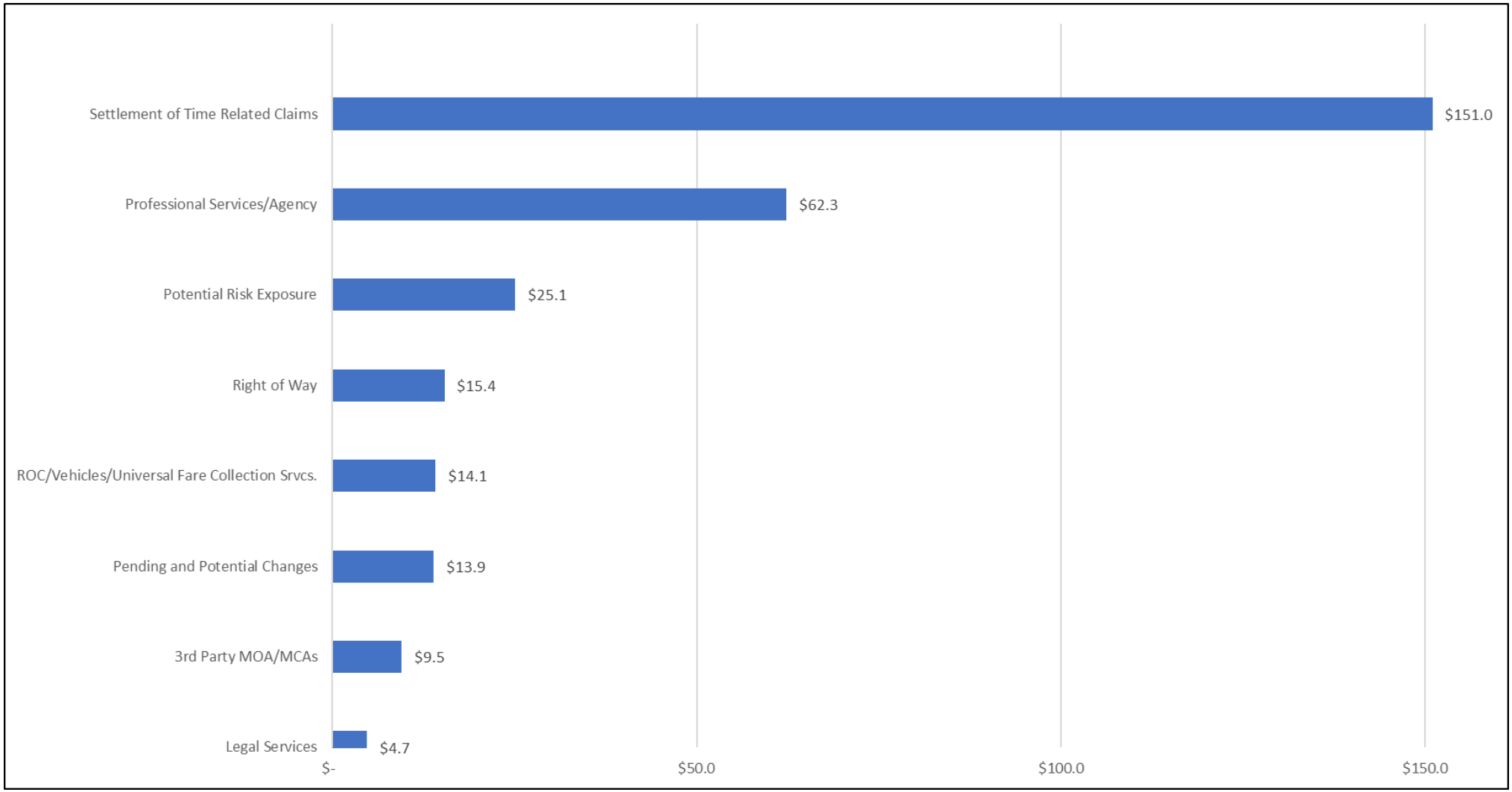
Professional Services ($127.7M)



Metro

WESTSIDE PURPLE LINE EXTENSION SECTION 2

Proposed LOP Adjustment Details ($296M)



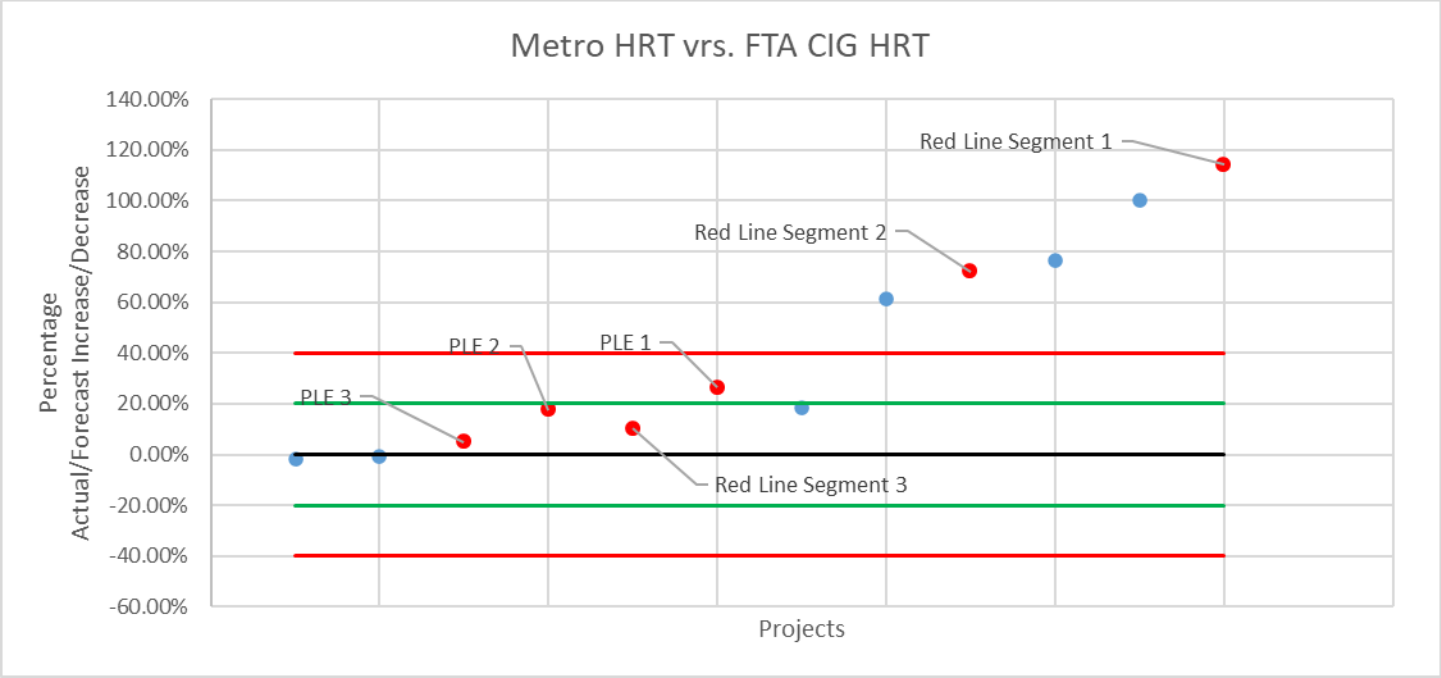
Metro

Lessons Learned

- New Master Cooperative Agreement with City of Los Angeles will enable expedited reviews by City for Metro projects and expedited dispute resolution, where necessary.
- Metro has applied lessons learned and more collaborative forms of project delivery (Progressive Design-Build and CM/GC) to move away from specifying rain days by month as historical data and projections by month were prone to inaccuracy, especially given the increasing unpredictability of weather patterns.
- Metro to better define requirements for permanent design of new utilities to avoid disputes / delays with City and contractor (significant cause of storm drain / sewer delays at CCS).
- Metro has implemented new geotechnical procedures (not available at time PLE 2 contract awarded to TPOG) to better identify subsurface obstructions and avoid/minimize potential claims by contractors.
- Confirm rates of liquidated damages and cap on liquidated damages are sufficient (but risk of higher bid price).

Performance & Strategic Initiatives

- FTA 2020 study shows heavy rail projects averaged 42% cost growth, from base cost, EXCLUDING CONTINGENCY, while PLE2 is approximately 18%
- PLE2 lessons shaped ongoing Strategic Initiatives including:
  - Improving design readiness; Strengthening early systems integration planning; Enhancing program coordination across Section 2 and 3
- Demonstrates Metro's commitment to effective delivery and ongoing improvement



Alternatives Considered

- The Board may choose not to move forward with amending the LOP budget. This is not recommended as Metro will be unable to provide funding to complete the Project according to the current schedule, as demonstrated by the FTA's risk assessment.

- Staff recommends the LOP budget be adjusted as proposed to support successful completion of the project.

Next Steps

- Upon Board approval, the LOP budget will be amended as recommended.

- Continue to monitor construction progress and plan for Revenue Service in Fall 2027.