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

Agenda - Final

Thursday, October 22, 2026

10:00 AM

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Board of Directors - Regular Board Meeting

Karen Bass, Chair
Kathryn Barger, 1st Vice Chair
Tim Sandoval, 2nd Vice Chair
Patsy Ayala
James Butts
Jacquelyn Dupont-Walker
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Imelda Padilla
Rex Richardson
Hilda Solis
Katy Yaroslavsky
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.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

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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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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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Meeting begins at 10:00 AM Pacific Time on October 22, 2026; you may join the call 5 minutes prior to the start of the meeting.

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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.

Instrucciones para comentarios publicos en vivo:

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 22 de Octubre 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
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One Gateway Plaza
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CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 21, 23, 24, 25, 31, 32, 33**, 34, 36, and 42.

**Item requires 2/3 vote of the Full Board.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 13.

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2026-0774

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2026-0775

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

FROM PLANNING AND PROGRAMMING COMMITTEE:

5. SUBJECT: ADOPTION OF TOLL CREDIT/TRANSPORTATION DEVELOPMENT CREDIT PROGRAM GUIDELINES 2026-0524

RECOMMENDATION

ADOPT the Metro Toll Credit/Transportation Development Credit Program Guidelines for eligible Los Angeles County local highway and transit projects that are programmed in the Federal Transportation Improvement Program (Attachment A).

Attachments: Attachment A - Metro Toll Credit/Transportation Development Credit Guidelines

Presentation

FROM PLANNING AND PROGRAMMING COMMITTEE:

6. SUBJECT: APPROVAL OF THE 2027 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM AND SURFACE TRANSPORTATION BLOCK GRANT PROJECT RANKING FRAMEWORK 2026-0582

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or their designee to submit to the Southern California Association of Governments (SCAG) the project ranking framework for Los Angeles County for the 2027 SCAG CMAQ/STBG Call for Projects (Attachment A).

Attachments: Attachment A - 2027 Ranking Framework

Presentation

FROM CONSTRUCTION COMMITTEE:

9. SUBJECT: MASTER COOPERATIVE AGREEMENT (MCA) WITH THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA) FOR RAIL IMPROVEMENT PROJECTS 2026-0526

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate the terms and enter into a Master Cooperative Agreement (MCA) with the Southern California Regional Rail Authority (SCRRA) for railroad support activities associated with Metro-sponsored rail improvement projects within Los Angeles County (Attachment A).

Attachments: Attachment A - Draft MCA Agreement

Presentation

FROM CONSTRUCTION COMMITTEE:

10. SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT 2026-0527

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol to complete the final phase of design and bring the project to shovel-ready stage, in the amount of $955,866, increasing the Total Contract Value from $10,735,474 to $11,691,340; and

B. APPROVE programming an overall $2,028,570 to the project, increasing the programmed Measure R 3% funds from $18,523,736 to $20,552,306, in order to achieve shovel-ready project status.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Funding and Expenditure Plan
Presentation

FROM CONSTRUCTION COMMITTEE:

11. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT 2026-0597

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 11 to Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, for Advanced Preliminary Engineering (APE) for the Initial Operating Segment (IOS), in the amount of $24,980,734, increasing the contract value from $110,383,386 to $135,364,120 and extend the period of performance from February 28, 2027 to March 31, 2028, subject to Federal Transit Administration (FTA)'s completion of its review of the Environmental Assessment and issuance of a Finding of No Significant Impact;

B. INCREASE the Contract Modification Authority (CMA) for Contract No. AE51242000 in the amount of $2,498,073, increasing the CMA from $3,230,845 to $5,728,918; and

C. EXECUTE individual contract modifications within the Board-approved CMA.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification Change Order Log
Attachment C - DEOD Summary
Presentation

FROM CONSTRUCTION COMMITTEE:

14. SUBJECT: BUSINESS INTERRUPTION FUND (BIF) AND EAT-SHOP-PLAY (ESP) PROGRAMS 2026-0676

RECOMMENDATION

CONSIDER:

A. ADOPTING the Business Interruption Fund (BIF) Project Eligibility Policy, establishing two pathways to eligibility: Standard Eligibility and the Project Acceleration Partnership (Attachment A); and

B. RECEIVING AND FILING information on Metro's construction mitigation strategy for Bus Rapid Transit (BRT) projects, including Eat Shop Play (ESP).

Attachments: Attachment A - BIF Project Eligibility Policy
Attachment B - Motion 17
Attachment C - Motion 57
Attachment D - BIF Diversity Portfolio Ending July 31 2026
Presentation
Staff Report

FROM CONSTRUCTION COMMITTEE:

15. SUBJECT: LIFE OF PROJECT BUDGET FOR SEGMENT 4 ASTORIA AND POLK AT-CROSSING IMPROVEMENTS, BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT 2026-0640

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life of Project (LOP) Budget for Astoria and Polk At-Grade Crossing Improvements within Segment 4 of the Brighton to Roxford Double Track Project in the amount of $27,617,625 to advance construction; and

B. NEGOTIATE AND EXECUTE all project-related contracts, modifications, and agreements within the authorized LOP Budget.

Attachments: Attachment A - Funding and Expenditure Plan
Presentation

FROM CONSTRUCTION COMMITTEE:

16. SUBJECT: PILOT PROGRAM TO CENTRALIZE PERMITTING ALONG THE SOUTHEAST GATEWAY LINE MOTION 2026-0759

RECOMMENDATION

APPROVE Motion by Richardson, Hahn, and Bass that the Board direct the Chief Executive Officer to:

A. Establish the Southeast Gateway Line Streamlined Approval and Permitting Process Pilot Program to reduce permitting and duplicative review requirements, expedite required approvals, and reduce permitting-related cost and schedule risks. Metro shall continue to coordinate collaboratively with affected jurisdictions and to provide plans and specifications for review and comment, while maintaining responsibility for the final project design and delivery. Metro and the corridor cities should work collaboratively to develop a pilot program;

B. For local jurisdiction permits and approvals, work with corridor jurisdictions to establish a centralized and expedited process with clear responsibilities, predictable review timelines, concurrent reviews where feasible, and a process to quickly resolve issues that threaten project cost or schedule;

C. Establish clear accountability and performance measures for the pilot program, including tracking required permits and reviews, processing times, schedule impacts, permitting-related project costs, with the goal of demonstrating measurable improvements in project delivery; and

D. Report back to the Board within 120 days on implementation of the pilot program, the status of the final agreement with corridor cities, participation by corridor jurisdictions, including the Ports, feedback from corridor cities on the collaborative process, identified barriers, initial results, and recommendations for applying successful elements of the model to other Metro capital projects.

FROM CONSTRUCTION COMMITTEE:

17. SUBJECT: LOW CARBON CONCRETE MOTION 2026-0771

RECOMMENDATION

APPROVE Motion by Yaroslavsky, Richardson, and Horvath that the Board direct Metro to join the cities of Los Angeles and Long Beach and the County in a collaborative effort led by USGBC California to reduce construction-related greenhouse gas emissions by undertaking a phased approach to the use of low carbon concrete in construction materials.

We further move that the Chief Executive Officer initiate a small-scale pilot with low-risk projects, such as the six climate resilience hubs under development, that can systemically support staff and deepen expertise and familiarity with the available options in the market for materials with cost-parity with traditional materials. Pairing this pilot with Metro's existing climate resilience portfolio strengthens the opportunity to use low carbon construction materials in customer-facing projects in time for the 2028 Games.

We further move that the CEO report back on any relevant material specification and/or purchasing policy updates to support a shift to the use of low carbon concrete at cost parity in alignment with other efforts around the region.

EXECUTIVE MANAGEMENT COMMITTEE AND OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FORWARDED THE FOLLOWING:

29. SUBJECT: DEPARTMENT OF PUBLIC SAFETY IMPLEMENTATION PLAN UPDATE 2026-0639

RECOMMENDATION

RECEIVE AND FILE the quarterly update on the Department of Public Safety (DPS) Implementation Plan.

Attachments: Presentation

43. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR I-105 EXPRESS LANES PROJECT 2026-0683

RECOMMENDATION

ADOPT the Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire the Property Interests for the properties identified in Attachment A and described as follows:

1. 2900 Fernwood Avenue, Lynwood, CA 90262; APN: 6169-002-013; CPN: 86909 (Permanent Aerial Easement, 618 square feet; Permanent Utility Easement, 783 square feet; and a 24-month Temporary Construction Easement, 4,505 square feet)

2. 2800 Fernwood Avenue, Lynwood, CA 90262; APN: 6169-002-012; CPN: 86910 (Permanent Aerial Easement, 524 square feet; Permanent Utility Easement, 607 square feet; and a 24-month Temporary Construction Easement, 4,715 square feet)

The interests being acquired in the above-listed properties are referred to herein as the "Property Interests."

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: Attachment A - Staff Report
Attachment B-1 - Resolution of Necessity - CPN 86909
Attachment B-2 - Resolution of Necessity - CPN 86910
Presentation

44. SUBJECT: RENAME PERSHING SQUARE STATION TO "BIDDY MASON" STATION MOTION 2026-0785

RECOMMENDATION

APPROVE Motion by Bass, Dupont-Walker, Mitchell, Butts, and Solis to direct the CEO to:

A. Rename the Metro station currently known as "Pershing Square" to "Biddy Mason," in honor of Biddy Mason and to recognize her lasting impact on Los Angeles and the Downtown Los Angeles Community;

B. Update current transit signage, maps, geographic information data, and relevant markers used for customer wayfinding and navigation to identify the updated Biddy Mason Station in a manner that is timely and cost-efficient to the agency;

C. Notify the City of Los Angeles, surrounding local businesses, community organizations, and other key stakeholders of the name change in advance of the official rollout; and

D. Launch a public awareness campaign via social media Metro's website, and any other outlets at Metro's disposal to insure the public is informed of the upcoming change.

45. SUBJECT: IMPROVING CONNECTIVITY AND RELIABILITY FOR THE EAST VALLEY METROLINK SYSTEM MOTION 2026-0783

RECOMMENDATION

APPROVE Motion by Padilla, Bass, and Sandoval to direct the Chief Executive Officer to:

A. Prepare a First/Last Mile plan for the Sun Valley Metrolink Station, building on the City of Los Angeles's 2023 motion to study station relocation and a second platform, and coordinated with the Brighton to Roxford Double Track Project. Report back to the Planning and Programming Committee within 60 days on a scope and schedule;

B. Direct staff to establish early coordination on the design and construction schedule of the Brighton to Roxford Double Track Project with the

California High-Speed Rail Authority's Palmdale to Burbank SR14A alignment through Sun Valley. Develop recommendations that preserve design flexibility and experience for riders;

C. Evaluate options for additional parking around the future Pacoima Metrolink Station and Mobility Hub, including Metro and City controlled parcels;

D. Confirm whether the East San Fernando Valley Light Rail Transit Project's First/Last Mile Plan for the former Sylmar LRT station remains applicable to the Sylmar Metrolink Station and eligible under Metro First/Last Mile Guidelines for local return and 3% local contribution;

E. Prioritize Sylmar, Pacoima, and Sun Valley, and their related first and last mile improvements, as essential regional rail infrastructure for competitive state and federal grant funding and Metro's own grant-making capacity, including the Metro Active Transport program, to construct the improvements identified under Items A, and D; and

F. Report back to the Planning and Programming Committee on the above items B - E in 180 days.

END OF NON-CONSENT ITEMS

46. SUBJECT: CLOSED SESSION 2026-0790

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

1. Alexis Mikayla Rodriguez v. LACMTA, LASC Case No. 22TRCV00926
2. Michael Guerra v. LACMTA, LASC Case No. 25NNCV00251
3. Floyd Robinson v. LACMTA, LASC Case No. 24STCV18450
4. Richard Joseph Ondrusek v. LACMTA, LASC Case No. 24NNCV02499
5. Andrew Black v. LACMTA, LASC Case No. 22STCV36213

B. Threat to Public Services Or Facilities - Government Code 54957(a)

Consultation with: Chief William Scott, Chief of Police & Emergency Management,
Los Angeles County Metropolitan Transportation Authority

C. Conference with Labor Negotiator - Government Code 54957.6

Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins
Employee organizations: SMART, AFSCME, ATU, TCU and Teamsters

D. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)

Title: Chief Executive Officer, Board Clerk, General Counsel, Inspector General, Chief Ethics Officer

CONSENT CALENDAR - Items 2, 21, 23, 24, 25, 31, 32, 33, 34, 36, and 42.

2. SUBJECT: MINUTES 2026-0776

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 24, 2026.

Attachments: Regular Board Meeting MINUTES - September 24 2026
September 2026 RBM Public Comments

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

21. SUBJECT: LOS ANGELES UNION STATION (LAUS) WEST ADA IMPROVEMENTS PROJECT LIFE-OF-PROJECT BUDGET INCREASE 2026-0660

RECOMMENDATION

CONSIDER:

A. APPROVE an increase in Life-of-Project (LOP) budget for the Los Angeles Union Station West ADA Improvements Project #210191 (Project) by a total of $4,350,000, from $10,500,000 to $14,850,000; and

B. AMEND the FY27 budget to increase funding for Project #210191 by $3,500,000 from $3,500,000 to $7,000,000.

Attachments: Attachment A - Union Station West ADA Scope and Phasing Map
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

22. SUBJECT: METROLINK FY 2026-27 ANNUAL WORK PROGRAM 2026-0699

RECOMMENDATION

WITHDRAWN:

~~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

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

23. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM 2026-0497

RECOMMENDATION

APPROVE the Resolution in Attachment A that:

A. AUTHORIZE the Chief Executive Officer (CEO) or their designee to claim $45,745,590 in fiscal year (FY) 2026-27 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;

B. APPROVE the regional SGR Project List for FY2026-27 in Attachment B; and

C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SB1 SGR Certification and Assurances document, applicable statutes, regulations and guidelines.

Attachments: Attachment A - Resolution to Accept and Distribute LA County SGR Funds
Attachment B - Submitted Project Listing From Metro & Municipal Operators
Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

24. SUBJECT: REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES BENCH 2026-0718

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 3 to the Regional Rail Strategic Financial Advisory On-Call Services Bench Contract Nos. PS66571-2000 through PS66571-2005 to exercise the second,

one-year option term in the amount of $2 million, increasing the total Not-To-Exceed (NTE) cumulative contract amount from $7.4 million to $9.4 million and extending the period of performance from December 7, 2026, to December 6, 2027.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification Change Order Log
Attachment C - DEOD Summary
Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

25. SUBJECT: ANNUAL STATUS REPORT OF 48 BY '28 PLAN 2026-0235

RECOMMENDATION

CONSIDER:

A. RECEIVE AND FILE the annual status report on implementation of the 48 by '28 Plan, update on Motion 26.1- Protecting Our Small Businesses, and an update on the 2023 Disparity Study recommendations; and

B. APPROVE an increase of the maximum contract threshold for the Small Business Prime (Set-Aside) Program for eligible non-federally funded procurements from $4.99 million to $10 million, and a corresponding adjustment to the lower contract threshold of the Medium-Sized Business Enterprise (MSZ-I) Program from $5 million to $10.01 million.

Attachments: Attachment A - Motion 26.1
Attachment B - Motion 43
Attachment C - Motion 24
Attachment D - 48 by '28 Plan Initiatives
Attachment E - List of Events Hosted and Attended by Metro
Attachment F - 2023 Disparity Study Recommendations
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

31. SUBJECT: P2550 LIGHT RAIL VEHICLE (LRV) MIDLIFE MODERNIZATION CONSULTANT SUPPORT SERVICES 2026-0130

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 12 to Contract No. PS73193000-P2550, a cost plus fixed-fee contract with

Hatch Associates Consultants, Inc. (formerly LTK Consultant Services, Inc.) to provide consultant support services for the P2550 Light Rail Vehicle Modernization Project, increasing the Not-To-Exceed (NTE) contract price by $4,796,082, from $7,038,584 to $11,834,666, and extend the period of performance from October 31, 2026 through December 31, 2031.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification and Change Order Log
Attachment C - DEOD Summary
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

32. SUBJECT: METRO EXPRESSLANES CALIFORNIA HIGHWAY PATROL (CHP) ENFORCEMENT AGREEMENT 2026-0565

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a four and one-half year funding agreement with the California Highway Patrol (CHP) to provide enforcement services on the Metro ExpressLanes from January 1, 2027 to June 30, 2031, in the Not-To-Exceed amount of $26,092,181.

Attachments: Attachment A – ExpressLanes CHP Enforcement Annual Funding Plan
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

33. SUBJECT: NEAR-ZERO NATURAL GAS-FUELED ENGINES 2026-0644

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. FIND the procurement of Near-Zero Natural Gas-Fueled Engines under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single-source procurement method for the purpose of duplicating equipment already in use; and

B. AWARD a single-source, five-year, Indefinite Delivery, Indefinite Quantity Contract No. MA139582000 to Cummins Sales and Service (Cummins) for 680 engines to replace engines on Metro buses. The five-year contract is for a total Not-To-Exceed (NTE) contract amount of $70,990,755.60, inclusive of sales tax; subject to the resolution of any properly submitted protest(s), if any.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

34. SUBJECT: METRO FREEWAY SERVICE PATROL 2026-0647

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modifications for eleven Freeway Service Patrol (FSP) contracts in an aggregate amount of $18,382,400.00, thereby increasing the contract amounts from $120,316,691.39 to $138,699,091.39, and extending the current period of performance with individual amounts as follows:

A. Beat 9: Sonic Towing, Inc. Contract No. FS66316003-9, for $510,200.00 for up to 9 months, increasing the total Contract amount from $5,212,753.00 to $5,722,953.00; and

B. Beat 10: Jon's Towing, Inc. Contract No. FS66316002-10, for $489,600.00 for up to 9 months, increasing the total Contract amount from $4,935,445.35 to $5,425,045.35; and

C. Beat 12: Sonic Towing, Inc. Contract No. FS66316004-12, for $673,100.00 for up to 9 months, increasing the total Contract amount from $4,536,346.88 to $5,209,446.88; and

D. Beat 21: South Coast Towing, Inc. Contract No. FS66316005-21 for $432,100.00 for up to 9 months, increasing the total Contract amount from $4,514,798.60 to $4,946,898.60; and

E. Beat 70: South Coast Towing, Inc. Contract No. FS66316006-70 for $763,400.00 for up to 9 months, increasing the total Contract amount from $$7,324,652.00 to $8,088,052.00; and

F. Beat 71: Disco Auto Sales dba Hollywood Car Carrier Contract No. FS66316001-71 for $616,600.00 for up to 9 months, increasing the total Contract amount from $8,726,325.00 to $9,342,925.00; and

G. Beat 18/38: Bob & Dave's Towing Contract No. FS73888-2004, for $1,709,600.00 for up to 9 months, increasing the total Contract amount from $8,318,687.38 to $10,028,287.38; and

H. Beat 20/37: Safeway Towing, dba Bob's Towing Contract No. FS73888-2005, for $843,500.00 for up to 9 months, increasing the total Contract amount from $7,855,125.00 to $8,698,625.00; and

I. Beat 5/17: Classic Tow dba Tip Top Tow Contract No. FS73888-2001, for $1,417,000.00 for up to 9 months, increasing the total Contract amount from $7,581,984.20 to $8,998,984.20; and

J. R1: Kenny's Auto Service Contract No. FS58039000, for $5,053,800.00 for up to 9 months, increasing the total Contract amount from $30,380,368.98 to $35,434,168.98; and

K. R2: Platinum Tow & Transport Contract No. FS58039001, for $5,873,500.00 for up to 9 months, increasing the total Contract amount from $30,930,205.00 to $36,803,705.00;

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification Authority Summary
Attachment C - Contract Modification-Change Order Log
Attachment D - DEOD Summary
Attachment E - FSP Beat Map
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

36. SUBJECT: P3010 LIGHT RAIL VEHICLE (LRV) HEATING, VENTILATION, AND AIR CONDITIONING (HVAC) EQUIPMENT OVERHAUL 2024-1142

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five-year firm-fixed-price contract, Contract No. OP136051000, to Merak North America LLC for the overhaul of 487 HVAC assemblies for the P3010 Light Rail Vehicle (LRV) fleet in the Not-To-Exceed (NTE) amount of $10,275,213.00, subject to the resolution of any properly submitted protest(s), if any; and

B. ESTABLISH a Life of Project (LOP) budget of $82,562,929 for the P3010 Component Overhaul tasks - Phase 2.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

42. SUBJECT: COMMUTER RAIL STATION IN THE CITY OF PICO RIVERA PROJECT SEED FUNDING, CA HIGH SPEED RAIL DELIVERY AND IMPLEMENTATION MOTION 2026-0770

RECOMMENDATION

APPROVE Motion by Hahn, Richardson, Sandoval, Solis, and Bass that the Board direct the Chief Executive Officer to advance the following objectives pertaining to the Pico Rivera Regional Rail Station:

A. Identify, program, and authorize a maximum not-to-exceed of $6 million in Metro controlled funds toward the Pico Rivera Regional Rail Station Project for preliminary engineering design, environmental documentation, project approvals, and to be repaid by CAHSR in full upon completion and inclusion ultimately in CAHSR budget as a mitigation required to be paid for by the implementing agency;

B. Acknowledge the approval on Thursday, September 17, 2026, by the San Gabriel Valley Council of Governments Governing Board to serve as the implementing Agency of Record on behalf of the CA High Speed Rail Authority, Metro and the City of Pico Rivera;

C. Negotiate and execute a Master Funding Agreement and other necessary documents with the SGVCOG, the CA High Speed Rail Authority, and the City of Pico Rivera establishing project roles, responsibilities, funding requirements, delivery terms, and conveying the approved Metro funds as appropriate;

D. Continue collaboration with SGVCOG, Pico Rivera, CAHSR, BNSF Railway, Metrolink, Amtrak/LOSSAN, Commerce, Montebello, and other corridor stakeholders to advance design and environmental clearance, expedite project delivery, and support ongoing advocacy efforts at the State and federal levels;

E. Evaluate opportunities and extend support for transit-supportive land use planning and development efforts in the City the Pico Rivera; and

WE FURTHER MOVE that the CEO complete the above-directed actions within 90 days.

SUBJECT: GENERAL PUBLIC COMMENT 2026-0777

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

Board Report

File #: 2026-0775, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

REGULAR BOARD MEETING
OCTOBER 22, 2026

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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Report by the CEO
Item #4

Metro

CHIEF EXECUTIVE OFFICER

October 2026

Recognizing Customer Service Personnel who Go the Extra Mile

Congratulations!

TO OUR 2026 HEART OF METRO AWARD HONOREES

- Taylor Cano
- Samantha Esparza
- Jmesha Love
- Gintea “Tea” Marshall
- Topacio “Kittie” Guzman Houghton
- Jessica Acevedo
- Ivonne Godinez
- Shalamar Jones
- Lunye Fowler
- Brooke Jenkins
- Tiffany Hooper
- Charlette Anderson
- Jimmy Guzman
- Daniel “Danny” Munoz
- Lissette Esparza

Thank you for going the extra mile for our customers.

Happy Customer Service Week!





Metro’s Customer Service Week Employee Appreciation Lunch on October 7

Metro Maintenance Partners with Braille Institute



Engaged & Visible Presence

August 2026

Incident Free Trips	Passenger Boardings	Crime per 1M Boardings
99.997%	26M	20

July 2026: Total Crimes

606

482 (+25.7%) **June 2026**

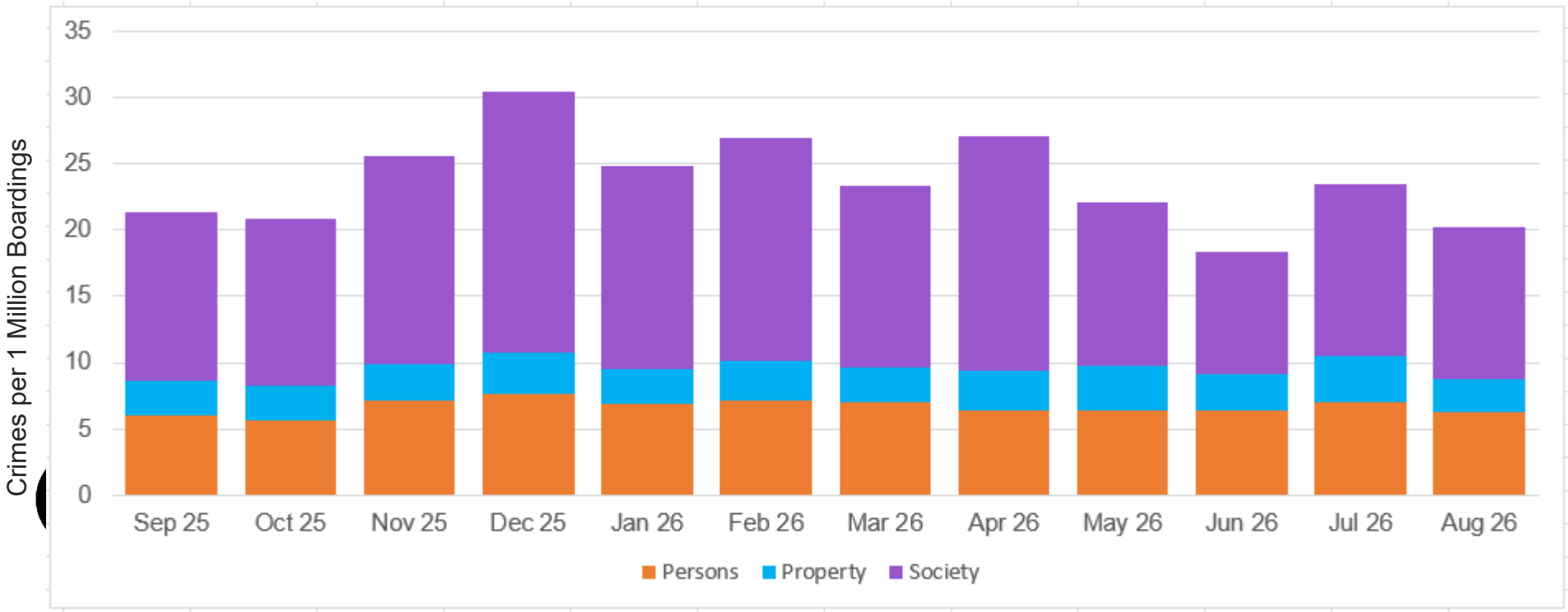
598 (-24%) **July 2025**

August 2026: Total Crimes

536

606 (-11.6%) **July 2026**

612 (-12.4%) **August 2025**



Compared to July, violent crimes per million boardings **decreased by 11.7%.**

August 2026 had the **lowest rate of violent crimes in August since 2019.**

Crime typically spikes during summer months; however, this summer's violent crimes declined significantly from their peak in 2023. This was especially true for aggravated assaults, which fell 37% from the summer of 2023.

Weekday Ridership Exceeds 1 Million Boardings

Dodger Stadium Express	Season Total	430,722	↑ 9.1%
SoFi Stadium Express	10/18 Ridership vs. previous Sunday	4,154	↑ 35.6%





September 2026

Weekday Ridership	Average	1,022,776	↑ 4.4%
Bus Ridership	Monthly Total	20,582,666	↑ 1.8%
Rail Ridership	Monthly Total	6,698,337	↑ 12.4%
A Line	Monthly Total	2,106,924	↑ 14.3%
E Line	Monthly Total	1,508,087	↑ 10.0%
B Line	Monthly Total	1,351,635	↑ 4.5%
D Line	Monthly Total	774,850	↑ 92.7%
C Line	Monthly Total	531,532	↓ 0.9%
K Line	Monthly Total	242,298	↑ 2.2%

Note: C Line ridership affected by ongoing Overhead Catenary System (OCS) replacement

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

Metro

Board Report

File #: 2026-0524, **File Type:** Policy **Agenda Number:** 5.

PLANNING & PROGRAMMING COMMITTEE
OCTOBER 14, 2026

SUBJECT: ADOPTION OF TOLL CREDIT/TRANSPORTATION DEVELOPMENT CREDIT PROGRAM GUIDELINES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the Metro Toll Credit/Transportation Development Credit Program Guidelines for eligible Los Angeles County local highway and transit projects that are programmed in the Federal Transportation Improvement Program (Attachment A).

ISSUE

Until this year, Caltrans directly managed California's Toll Credits (TC), also referred to as Transportation Development Credits (TDC). TC/TDC allow local agencies to use federal transportation grants without contributing their own matching funds. Caltrans held the statewide balance of credits, approved each agency's request to use them, and tracked how they were used. With the remaining balance running low, Caltrans adopted a new policy in March 2026 that caps each region's use and transfers responsibility for managing credits to the regions. The Southern California Association of Governments (SCAG), the region's Metropolitan Planning Organization (MPO), in turn assigned that responsibility to each county transportation commission. As a result, Metro is now responsible for managing up to $91.6 million in TC/TDC for Los Angeles County during Federal Fiscal Years (FFY) 2026 through 2028 (October 2025 through September 2028). This new role includes deciding which projects receive credits, reviewing agency requests before they go to SCAG, and tracking usage so that credits are not lost to other counties. Board adoption of the proposed guidelines establishes how Metro will carry out this new responsibility.

BACKGROUND

Most federal transportation grants pay for only part of a project. The agency receiving the grant must cover the rest with its own non-federal funds (local match), typically 11.47 percent of the cost for federal highway programs and 20 percent for most federal transit capital grants. TC/TDC can be used in place of the local match. With TC/TDC, an eligible project can be paid for entirely with federal funds, and the local agency keeps its own dollars for other needs.TC/TDC come from toll revenue that California has already spent on transportation. When revenue from toll facilities, such as toll bridges and toll roads, is used to build or improve highways, federal law (Title 23, United States

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Code) allows the state to count that spending as a “credit” toward the local match on other federally funded highway and transit projects. TC/TDC are not cash. They do not increase the federal funding a project receives or add money to Metro’s budget. They reduce the amount of local money a project must contribute.

In 2012, Caltrans and the Federal Highway Administration (FHWA) agreed that California could apply approximately $4.2 billion in TC/TDC. Over the years, TC/TDC have been used as a match source by MPOs for MPO-managed projects funded by the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Surface Transportation Block Grant (STBG) Program and the Carbon Reduction Program (CRP). TC/TDC have also been used for programs administered by Caltrans, such as Federal Transit Administration (FTA) transit grants.

Until recently, Caltrans administered the statewide balance itself, reviewing and approving requests to use credits and tracking usage, and it placed no limits on how many credits each region could use. Statewide use has averaged about $130 million per year. Now, only about $390 million remains available for regional and local projects. To keep credits available through FFY 2028, Caltrans adopted an Interim Toll Credits Use Policy on March 13, 2026, that caps each region’s use based on its share of federal transportation funding. Following Caltrans’ policy, SCAG’s Regional Council adopted its own Toll Credit policy on July 2, 2026, to divide the region’s credits among its six counties. Under Caltrans’ Policy, SCAG, as the region’s MPO, was allocated $54.6 million of TC/TDC annually, or $163.7 million total for FFYs 2026 through 2028, for distribution among its six County Transportation Commissions (CTCs). SCAG also designated the CTCs to distribute the credits within their respective counties. SCAG allocated $91.6 million to Metro, the CTC for Los Angeles County, based on the County’s 57 percent share of the region’s federal transit, STBG, CMAQ, and CRP funding. This amount is a cap on the credits Los Angeles County projects can use, not a guaranteed or reserved amount. SCAG may shift credits that go unused to other counties.

DISCUSSION

Prior to Caltrans updating the TC/TDC policy in March 2026, the State allowed agencies unlimited access to TC/TDC over several years of programming in the FTIP. However, state and SCAG policies delegated the allocation of toll credits to the CTC level to manage more limited access to TC/TDC. The proposed TC/TDC Guidelines were developed in consultation with major stakeholders, including the Metro Bus Operators Subcommittee, in an attempt to ensure TC/TDC will be available to agencies on an fair and equitable basis. Consistent with Caltrans' historical programming of TC/TDC, toll credit will be available to all agencies obligating eligible federal funds in the current FFY and will be allocated to projects on a first-come, first-served basis.
To guide the development of Metro’s TC/TDC policy and the equitable distribution of TC/TDC, Metro staff examined all projects programmed in the Federal Transportation Improvement Program (FTIP), the federally required list of projects scheduled to receive federal funds, from 2015 to 2025. TC and TDC are treated as the same credit by convention; TC is used for local highway projects, and TDC is used for transit projects (including capital and operations). The FTIP analysis shows that during this period, approximately 392 projects, totaling about $279 million, were programmed with either TC or TDC. This analysis shows that over this 10-year span, about $279 million of TC/TDC was programmed for projects, which reflects an annual average draw of $27.9 million. The current SCAG allocated balance to LA County is $91.6 million for FFY26 to FFY28. With FFY26 completed, there

are now only two FFYs remaining, which averages $45.8 million per year of available TC/TDC for agencies to use at match for CMAQ, STBG, CRP, 5307, 5310, 5337, and 5339 federal funds. Staff anticipates that SCAG will make future allocations of TC/TDC to LA County at the same proportion. By number of projects, the split between local highway and transit projects was nearly equal: 52% to 48%. However, transit projects used far more credits than local highway projects at a ratio of about 75% to 25%. Based on these results, staff recommend reserving $68.6 million (approximately 75%) for transit projects and $23 million (approximately 25%) for local highway projects for FFY 2026 through 2028. The ratio of 75% for transit projects and 25% for highway projects would be applied through the TC/TDC Guidelines in future years to distribute TC and TDCs.

The following are the Proposed Toll Credit and Toll Development Credit Use Guidelines:

1. TC/TDC may be used as the local match for the following federal fund sources, all of which are also eligible under SCAG's policy:
    - FHWA (federal highway) programs: CMAQ,STBG, and CRP
    - FTA programs: (federal transit) programs: Sections 5307 (Urbanized Area Formula), 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities), 5337 (State of Good Repair), and 5339 (Bus and Bus Facilities)
2. Based on historical use of TC/TDC, 75% of available credits will be allocated to eligible transit projects and 25% to local highway projects. Metro and SCAG's preapprovals are required to program TC/TDC in the FTIP.
3. Agencies must obligate/transfer eligible project federal funds in the approved year of obligation/transfer to be able to use TC/TDC.
4. Projects with CMAQ, STBG, and CRP funding must be on SCAG's Call for Projects award list and included in the Obligation Plan for the intended year of obligation/transfer and included in the Obligation Plan for the intended year of obligation/transfer.
5. Projects with FTA program funds would need to obtain Metro and SCAG's concurrence that the federal funds are available for the year of obligation. Agencies can only obligate funds that have already been appropriated and are available to the Urbanized Area (UZA). For the year of intended obligation, funds could include available prior-year balances and the current obligation-year apportionment. FTA funds must be apportioned and identified in a split letter in order to be obligated.
6. Metro's FTA Section 5310 Program will receive a biennial TDC allocation equal to 15% (approximately $2.0 million) of the competitive grant funding and 15% (approximately $2.0 million) of the direct allocation to Access Services for the replacement of aging ADA paratransit vehicles available for the applicable solicitation cycle.
7. To maximize TC/TDC use in the LA region, agencies must use their approved TDC by obligating the project's federal funds in the approved FFY. If an agency does not obligate in that year, Metro will remove the credits from the project in the FTIP.

Staff anticipate high demand for TC/TDC, to maximize TC/TDC use in the LA region, the proposed guidelines require agencies to use their approved TDC by obligating the project's federal funds in the approved FFY. If an agency does not obligate in that year, Metro will remove the credits from the project in the FTIP so other Los Angeles County projects can use them. This keeps credits from going unused and being reassigned by SCAG to other counties.

Although the split between transit and local highway projects is 75% and 25%, respectively, these

percentages are dependent on obligation demand in each FFY. For example, if transit projects do not reach their 75% TDC usage, the TDC balance can be applied to local highway projects if demand exceeds 25% - and vice versa. The TC/TDC set-aside for Metro's Section 5310 Program is similar to the set-aside Caltrans uses for the Section 5310 program it administers.

DETERMINATION OF SAFETY IMPACT

Approving this item will not directly impact the safety of Metro customers or employees. However, since some projects funded with eligible federal funds may include safety enhancements, using TC/TDC would help ensure the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Adoption of Metro Toll Credit/Transportation Development Credit Program Guidelines would have no financial impact on the agency.

Impact to Budget

There is no financial impact with this action.

EQUITY PLATFORM

This Metro TC/TDC policy allows local agencies to satisfy the local match requirement for eligible federally funded transportation projects. The Board action will enable local agencies to combine TC/TDC with federal grant funds to advance local highway and transit projects that aim to implement infrastructure and service improvements in disadvantaged communities with concentrated poverty. Metro's projects that use these credits are guided by the Equity Platform's four pillars for planning and implementing projects in disadvantaged areas of Los Angeles County.
All projects with TC/TDC are or will be included in the 2027 FTIP, which incorporates multiple layers of accountability to ensure that disadvantaged communities are not left behind in transportation improvement projects. Furthermore, under the Caltrans framework, SCAG has been tasked with oversight responsibilities, which will further its collaboration with Metro to address equity issues within transportation improvements in Environmental Justice areas, Disadvantaged Communities, Priority Equity Communities, and/or Communities of Concern.

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.

The VMT (Vehicle Miles Traveled) Targets adopted by the Board aim to achieve the statewide reductions necessary for carbon neutrality by 2045. In line with these targets, this Metro TC/TDC

policy is expected to help reduce VMT in Los Angeles County by funding transit system enhancements and supporting multimodal plans, programs, and infrastructure improvements throughout the region.

Although this policy does not directly promote public transit, carpooling, or active transportation, it plays a crucial role in Metro operations by allocating funds to local agencies to implement a range of transportation improvement projects. Because the Metro Board has established an agency-wide VMT Reduction Target that aligns with these efforts, this policy ultimately supports the agency's overall 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

Recommendation supports strategic plan goals # 3 and 4.
Goal 3: Enhance communities and lives through mobility and access to opportunity by securing funding to conduct planning, create and enhance programs, and build infrastructure that accelerates infill development, facilitates housing supply, choice, and affordability, affirmatively further fair housing, and reduces VMT.
Goal 4: Transform LA County through regional collaboration and national leadership by facilitating partnerships to deliver transportation projects with significant geographic or regionwide benefits.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended action. Staff does not recommend this alternative because, without the TC/TDC to satisfy the local match requirement, some agencies may be unable to obligate federal funds and deliver their projects.

NEXT STEPS

After FHWA adopts the 2027 FTIP on December 16, 2026, agencies can request TC/TDC approvals from Metro and SCAG. Subsequently, agencies can program the approved TC/TDC in the 2027 FTIP through an administrative modification or a formal amendment. Metro FTIP staff will monitor and track TD/TDC usage for the $91.6 million and any future credits allocated to the LA region.

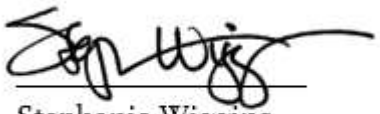
ATTACHMENT

Attachment A - Metro Toll Credit/Transportation Development Credit Guidelines

Prepared by: Michael Richmai, Senior Manager, Countywide Planning & Development, (213) 922-2558
Nancy Marroquin, Senior Director, Countywide Planning & Development, (213) 418-3086
Mark Yamarone, Executive Officer, Countywide Planning & Development, (213) 418-3452
Cosette Stark, Executive Officer, Office of Management and Budget, (213) 922-

2822
Timothy Mengle, Executive Officer, Office of Management and Budget, (213) 922-7665
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

METRO TOLL CREDIT/TRANSPORTATION DEVELOPMENT CREDIT PROGRAM GUIDELINES

1. TC/TDC may be used as the local match for the following federal fund sources, all of which are also eligible under SCAG's policy:

    a. FHWA (federal highway) programs: Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Carbon Reduction Program (CRP).

    b. FTA programs: (federal transit) programs: Sections 5307 (Urbanized Area Formula), 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities), 5337 (State of Good Repair), and 5339 (Bus and Bus Facilities).

2. Based on historical use of TC/TDC, 75% of available credits will be allocated to eligible transit projects and 25% to local highway projects. Metro and SCAG's preapprovals are required to program TC/TDC in the FTIP.

3. Agencies must obligate/transfer eligible project federal funds in the approved year of obligation/transfer to be able to use TC/TDC.

4. Projects with CMAQ, STBG, and CRP. funding must be on SCAG's Call for Projects award list and included in the Obligation Plan for the intended year of obligation/transfer and included in the Obligation Plan for the intended year of obligation/transfer.

5. Projects with FTA program funds would need to obtain Metro and SCAG's concurrence that the federal funds are available for the year of obligation. Agencies can only obligate funds that have already been appropriated and are available to the Urbanized Area (UZA). For the year of intended obligation, funds could include available prior-year balances and the current obligation-year apportionment. FTA funds must be apportioned and identified in a split letter in order to be obligated.

6. Metro's FTA Section 5310 Program will receive a biennial TDC allocation equal to 15% (approximately $2.0 million) of the competitive grant funding and 15% (approximately $2.0 million) of the direct allocation to Access Services for the replacement of aging ADA paratransit vehicles available for the applicable solicitation cycle.

7. Agencies are required to use their approved TC/TDC by obligating the project's federal funds in the approved FFY. If an agency does not obligate in that year, Metro will remove the credits from the project in the FTIP so other Los Angeles County projects can use

them. This keeps credits from going unused and being reassigned by SCAG to other counties.

ADOPTION OF TOLL CREDIT/TRANSPORTATION DEVELOPMENT CREDIT PROGRAM GUIDELINES

Planning and Programming Committee

October 14, 2026

File No. 2026-0524

Metro

RECOMMENDATION

- ADOPT the Metro Toll Credit/Transportation Development Credit Program Guidelines for eligible Los Angeles County local highway and transit projects that are programmed in the Federal Transportation Improvement Program (Attachment A).

Metro

BACKGROUND

- Metro is required to establish a policy to implement the use of TC/TDC for projects within Los Angeles County.

- TC/TDC are funding mechanisms used by Metro and other local agencies in Los Angeles County to satisfy the local match requirement for eligible federally funded projects.

Metro

NEXT STEPS

- After FHWA/FTA adopts the 2027 FTIP on December 16, 2026, agencies can request TC/TDC approvals from Metro and SCAG.

- Agencies can then begin to program the approved TC/TDC in the 2027 FTIP through an administrative modification or a formal amendment.

Metro

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

File #: 2026-0582, **File Type:** Program **Agenda Number:** 6.

PLANNING & PROGRAMMING COMMITTEE
OCTOBER 14, 2026

SUBJECT: APPROVAL OF THE 2027 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM AND SURFACE TRANSPORTATION BLOCK GRANT PROJECT RANKING FRAMEWORK

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or their designee to submit to the Southern California Association of Governments (SCAG) the project ranking framework for Los Angeles County for the 2027 SCAG CMAQ/STBG Call for Projects (Attachment A).

ISSUE

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Surface Transportation Block Grant (STBG) Program Guidelines establish the framework for selecting projects and allocating CMAQ and STBG funds in the Southern California Association of Governments (SCAG) region, in accordance with 23 CFR § 450.332(c) et al. These guidelines outline the SCAG-administered project selection process in compliance with federal requirements for the CMAQ and STBG programs. The guidelines are scheduled for adoption by the SCAG Regional Council in November 2026.

In January 2027, SCAG will issue a call for nominations inviting agencies in Los Angeles County to submit applications for capital projects and non-capital programs seeking CMAQ and STBG funding apportionments available to the SCAG region for federal fiscal years (FFYs) 2029 and 2030. Metro staff and regional Council of Governments representatives will review and rank Los Angeles County applications using the Metro Board-adopted project ranking criteria. The ranked Los Angeles County projects will be presented to the Metro Board for adoption at the July 2027 meeting. SCAG will then review and prioritize each project received from all six counties in the SCAG region and make the final project funding awards at the December 2027 Regional Council (RC) Meeting.

BACKGROUND

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require Caltrans to ensure that sub-recipients of CMAQ and STBG funds statewide administer these programs in compliance with federal program guidance and regulations. SCAG, as the region's

designated Metropolitan Planning Organization (MPO), manages these two programs through a regional call for projects process to comply with federal requirements.

As part of the regional call for nominations, all County Transportation Commissions (CTCs) in the SCAG region, including Metro, will assist by conducting initial project screening using the SCAG-developed ranking criteria. After Metro submits the ranked projects for Los Angeles County, SCAG staff will evaluate all nominations against SCAG's own set of program criteria and recommend a list of projects and funding amounts for final SCAG RC approval.

DISCUSSION

SCAG will open the project application for funding on February 1, 2027. Metro staff then notify all cities and eligible agencies of the application release and the application submission schedule. To meet the August 2, 2027, deadline for CTCs to submit their prioritized projects to SCAG, agencies must submit their applications by April 2, 2027, to allow staff time to review and rank them.

Staff will also notify the Council of Governments (COGs) and subregions about the grant opportunity. Office hours will be available on Tuesday and Thursday mornings, during which agencies can schedule time to answer questions about project eligibility and the application process.

Project and Program Ranking Criteria

The SCAG guidelines require each county to apply the following four criteria to rank each project and program into one of four categories: Highest Alignment, Strong Alignment, Moderate Alignment, and Limited Alignment.

Staff are proposing that the following four criteria be used to evaluate and rank projects submitted in Los Angeles County:

1. **Eligibility**: Metro will screen potential implementing agencies and projects/programs for eligibility with federal and regional requirements. Projects must be eligible for CMAQ and/or STBG funds, as detailed in 23 USC Sec. 133, 149, et al.
2. **Alignment with Metro Plans and Policies:** Projects/programs must support adopted Metro plans, policies, and objectives
3. **Community/Stakeholder Engagement:** Metro will prioritize project/program nomination applications with demonstrated community support from priority populations. Community support may be determined through a variety of means, including (but not limited to):
    a. Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
    b. Endorsement by a community-based organization representing Priority Equity Communities.
    c. Subregional support. Endorsement by a Council of Government or Subregional Board
4. **Equity**: Alignment with Metro's Equity Program and benefits to Metro Equity Focus Communities
5. **Deliverability and Readiness**: Metro will evaluate potential implementing agencies and projects/programs for deliverability issues. Commissions should consider if potential

implementing agencies have sufficient capacity and technical expertise to meet delivery deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.

COG representatives participated in the review and ranking during the SCAG 2025 Call for Projects. For the 2027 Call for Projects, staff will again invite COG representatives to participate in the review and ranking of all the submitted applications.

DETERMINATION OF SAFETY IMPACT

Approving this item will not have a direct impact on the safety of Metro customers or employees. However, because some of the projects eligible for these funds include safety enhancements, avoiding potential risks associated with maintaining the grant funding is essential to ensure the timely realization of the anticipated safety benefits these projects will provide.

FINANCIAL IMPACT

Adoption of program guidelines and project ranking framework for Los Angeles County for the 2027 SCAG CMAQ/STBG Call for Projects would have no financial impact.

EQUITY PLATFORM

CMAQ and STBG funds are intended to provide a flexible funding source for State and local governments to support transportation projects and programs that reduce congestion and improve air quality in areas that do not meet the National Ambient Air Quality Standards. The Board action will help secure funding from a program intended to advance transit and other multimodal plans, programs, and infrastructure improvements within and for lower-resourced communities, areas of concentrated poverty, historically disadvantaged communities, and/or areas with lost or reduced service. The proposed project ranking criteria will embed justice, equity, diversity, and inclusion considerations into the CMAQ/STBG Call for Nominations process by requiring project applicants to demonstrate direct and/or indirect benefits to Metro EFCs.

Nearly all Metro Equity Focus Communities (EFCs) overlap with one or more indicators in SCAG's mapping tool for identifying Priority Equity Communities (PECs). SCAG's Priority Equity Communities (PECs) are census tracts in the six-county region with a higher concentration of historically marginalized populations and susceptibility to inequitable outcomes across several socioeconomic factors. Census tracts identified as PECs are similar to Metro's EFCs in that they are determined using a combination of the following socioeconomic factors: low-income households and people of color; and people of vulnerable ages, with disabilities, limited English proficiency, limited vehicle and transit access, single-parent households, and burdened housing costs.

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.

The VMT (Vehicle Miles Traveled) Targets adopted by the Board are intended to achieve the statewide reductions necessary for carbon neutrality by 2045. In line with these targets, this initiative is expected to help reduce VMT in Los Angeles County by funding transit system enhancements and supporting multimodal plans, programs, and infrastructure improvements throughout the region.

Although this initiative does not directly promote public transit, carpooling, or active transportation, it plays a crucial role in Metro operations by funding local agencies to implement a range of transportation improvement projects. Because the Metro Board has established an agency-wide VMT Reduction Target that aligns with these efforts, this initiative ultimately supports the agency's overall 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

Recommendation supports the following Strategic Plan Goals:
Goal 3: Enhance communities and lives through mobility and access to opportunity by securing funding that will conduct planning, create and enhance programs, and build infrastructure that accelerates infill development that facilitates housing supply, choice, and affordability, affirmatively further fair housing, and reduce VMT.

Goal 4: Transform LA County through regional collaboration and national leadership by facilitating partnerships to deliver transportation projects with significant geographic or regionwide benefits

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended actions. SCAG requires each County Transportation Commission (CTC) to adopt project ranking guidelines. The Board can modify the guidelines for Los Angeles County or use the SCAG-adopted guidelines.

NEXT STEPS

Staff will ensure that all eligible agencies in Los Angeles County are aware of the opportunity to apply for CMAQ and STBG funding through the 2027 SCAG Call for Projects by hosting workshops as early as January 2027. Office hours will also be held from February through March 31, 2027, when the application window closes.

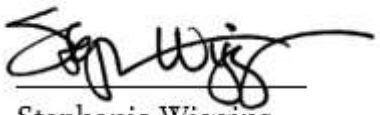
ATTACHMENT

Attachment A - 2027 Ranking Framework

Prepared by: Michael Richmai, Senior Manager, Countywide Planning & Development, (213) 922-

2558
Nancy Marroquin, Senior Director, Countywide Planning & Development, (213) 418-3086
Mark Yamarone, Executive Officer, Countywide Planning & Development, (213) 418-3452
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

THE 2027 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM AND SURFACE TRANSPORTATION BLOCK GRANT PROJECT RANKING FRAMEWORK

In January 2027, SCAG will issue a call for nominations inviting agencies in Los Angeles County to submit applications for capital projects and non-capital programs seeking CMAQ and STBG funding apportionments available to the SCAG region for federal fiscal years (FFYs) 2029 and 2030.

The SCAG guidelines require each county to apply Project Ranking Criteria to rank each project into one of four categories: Highest Alignment, Strong Alignment, Moderate Alignment, and Limited Alignment. Metro staff and regional Council of Governments representatives will review and rank Los Angeles County applications using the following Metro Board-adopted project ranking criteria.

<u>LA Metro Project and Program Ranking Framework</u>

The following four criteria will be used to evaluate and rank projects and programs submitted in Los Angeles County:

1. **Eligibility**: Metro will screen potential implementing agencies and projects/programs for eligibility with federal and regional requirements. Projects must be eligible for CMAQ and/or STBG funds, as detailed in 23 USC Sec. 133, 149, et al.
2. **Alignment with Metro Plans and Policies:** Projects/programs must support adopted Metro plans, policies, and objectives
3. **Community/Stakeholder Engagement:** Metro will prioritize project nomination applications with demonstrated community support from priority populations. Community support may be determined through a variety of means, including (but not limited to):
    a. Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
    b. Endorsement by a community-based organization representing Priority Equity Communities.
    c. Subregional support. Endorsement by a Council of Government or Subregional Board
4. **Equity**: Alignment with Metro's Equity Program and benefits to Metro Equity Focus Communities
5. **Deliverability and Readiness**: Metro will evaluate potential implementing agencies and projects for deliverability issues. Commissions should consider if potential implementing agencies have sufficient capacity and technical expertise

to meet delivery deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.

APPROVAL OF THE 2027 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM AND SURFACE TRANSPORTATION BLOCK GRANT PROJECT RANKING FRAMEWORK

Planning and Programming Committee

October 14, 2026

File No. 2026-0582

Metro

Recommendation

AUTHORIZE the Chief Executive Officer or their designee to submit to the Southern California Association of Governments (SCAG) the project ranking framework for Los Angeles County for the 2027 SCAG CMAQ/STBG Call for Projects (Attachment A).

Metro

Background

- SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region that includes Los Angeles County, is required in federal funding guidelines to program CMAQ/STBG funds

- In January 2027, SCAG will issue a call for nominations inviting agencies in Los Angeles County to submit applications for CMAQ and STBG funding apportionments available to the SCAG region for federal fiscal years (FFYs) 2029 and 2030.

- Metro staff, with two COG representatives, will review and rank the applications for Los Angeles County. Staff is seeking Board approval of the project rankings criteria. The ranked projects for Los Angeles County will be presented to the Metro Board for adoption at the July 2027 meeting.

- SCAG will then prioritize projects received from all six counties in the SCAG region and will make the final project funding awards at their December 2027 Regional Council (RC) Meeting.

Metro

Project Ranking Framework

The SCAG guidelines require each county to adopt and apply a Project Ranking Framework that includes criteria for evaluating and ranking each project. Projects will be evaluated into four categories: Highest Alignment, Strong Alignment, Moderate Alignment, and Limited Alignment.

Staff is proposing the following four criteria be used to evaluate and rank projects:

1. **Eligibility:** Potential implementing agencies and projects must be eligible for CMAQ and/or STBG funds, as detailed in 23 USC Sec. 133, 149, et al.

2. **Community/Stakeholder Engagement:** Project nomination applications must demonstrate community support.

3. **Equity**: Alignment with Metro's Equity Program and benefits to Metro Equity Focus Communities

4. **Deliverability and Readiness**: Implementing agencies must demonstrate sufficient capacity and technical expertise to meet deadlines. Projects must demonstrate readiness and the ability to obligate the funds within the programming period.

Metro

Next Steps

- SCAG will open the project application for funding on February 1, 2027. Metro staff then notify all cities and eligible agencies of the application release and the application submission schedule.

- Staff will host workshops and office hours starting in January 2027 to ensure eligible agencies are aware of the opportunity to apply.

- Agencies must submit their applications by April 2, 2027. This timeline allows staff sufficient time to review and rank the submitted projects.

Metro

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

Metro

Board Report

File #: 2026-0526, **File Type:** Agreement **Agenda Number:** 9.

CONSTRUCTION COMMITTEE
OCTOBER 14, 2026

SUBJECT: MASTER COOPERATIVE AGREEMENT (MCA) WITH THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA) FOR RAIL IMPROVEMENT PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate the terms and enter into a Master Cooperative Agreement (MCA) with the Southern California Regional Rail Authority (SCRRA) for railroad support activities associated with Metro-sponsored rail improvement projects within Los Angeles County (Attachment A).

ISSUE

Metro continues to advance multiple rail improvement projects within Los Angeles County that require coordination and technical support from the SCRRA, which operates the Metrolink commuter rail system and manages railroad operations on Metro-owned rail corridors. These projects routinely require SCRRA's expertise in railroad engineering, operations, signal and communications systems, construction coordination, and regulatory compliance. At the same time, SCRRA routinely requires Metro's expertise in technical reviews, 3rd-party coordination, real estate support, and construction coordination.

Currently, project-specific agreements must be developed each time SCRRA support is needed by Metro, resulting in extensive administrative effort and potentially extending project delivery schedules by four to six months. Execution of a MCA will establish a streamlined standardized framework for Metro to obtain support services from SCRRA through project-specific Work Orders, improving schedule efficiency while maintaining appropriate oversight of future rail improvement projects.

BACKGROUND

Metro owns portions of the railroad right-of-way throughout Los Angeles County on which SCRRA operates the Metrolink commuter rail system pursuant to the SCRRA Joint Powers Agreement and related shared-use agreements. In addition to Metrolink service, these rail corridors accommodate passenger and freight railroad operations, requiring close coordination among Metro, SCRRA, freight railroads, and other operating agencies.

Metro continues to advance a variety of rail improvement projects that enhance safety, reliability, capacity, and operational performance throughout the County. These projects may include track improvements, grade separations, railroad signal and communications upgrades, station improvements, maintenance facilities, positive train control enhancements, and other rail corridor infrastructure improvements.

Because SCRRA is responsible for railroad operations and compliance with applicable federal and state railroad regulations governing the Metrolink system, its technical participation is required throughout project planning, design, construction coordination, and implementation. Establishing an MCA creates a consistent framework for Metro and SCRRA to efficiently coordinate these activities while allowing project-specific scopes, schedules, and budgets to be authorized through individual Work Orders for SCRRA support activities. The MCA framework is similar to ones SCRRA has in place with other Member agencies such as RCTC, SBCTA, etc.

DISCUSSION

The MCA would allow SCRRA to provide railroad-related planning, design, construction, operation, and management services to support the special projects undertaken by LACMTA. SCRRA may provide limited, short-notice, and time-sensitive railroad-related activities, including serving as a temporary stop-gap mechanism when a project-specific cooperative agreement with SCRRA approaches its authorized limit. It is not intended to replace or supersede project-specific cooperative agreements for major capital projects, but rather to provide flexibility and continuity for initial or interim support activities to major projects, and to facilitate support for small scale projects, studies or activities.

Each Work Order executed under the MCA will identify the specific Metro-sponsored project, SCRRA's scope of services, schedule, budget, and reimbursement requirements. Each Work Order will establish a not-to-exceed amount for SCRRA's support activities in accordance with the terms of the MCA.

SCRRA's support services may include, but not limited to, railroad engineering and design review, signal and communications coordination, railroad operations coordination, construction planning, railroad flagging, field inspection, right-of-entry permit review, environmental and technical document review, work window coordination, positive train control coordination, railroad operations modeling, and other railroad support activities necessary to safely advance rail improvement projects.

Considerations

Under the MCA, Metro will continue to manage the planning and delivery of its rail improvement projects, develop project scopes, issue Work Orders, and reimburse SCRRA for eligible support activities. Each Work Order will identify the parties' respective responsibilities, including technical support, coordination with passenger and freight railroad operators, review of project designs for compliance with railroad standards, establishment of work windows and operational requirements, monitoring of project activities, and provision of progress reporting and cost documentation.

DETERMINATION OF SAFETY IMPACT

Approval of the proposed MCA will not, by itself, have a direct safety impact. However, the agreement establishes a coordinated framework that supports the safe planning, design, construction, and implementation of Metro-sponsored rail improvement projects by ensuring SCRRA participation in railroad operational planning, signal and communications coordination, positive train control integration, construction staging, and compliance with applicable railroad operating and safety requirements.

FINANCIAL IMPACT

Execution of the MCA does not, by itself, authorize expenditures for any individual rail improvement project. Funding for SCRRA support activities will be authorized through individual Work Orders executed under the MCA. Reimbursements will be in accordance with the approved scope, schedule, and budget for each Work Order, with Metro's payment obligation limited to $490,000 per Work Order unless otherwise authorized by the Metro Board.

Impact to Budget
Funding for individual Work Orders will be identified within the approved budget of the applicable Metro-sponsored rail improvement project. Since this agreement establishes a framework for multiple future projects, project managers, cost center managers, and the Chief Program Management Officer will be responsible for ensuring that adequate funding is available within each project's approved budget prior to execution of individual Work Orders.

EQUITY PLATFORM

Execution of the MCA supports the efficient delivery of rail improvement projects that enhance mobility, safety, reliability, and connectivity throughout Los Angeles County. While the agreement itself does not directly construct transportation improvements, it establishes a streamlined framework for advancing projects that improve access to rail service, many of which serve Equity Focus Communities and transit-dependent populations.

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 planning activities that will establish a standardized agreement to obtain technical support, reduce repetitive administrative negotiations, and maintain consistent oversight across multiple rail improvement projects that will maintain 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 recommendation supports the following Vision 2028 Strategic Plan Goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

This action will facilitate the timely delivery of rail improvements that enhance safety, reliability, and customer mobility throughout Los Angeles County.

The agreement supports Goal 4 by strengthening collaboration between Metro and SCRRA to efficiently deliver capital improvements on shared rail corridors, and Goal 1 by establishing a consistent, transparent, and accountable framework for coordinating future rail improvement projects.

ALTERNATIVES CONSIDERED

The Board may choose not to approve staff recommendations to negotiate and execute the proposed Master Cooperative Agreement. This alternative is not recommended because Metro would then need to continue negotiating separate cooperative agreements for individual projects requiring extensive SCRRA and LACMTA participation in negotiating and executing individual project-level agreements, resulting in additional administrative effort, duplicative negotiations, and the potential for delays in advancing rail improvement projects in a timely manner. This MCA can potentially be utilized to get expedited support for fast-tracked LACMTA projects with funding deadlines, thereby ensuring timely support and initiation of SCRRA-led activities.

NEXT STEPS

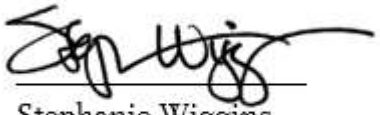
Upon Board approval, Metro and SCRRA will negotiate and execute the Master Cooperative Agreement. As eligible rail improvement projects advance, Metro and SCRRA will develop and execute project-specific Work Orders identifying the scope of services, schedule, budget, and reimbursement in accordance with the terms of the MCA.

ATTACHMENT

Attachment A - Draft MCA Agreement

Prepared by: Kavita Mehta, Executive Officer Regional Rail, (213) 435-5047
Sameh Ghaly, Deputy Chief Program Management Officer, (213) 418-3369

Reviewed by: Timothy Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie Wiggins
Chief Executive Officer

COOPERATIVE AGREEMENT No. XX-XXXXXXX
BETWEEN
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
AND
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FOR
SUPPORT ACTIVITIES
FOR
RAIL CORRIDOR IMPROVEMENT PROJECTS WITHIN LOS ANGELES COUNTY

This Cooperative Agreement ("AGREEMENT") is effective this __ day of _____, 2026, by and between the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, One Gateway Plaza, Los Angeles, CA 90012, acting in its capacity as the Los Angeles County Transportation Commission (hereinafter referred to as "LACMTA"), and the SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY, 900 Wilshire Blvd, Los Angeles, CA 90017 (hereinafter referred to as "SCRRA"). Herein LACMTA and SCRRA are sometimes individually referred to as "PARTY" and collectively referred to as "PARTIES".

RECITALS:

WHEREAS, SCRRA is a five-county joint exercise of powers authority, created pursuant to California Public Utilities Code Section 130255 and California Government Code Section 6500 et seq., to build, maintain, administer, and operate the "METROLINK" commuter train system on railroad right-of-way owned by the agencies that are members of the Joint Exercise of Powers Agreement, and through other shared use and joint operation agreements. The Member Agencies are comprised of the following: Los Angeles County Metropolitan Transportation Authority ("LACMTA''), Ventura County Transportation Commission ("VCTC"), Orange County Transportation Authority ("OCTA"), San Bernardino Associated Governments ("SANBAG"), and Riverside County Transportation Commission ("RCTC"); and

WHEREAS, LACMTA is the County Transportation Commission for Los Angeles County organized and existing under the laws of the State of California pursuant to Section 130050 et seq. of the California Public Utilities Code. LACMTA is the owner of a portion of the property comprising the railroad right-of-way in Los Angeles County on which SCRRA operates Metrolink commuter rail service, and is a Member Agency signatory to the Joint Exercise of Powers Agreement; and

WHEREAS, SCRRA (through the Joint Exercise of Powers Agreement), the National Railroad Passenger Corporation (AMTRAK), and the BNSF Railway / Union Pacific Railroad, operate

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trains and rail equipment on portions of the right-of-way owned by LACMTA in accordance with easements, Shared Use Agreements, and the "Intercity Agreement" between SCRRA, the Member Agencies, and AMTRAK; and

WHEREAS, the tracks on which SCRRA, the freight railroads, and AMTRAK operate are part of the General System of Railroad Transportation, and SCRRA is responsible for compliance with all federal and state regulations governing the General System of Railroad Transportation, and SCRRA is granted the authority under the Joint Exercise of Powers Agreement to establish the policies and rules governing the operations on the Metrolink system; and

WHEREAS, design and construction for rail projects is generally the responsibility of SCRRA under Section 130255 of the California Public Utilities Code and the Joint Exercise of Powers Agreement governing SCRRA. However, an individual Member Agency may, under the provisions of the Joint Exercise of Powers Agreement, design and manage the construction of special projects wanted solely for the benefit of that Member Agency; and

WHEREAS, LACMTA desires to enhance rail service in Los Angeles County by advancing various rail corridor improvement projects; and

WHEREAS, in exercising its rights, duties, and obligations, pursuant to Section 130255 of the Public Utilities Code, the Joint Exercise of Powers Agreement, and in managing the railroad operating environment in accordance with Federal Railroad Administration's Safety and Operating Rules there is a regular and on-going need for SCRRA to provide railroad related planning, design, construction, operation, and management services to support the special projects undertaken by LACMTA for which funding is not included in the SCRRA Annual Operating Budget;

WHEREAS, LACMTA and SCRRA desire to cooperate for the purpose of advancing the special projects desired by LACMTA. These special projects are hereinafter referred to individually as a "PROJECT" and collectively as the "PROJECTS."

WHEREAS, LACMTA and SCRRA desire to establish a standing cooperative agreement to allow SCRRA to provide limited, short-notice, and time-sensitive railroad-related support services, including serving as a temporary stop-gap mechanism when project-specific Cooperative Agreements with SCRRA approach authorized limits, while LACMTA seeks approval of Amendments or Supplemental Agreements;

WHEREAS, this Agreement is not intended to replace or supersede project-specific Cooperative Agreements for major capital projects, but rather to provide flexibility and continuity for initial or interim support activities to major projects, and to facilitate support for small scale projects, studies or activities;

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NOW, THEREFORE, it is mutually understood and agreed by LACMTA and SCRRA as follows:

ARTICLE 1. DEFINITIONS

A. "Operating Railroads" means any passenger or freight-related railroad company(s) operating on SCRRA operated track(s), including the National Railroad Passenger Corporation (AMTRAK), and the BNSF Railway Company (BNSF) / Union Pacific Railroad (UP).
B. "Work Order" means the document similar in form to that in Exhibit B, signed by authorized representatives from both PARTIES, that LACMTA will issue upon agreement by the PARTIES describing the support services to be provided by SCRRA for a PROJECT, along with associated budget and schedule, and that authorizes SCRRA to perform work and to be reimbursed by LACMTA in accordance with the terms of this AGREEMENT.
C. "Support Activities" means the railroad related planning, engineering, design, and other services provided by SCRRA necessary to advance the PROJECTS desired by LACMTA.

ARTICLE 2. SCOPE OF SERVICES

A. LACMTA and SCRRA agree that this AGREEMENT and the Work Orders executed hereunder will be utilized in the planning through construction phases of the PROJECTS.
B. The typical Support Activities to be provided by SCRRA are identified in Exhibit A. The list of typical Support Activities is not all-inclusive. Each Work Order will specify the Support Activities necessary to support a Project. It is understood that services will be defined in each Work Order and agreed to by the PARTIES.
C. SCRRA shall provide management oversight of the operating train control, signals, communications systems, track and structures, facilities and positive train control. SCRRA shall manage and coordinate all PROJECTS with the Operating Railroads.
D. No services shall be performed under this Agreement until a Work Order has been executed by both PARTIES and SCRRA has received payment of a full deposit of the total agreed amount for provision of the services specified within the Work Order. Exhibit A establishes a general framework of potential services and does not, by itself, authorize SCRRA to perform any work.

ARTICLE 3. DELEGATED AUTHORITY

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The actions required to be taken by SCRRA in the implementation of this AGREEMENT are delegated to its Chief Executive Officer or their designee, and the actions required to be taken by LACMTA in the implementation of this AGREEMENT are delegated to its Chief Executive Officer or their designee, subject to the limitations set forth in Article 7 "Maximum Obligation".

ARTICLE 4. OBLIGATIONS OF LACMTA

LACMTA agrees:

A. To manage, administer, and schedule the development of the scope of work for the PROJECTS, excepting work performed by SCRRA in support of the PROJECTS;

B. To provide Work Orders specifying the Support Activities to be provided by or through SCRRA for each PROJECT and authorizing SCRRA to incur cost under this AGREEMENT in support of each PROJECT in accordance with the limitations specified in the Work Order;

C. To fully fund PROJECT Support Activities in accordance with the Work Order budget for each PROJECT in accordance with the cash flow plan provided as part of the Work Order and in accordance with the following provisions:

    a. Payment made to SCRRA will be based on a cost estimate and schedule for each Work Order that shall be agreed upon by LACMTA and SCRRA within 10 working days after SCRRA receives the request from LACMTA. Upon execution of each Work Order, SCRRA shall invoice within 10 working days and LACMTA shall advance within a further 20 working days, one hundred percent (100%) of the agreed cost estimate, up to $490,000;
    b. SCRRA shall submit to LACMTA, not less than quarterly invoices clarifying expenditures drawn down against the deposited funds, with full supporting information, up to the total value of the deposited funds, for all work performed pursuant to the Work Order. SCRRA shall return to LACMTA any unused funds within 180 days of completion of scope performed pursuant to the Work Order;
    c. LACMTA shall review any PROJECT cost changes proposed by SCRRA within ten (15) business days and provide SCRRA with written approval, comments, and/or objections.

D. To comply, and require its consultants to comply, with all adopted, published SCRRA standards, recommended practices, operating rules, and safety requirements, and to comply with all requirements of the SCRRA system configuration management program;

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E. To provide accurate draft prints of SCRRA track charts and composite maps (or other appropriate media) illustrating all proposed changes to SCRRA track alignments, details of construction, crossings, bridges, and other facilities in a form and frequency prescribed by SCRRA as agreed to in the Work Order;

F. To provide SCRRA with reasonable periods of time to complete the work of SCRRA, and to provide detailed schedules of individual PROJECT design activities to SCRRA at regular intervals to permit SCRRA to efficiently coordinate its Support Activities with the work of LACMTA staff and consultants, and to incorporate appropriate durations for SCRRA Support Activities into the PROJECT schedules;

G. To revise the plans, specifications, and estimates prepared by LACMTA to incorporate revisions in SCRRA standards or recommended practices adopted up to 120 calendar days prior to the scheduled date for advertising the PROJECT for bid, except that changes to standards necessary for operational safety or to comply with regulatory requirements will be adopted upon issuance;

H. To coordinate the development of the PROJECT plans, specifications, and estimates with SCRRA and with the Support Activities provided by SCRRA, and the operations of SCRRA;

I. To develop the plans, specifications, and estimates in a manner to separately designate work on operating tracks, and the associated train control and communication systems, such that a clear line of demarcation is indicated between work done by LACMTA's Contractor and work that SCRRA will retain responsibility for on the operating tracks, train control and communication systems;

J. To provide SCRRA reasonable opportunity of not less than twenty (20) working days and not more than thirty (30) working days, at regular design submittal intervals, to review and comment upon any proposed design;

K. To provide written responses to the comments and recommendations of SCRRA;

L. To require its consultants to submit a Request for Special Consideration, in a form provided by SCRRA, to use a unique engineering design in lieu of the strict application of SCRRA standards. The request is to be submitted promptly upon the requirement for a variance arising, to allow early review and discussion between the Parties and to minimize delays to the design process;

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M. To obtain the concurrence of SCRRA on all matters affecting operations, access points, service levels, application of standards, operation policies, and any proposed construction phasing affecting operating tracks and systems;

N. To notify SCRRA of any proposed PROJECTS sufficiently in advance of the start of any individual PROJECT to permit SCRRA to execute Work Orders, create the PROJECT within the SCRRA accounting system, and issue any required task orders in accordance with SCRRA standard procedures;

O. To provide timely reviews and response to any request from SCRRA for a Work Order within fifteen (15) working days of receipt of an estimate from SCRRA in response to notification of any proposed PROJECT;

P. To require its consultants to execute a right-of-entry agreement with SCRRA conforming to SCRRA Form 5 or SCRRA Form 6, as determined by SCRRA with concurrence from LACMTA, at the expense of LACMTA;

Q. To require its consultants to furnish any required insurance at no expense to SCRRA; and

R. To work cooperatively with SCRRA to plan and design PROJECTS so as to minimize adverse impacts to passenger service and on-time performance and to implement projects without any degradation to existing railroad infrastructure or limitations to future expansion.

ARTICLE 5. OBLIGATIONS OF SCRRA

SCRRA agrees:

A. To provide timely requests, supported by an estimate of costs, for a Work Order upon notification by LACMTA of any proposed PROJECT;

B. To designate a project manager or engineer, responsible for all day-to-day activities necessary to manage the Work Orders for PROJECTS on behalf of SCRRA, and to act as the point of contact between PARTIES;

C. To provide Support Activities to LACMTA initiated PROJECTS in accordance with the scope of each Work Order in a timely and workmanlike manner, and in accordance with the standards, practices and guidelines of SCRRA;

D. To provide the Support Activities within the budgeted amount shown in the Work Order;

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E. Within ten (10) working days from execution of each Work Order, to submit to LACMTA for payment by LACMTA within a further twenty (20) working days, and prior to commencement of Support Activities, an invoice for one hundred percent (100%) of the cost estimate agreed upon in the Work Order, not to exceed $490,000;

F. To submit to LACMTA not less than quarterly invoices clarifying expenditures drawn down against the deposited funds for the actual costs for all Support Services performed as specified in the Work Order, with full supporting information, up to the total value of the deposited funds. SCRRA shall return to LACMTA any unused funds within 180 days of completion of scope performed pursuant to the Work Order;

G. To not exceed the maximum amount of each Work Order without prior written approval from LACMTA;

H. To manage, administer, and schedule the development of the plans, specifications and estimates for the Support Services and other activities provided by SCRRA;

I. To coordinate the Support Services provided by SCRRA with LACMTA and their consultants and contractors;

J. To monitor the activity on all PROJECT Work Orders to meet the schedule, quality and budget goals for each PROJECT, and to provide monthly progress reports using the SCRRA project reporting system supplemented with activity completion reports through standard scheduling software;

K. To establish a unique project number for each Work Order and to submit a monthly project management summary providing updated schedule and budget information and quarterly a financial statement showing the budget versus actual expenditures for each Work Order;

L. To manage and coordinate activities with the SCRRA Operating Department and other Operating Railroads, and to establish PROJECT work windows in advance of advertisement for bids, and to furnish specifications for coordination with the railroad for inclusion in Project Specifications;

M. To be responsible for managing and enforcing all utility related agreements entered into between SCRRA and the utility companies related to the PROJECTS; and

N. To return to LACMTA all unspent funds advanced to SCRRA for a specific Work Order within one hundred eighty (180) calendar days following completion of the Support Activities.

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ARTICLE 6. MUTUAL OBLIGATIONS

A. Both LACMTA and SCRRA agree that each will cooperate and coordinate with the other in all PROJECTS covered by this AGREEMENT and any other supplemental agreements that may be required to facilitate purposes hereof;

B. The PARTIES agree that separate design services or construction and maintenance agreements may be executed subsequently by the PARTIES for the design and/or construction and maintenance phases of the PROJECTS prior to the start of design or construction;

C. LACMTA and SCRRA agree to comply with all applicable federal, state, and local laws, statutes, ordinances, and regulations of any governmental authority having jurisdiction over the PROJECTS;

D. LACMTA and SCRRA agree to work cooperatively to advance the PROJECTS within the estimated time and budget set forth in the Work Order, provided, however, that Federal Regulation and the General Orders of the California Public Utilities Commission take precedence;

E. Neither party shall unreasonably withhold approval of any request or withhold submittal of any report nor other information required under this agreement;

F. LACMTA and SCRRA agree that the scope of work requested by LACMTA for any PROJECT, and the estimates provided by SCRRA in support of a request for a Work Order, are forward looking and may be based on conceptual or other preliminary information. LACMTA and SCRRA agree that the work scope and associated estimates are subject to revision by LACMTA and SCRRA from time-to-time as a PROJECT develops. Any revisions to the estimated costs of a Work Order must be agreed to, in writing, by both PARTIES. SCRRA is not authorized to exceed the maximum not-to-exceed amount detailed in each Work Order without prior written approval from LACMTA. Final invoices submitted by SCRRA will be based on actual costs of services defined and provided under a Work Order, with any unspent balance of deposited funds being returned to LACMTA within 180 days of completion of support to the Work Order.

ARTICLE 7. MAXIMUM OBLIGATION

Notwithstanding any provisions of this AGREEMENT to the contrary, LACMTA and SCRRA agree that LACMTA's maximum payment obligation per Work Order hereunder (including

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SCRRA's direct and indirect costs) shall not exceed $490,000 unless authorized by LACMTA's Board of Directors and agreed to in writing by both LACMTA and SCRRA.

ARTICLE 8. AUDIT AND INSPECTION

LACMTA or its designee, shall have the right to conduct audits of all LACMTA funded projects. SCRRA shall establish and maintain proper accounting procedures, appropriate internal controls, and complete set of records in accordance with generally accepted accounting principles. Upon reasonable notice, SCRRA shall permit the authorized representatives of LACMTA to inspect and audit all work, materials, payroll, books, accounts and other data and records of SCRRA for a period of three (3) years after final close out of each PROJECT. LACMTA shall also have the right to reproduce any such books, records and accounts. Contracts with SCRRA's contractors shall include the above provision with respect to audits. SCRRA shall reimburse LACMTA for any expenditure against a Work Order that is found not to be incurred in support of the agreed Work Order.

ARTICLE 9. INDEMNIFICATION

A. SCRRA shall indemnify, defend and hold harmless LACMTA, its officers, directors, members, employees, and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by SCRRA, its officers, directors, employees or agents in connection with or arising out of the performance of this AGREEMENT.

B. LACMTA shall indemnify, defend and hold harmless SCRRA, its officers, directors, members, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by LACMTA, its officers, directors, employees or agents in connection with or arising out of the performance of this AGREEMENT.

C. Each PARTY will require that at every stage of the cooperative endeavor, there is adequate and appropriate insurance coverage for the PARTY to meet its defense and indemnification obligations as set out herein. Each PARTY will require that its' consultants, contractors and subcontractors of any tier performing work pursuant to a Work Order issued under this AGREEMENT maintain appropriate and adequate commercial insurance, including without limitation, railroad protective liability

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coverage, where applicable or prudent, and to have the other PARTY and the Operating Railroads named as additional insureds on all such insurance coverage.

D. The indemnification and defense obligations of this AGREEMENT shall survive its expiration or termination.

ARTICLE 10. ADDITIONAL PROVISIONS:

A. This AGREEMENT shall continue in full force and effect through December 31, 2031, unless modified or terminated earlier by mutual written consent by both PARTIES. The term of this AGREEMENT may only be extended upon mutual written agreement by both PARTIES.

B. Either PARTY may initiate proceedings to terminate this AGREEMENT by giving thirty (30) days written notice; however, this AGREEMENT shall not be terminated without mutual agreement of both PARTIES.

C. LACMTA and SCRRA shall comply with all applicable Federal, State, and local laws, statutes, ordinances, and regulations of any governmental authority having jurisdiction over the PROJECTS.

D. LACMTA's and SCRRA's signatories hereto warrant that they are duly authorized to execute this AGREEMENT on behalf of said PARTIES and that, by so executing this AGREEMENT, the PARTIES hereto are formally bound to the provisions of this AGREEMENT.

E. This AGREEMENT may be amended in writing at any time by the mutual consent of both PARTIES. No amendment shall have any force or effect unless executed in writing by both PARTIES.

F. Notices: Any notices, requests or demands made between the PARTIES pursuant to this AGREEMENT should be sent via email or hard copy to be directed as followed:

To SCRRA: 900 Wilshire Blvd,
Los Angeles, CA 90017
Attention: Darren Kettle, Chief Executive Officer
Copy to: [Insert Current SCRRA Procurement Contact]

To LACMTA: One Gateway Plaza
Los Angeles, CA 90012
Attention: Stephanie Wiggins, Chief Executive Officer
Copy to: [Insert Current LACMTA Procurement/Project Contact]

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G. The headings of all sections of this AGREEMENT are inserted solely for the convenience of reference and are not part of and not intended to govern, limit or aid in the construction or interpretation of any terms or provision thereof.

H. The provisions of this AGREEMENT shall bind and inure to the benefit of each of the PARTIES hereto and all successors or assigns of the PARTIES hereto.

I. If any term, provision, covenant or condition of this AGREEMENT is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this AGREEMENT shall not be affected thereby, and each term, provision, covenant or condition of this AGREEMENT shall be valid and enforceable to the fullest extent permitted by law.

J. This AGREEMENT may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same agreement. Facsimile signatures will be permitted.

K. Either PARTY shall be excused from performing its obligations under this AGREEMENT during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control including but not limited to; any incidence of fire, flood; strikes, weather, acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other PARTY; when satisfactory evidence of such cause is presented to the other PARTY, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the PARTY not performing.

L. Neither this AGREEMENT, nor any of the PARTIES rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY.

M. Nothing herein shall be deemed nor construed to authorize or require any PARTY to issue bonds, notes or other evidences of indebtedness under the terms of this Cooperative Agreement, or for any other purpose.

N. This AGREEMENT shall be construed and interpreted under the laws of the State of California.

O. Disputes must be resolved in accordance with the procedure set forth in the SCRRA Joint Exercise of Powers Agreement. Should litigation arise out of this AGREEMENT

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for the performance thereof; each PARTY shall be responsible for its own costs and expenses, including attorney's fees.

P. This AGREEMENT, including any exhibits and documents incorporated herein and made applicable by reference, constitute the complete and exclusive statement of the terms and conditions of this AGREEMENT between LACMTA and SCRRA concerning SCRRA's participation in the PROJECTS.

Q. Exhibit A (Support Activities) and Exhibit B (Sample Work Order) are attached to and incorporated into this AGREEMENT by this reference.

This AGREEMENT shall be made effective upon execution by both PARTIES.

IN WITNESS WHEREOF, the PARTIES have caused this AGREEMENT to be duly executed by their duly qualified and authorized officials.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
By: _____ Darren M. Kettle Chief Executive Officer	By: _____ Stephanie N. Wiggins Chief Executive Officer
APPROVED AS TO FORM	APPROVED AS TO FORM
By: _____ Don O. Del Rio General Counsel	By: _____ Dawyn R. Harrison County Counsel

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Exhibits:

Exhibit A	Support Activities
Exhibit B	Sample Work Order

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EXHIBIT A

Support Activities

SCRRA will provide Support Activities per the terms of this Agreement and as specifically requested by an executed Work Order to advance the PROJECTS. PROJECTS are railroad infrastructure or related improvements within Los Angeles County to enhance and protect rail service. PROJECTS are improvements related to railroad infrastructure including Metrolink operated tracks, highway-rail or at-grade crossings, railroad signal system, communication facilities, positive train control system, stations, layover yards, or operations and maintenance facilities. The services requested by a Work Order may fall under, but are not limited to, one or more of the following types of Support Activities:

1. Field Services
    a. Flagging
    b. Inspection
    c. SCRRA owned facility marking
    d. Safety training
    e. Review and approval of railroad right-of-entry permits
2. Engineering Services
    a. Development of engineering designs and design reviews
    b. Signal and communications designs
    c. Preparation of engineering estimates
    d. Preparation of schedules and work plans for SCRRA Support Services
    e. Participation in design development meetings
    f. Development and review of Environmental Reports, Project Study Reports, and technical studies
    g. Development and review of construction staging plans
    h. Construction Reviews
3. Railroad Coordination
    a. Establishing work windows, work outages and Form Bs

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   b. Identification and development of railroad requirements
   c. Identification of railroad conflicts
   d. Participation in coordination meetings and resolution of issues

4. Operational Coordination
   a. Signal and Communication Systems
   b. Train controls
   c. Railroad Operations Modeling and ridership projections
   d. Update PTC Configuration management files, databases, and track charts
5. Planning Coordination
   a. Station planning and feasibility studies
   b. Conceptual planning, including development of Project Study Reports
   c. Preliminary engineering
6. Other services as mutually agreed

Each Work Order shall have the following attached:

   a. Detailed Scope of Work
   b. Project Schedule
   c. Projected Cash flow for SCRRA efforts

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EXHIBIT B

SAMPLE WORK ORDER

WORK ORDER NO. [X] DATE: [xx/xx/xx]

PROJECT NAME: [NAME]

LOCATION: [RAILROAD SUBDIVISION- MPXX to MPXX or Grade Crossing Name]

PROJECT DESCRIPTION: [Brief project description of one to two sentences.]

SCRRA SCOPE OF WORK: [Specific items requested of SCRRA, based on Scope of Work items listed in Exhibit A]

Reference Documents:

Designated Project Manager:

Estimated Start Date: **Estimated Duration:**

Cost Estimate:

Cash Flow Plan: [$XXX.XX upfront deposit followed by payment of monthly invoices.]

LACMTA SIGN-OFF:

_____ Date: _____

Project Manager

SCRRA SIGN-OFF:

_____ Date: _____

Project Manager

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Metro

Master Cooperative Agreement (MCA) with the Southern California Regional Rail Authority (SCRRA) for Regional Rail Projects

2026-0526, Construction Committee

October 14, 2026

Recommendation

AUTHORIZE the Chief Executive Officer to negotiate the terms and enter into a Master Cooperative Agreement (MCA) with the Southern California Regional Rail Authority (SCRRA) for railroad support activities associated with Metro-sponsored rail improvement projects within Los Angeles County (Attachment A).

Metro

Issue

- Metro rail projects require SCRRA technical support throughout project delivery.
- Currently, project-specific agreements must be developed each time SCRRA support is needed by Metro, requiring four to six months.
- This process increases administrative effort and can delay project delivery.

Background

- Metro owns portions of the railroad right-of-way throughout Los Angeles County on which SCRRA operates the Metrolink commuter rail system.
- Metro is advancing a variety of rail improvement projects that enhance safety, reliability, capacity, and operational performance throughout the County.
- Because SCRRA is responsible for railroad operations and compliance with applicable federal and state railroad regulations, its technical participation is required throughout project planning, design, construction coordination, and implementation.
- The MCA establishes a consistent framework for Metro and SCRRA to efficiently coordinate support for future rail projects.

Discussion

What the MCA Does

- The MCA would allow SCRRA to provide railroad-related planning, design, construction, operation, and management services to support Metro-led rail projects.
- Defines agency roles, responsibilities, and reimbursement process.
- Uses project-specific Work Orders to define scope, schedule, and budget.
- Supports engineering, design review, signal and communications coordination, construction planning, railroad flagging, inspections, and and other railroad support activities.

Metro

NEXT STEPS

Upon Board approval:

- Execute the Master Cooperative Agreement.
- Execute project-specific Work Orders identifying the scope of services, schedule, budget, and reimbursement necessary reimbursement in accordance with the terms of the MCA.

Metro

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

File #: 2026-0527, **File Type:** Contract **Agenda Number:** 10.

CONSTRUCTION COMMITTEE
OCTOBER 14, 2026

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol to complete the final phase of design and bring the project to shovel-ready stage, in the amount of $955,866, increasing the Total Contract Value from $10,735,474 to $11,691,340; and

B. APPROVE programming an overall $2,028,570 to the project, increasing the programmed Measure R 3% funds from $18,523,736 to $20,552,306, in order to achieve shovel-ready project status.

ISSUE

Staff is advancing the Lone Hill to White Double Track project from inception through the final design phase. As the design progressed, additional requirements were identified through coordination with third-party agencies and changes in project interface conditions. Board approval of the staff recommendations will provide the resources necessary to incorporate the requirements needed to complete final design and advance the project to a shovel-ready status while Metro continues to pursue construction funding. This approach allows Metro to complete the design while avoiding premature work that could require redesign as field conditions, agency requirements, or construction constraints evolve. Completion of this final design phase will demonstrate project readiness and enhance the project's competitiveness for future construction grant funding.

BACKGROUND

The Lone Hill to White Double Track project runs along the San Gabriel Subdivision and merges with the Pasadena Subdivision at White Avenue, where the Gold Line Phase 2B project will operate. The proximity between both rail subdivisions results in three railroad crossings being less than 300 feet apart: San Dimas Canyon Road, White Avenue, and Fulton Road. The Gold Line Authority has been a collaborative partner through the design development process for the Lone Hill to White Double Track project.

The Project will improve service reliability and on-time performance along the Metrolink's San Bernardino Line by reducing single-track bottlenecks and delays associated with that, while providing greater operational flexibility. It is also identified as a vital line reliability project in Metrolink's Southern California Optimized Rail Expansion (SCORE) Program, supporting future 30-minute bi-directional service along the San Bernardino Line. The Project also includes safety and Quiet Zone-ready improvements at existing grade crossings.

At its October 2013 meeting, the Board approved $3,000,000 in programming to begin environmental and preliminary engineering work for the four miles of double tracking. At the December 2019 meeting, the Board approved $7,500,000 for final design work, inclusive of all third-party and professional service-related costs.

At its July 2021 meeting, the Board approved reprogramming of $769,688 in project savings from Lone Hill to White Preliminary Engineering to Lone Hill to White Final Design and established a Life of Project (LOP) Final Design budget of $8,269,688 to initiate final design services.

On July 22, 2021, Moffat and Nichol received Notice to Proceed to perform final design engineering services for the Lone Hill to White Project, including the preparation of approved plans, specifications, and estimates.

DISCUSSION

As final design advanced, changes to adjacent project conditions, third-party and jurisdictional requirements, field conditions, and updated regulatory requirements resulted in additional design work beyond the original scope. These changes include coordination with the completed Gold Line Foothill Extension Phase 2B Project, right-of-way and utility requirements, revised hydrology requirements, and updated railroad signal specifications.

Staff evaluated the additional design requirements with the design team and determined that only changes necessary to obtain final design approval should be incorporated at this time. Changes dependent on the future construction schedule will be deferred until construction funding and schedule are established.

This contract modification will include the following changes:

- Survey: Expand survey coverage near San Dimas Canyon Road, White Avenue, and Arrow Highway to incorporate City-requested modifications and provide design compatibility with the Gold Line Foothill Extension Phase 2B Project.
- Right-of-Way: Prepare additional property-specific ROW exhibits and lease mapping to support encroachment removal and pre-construction readiness.
- Utilities and insurance*:* Address additional utility conflicts identified through field potholing, coordinate required utility relocations, and address updated right-of-entry insurance requirements.
- Fiber-Optic and Signal Design: Revise fiber-optic layouts and utility interfaces to accommodate Sprint-requested joint trench configurations and update signal specifications to

comply with FRA requirements issued in May 2024.

- Hydrology and Hydraulics: Complete the 100% report in accordance with revised City requirements.
- Trackwork: Revise trackwork as necessary to incorporate changes resulting from the revised drainage and structural requirements.

Given the above, the additional programming of Measure R 3% funds requested in the amount of $2,028,570 is summarized below in Table 1.

Lone Hill to White DT	Prior Programming Funds	Inception thru FY26	FY27	FY28	New Programing Funds
USE OF FUNDS					
Professional Services	**$ 12,835,474**	$ 12,838,353	$ 955,866	$ -	$ 13,794,219
Agency -Metro	**$ 1,545,763**	$ 2,234,112	$ 360,000	$ 360,000	$ 2,954,112
Outreach	**$ 253,302**	$ 114,601	$ 138,701	$ -	$ 253,302
Real Estate/Acquisition of Land	**$ 56,000**	$ 82,950	$ -	$ 100,000	$ 182,950
Project Controls Support Services	**$ 289,962**	$ 317,507	$ 120,000	$ 60,000	$ 497,507
3rd Party Agreements - City/County/Others	**$ 2,469,688**	$ 1,483,268	$ 986,420	$ -	$ 2,469,688
Project Reserve/Contingency	**$ 1,073,547**	$ -	$ 332,928	$ 67,600	$ 400,528
Total Project Cost	**$ 18,523,736**	**$ 17,070,791**	**$ 2,893,915**	**$ 587,600**	**$ 20,552,306**

Table 1: Lone Hill to White Double Track Project

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse impact on safety, rather it will improve the safety of the San Dimas and La Verne communities. The Lone Hill to White Double Track Project is being designed in accordance with Metro and SCRRA standards, state and federal requirements, and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

Execution of the proposed modification and programming request for the Lone Hill to White Double Track Project would require amending the previously Board- approved programming by the recommended $2,028,570. This additional programming is included in the FY27 Adopted Budget.

This is a multi-year capital project, and the Project Manager of Regional Rail under Program Management and the Chief Program Management Officer will be accountable and responsible for budgeting the cost of future fiscal year commitments in department 2415, Regional Rail for project number 460068 as shown in Attachment D, Lone Hill to White Double Track Project Funding and Expenditure Plan.

Impact to Budget

The source of funds for FY27 and future fiscal year programming for the project is Measure R 3% Transit Capital. These funds are not eligible for use in Metro bus/rail operations .

EQUITY PLATFORM

The Lone Hill to White Double Track Project operates on the San Bernardino Line. According to Metrolink's 2025 Onboard Survey, the median household income of San Bernardino Line riders is $60,913. Systemwide, 39% of Metrolink riders report annual household incomes below $50,000. The survey also found that the average Metrolink rider is 51 years old and that Hispanic riders comprise 40% of systemwide ridership, making them the largest ethnic group of Metrolink riders

The Lone Hill to White Double Track Project will improve service reliability, network integration, operational flexibility, and on-time performance along the San Bernardino Line. The project supports the implementation of the Metrolink SCORE Program by providing the infrastructure necessary for future 30-minute bi-directional service throughout the day and evening. While the project traverses a corridor that includes a mix of Moderate Need and High Need communities, its benefits extend throughout the San Bernardino Line, improving mobility and access for riders traveling to and from numerous Equity Focus Communities (EFCs).

This project will improve American with Disabilities Act (ADA) compliance. All proposed improvements comply with the latest ADA requirements within the project footprint.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the Southern California Association of Governments (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 and planning activities that will improve 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 proposed recommendations support strategic plan goals 1, 3 and 4. The Regional Rail Capital improvements improve service reliability and mobility, provide better transit connections throughout the network, and implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and

- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan

ALTERNATIVES CONSIDERED

The Board could choose not to approve the authorization to execute the contract modification and amend the programming for this project. This alternative is not recommended since this project has been identified as a key project to provide line reliability in support of Metrolink's 30-minute bi-direction service along the San Bernardino Line.

NEXT STEPS

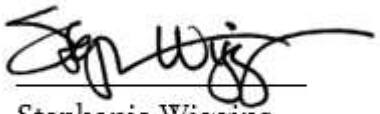
Upon Board approval staff will execute Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol to complete the final design and advance the Project to shovel-ready status. Staff will continue to pursue funding opportunities for right-of-way acquisition and construction.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Funding and Expenditure Plan

Prepared by: Bilal Khazaal, Director, Regional Rail, (213) 418-3330
Kavita Mehta, Executive Officer, Regional Rail, (213) 435-5047
Sameh Ghaly, Deputy Chief Program Management Officer, (213) 418-3369
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Timothy Lindholm, Chief Program Management Officer, (213) 922-7297
Mat Antonelli, Chief Vendor/Contract Management Officer, (213) 893-7191



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

LONE HILL TO WHITE DOUBLE TRACK PROJECT
FINAL DESIGN/AE73891000

1.	**Contract Number**: AE73891000			
2.	**Contractor**: Moffatt & Nichol			
3.	**Mod. Work Description**: Continue providing professional services to complete the final phase of design, bring the project to shovel-ready stage and ready for right of way acquisition and construction phases.			
4.	**Contract Work Description**: Engineering services for the Lone Hill to White final design plans, specifications and estimates (PS&E).			
5.	**The following data is current as of**: 8/7/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	07/22/21	**Contract Award Amount:**	$6,498,899
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$4,236,575
	Original Complete Date:	08/04/23	**Pending Modifications (including this action):**	$955,866
	Current Est. Complete Date:	03/31/27	**Current Contract Value (with this action):**	$11,691,340
7.	**Contract Administrator**: Lily Lopez		**Telephone Number**: (213) 922-4639	
8.	**Project Manager**: Bilal Khazaal		**Telephone Number**: (213) 418-3330	

A. Procurement Background

This Board Action is to approve Contract Modification No. 9 issued to continue providing professional services to complete the final phase of design, bring the project to shovel-ready stage and ready for right-of-way acquisition and construction phases for the Lone Hill to White (LHW) Double Track project.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

On July 22, 2021, the Board awarded firm fixed price Contract No. AE73891000 to Moffatt & Nichol in the amount of $6,498,899 for engineering services for the LHW Final Design Plans, Specifications and Estimates (PS&E).

A total of eight modifications have been issued to date.

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

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based on an Independent Cost Estimate (ICE), cost analysis, and technical analysis. During fact finding, the cost elements were validated supporting the recommended amount.

Proposal Amount	Metro ICE	Recommended Amount
$951,760	$969,725	$955,866

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG
LONE HILL TO WHITE DOUBLE TRACK PROJECT
FINAL DESIGN/AE73891000

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Additional work to prepare and complete the final engineering design necessary for the double track project.	Approved	04/12/22	$474,223
2	Additional level of effort (design submittals to Union Pacific Railroad) and addition of subcontractor.	Approved	03/10/23	$76,658
3	No cost extension of period of performance (POP) through 10/31/23.	Approved	07/11/23	$0
4	Work to address comment resolution meetings with project stakeholders as a result of the 60% final design submittal and POP extension through 12/31/24.	Approved	09/28/23	$3,685,694
5	No cost POP extension through 12/31/25.	Approved	12/10/24	$0
6	Reallocation Matrix revised to account for budget changes within tasks.	Approved	05/09/25	$0
7	No cost POP extension through 03/31/26.	Approved	12/05/25	$0
8	No cost POP extension through 06/30/27.	Approved	02/10/26	$0
9	Continue professional services to complete the final phase of design, bring the project to shovel-ready stage and ready for right of way acquisition and construction phases.	**Pending**	**Pending**	**$955,866**
	Modification Total:			**$5,192,441**
	Original Contract:		07/22/21	**$6,498,899**
	Total:			**$11,691,340**

DEOD SUMMARY

LONE HILL TO WHITE DOUBLE TRACK PROJECT
FINAL DESIGN / AE73891000

A. Small Business Participation

Moffatt & Nichol (M&N) made a 27.19% Small Business Enterprise and a 3.18% Disabled Veteran Business Enterprise (DVBE) commitment. Based on payments, the project is 90% complete and the current level of SBE participation is 22.43%, representing a 4.76% shortfall, and the level of DVBE participation is 4.74%, exceeding the commitment by 1.56%. M&N has a shortfall mitigation plan on file and contends that the shortfall is due to the phased scope that has not yet commenced. M&N anticipates that the SBE shortfall will be mitigated by Q1 2027.

Small Business Commitment	**27.19% SBE 3.18% DVBE**	**Small Business Participation**	**22.43% SBE 4.74% DVBE**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Pacific Rail Enterprises, Inc.	16.93%	10.26%
2.	Rail Surveyors and Engineers, Inc.	6.13%	6.75%
3.	Wagner Engineering & Survey, Inc.	4.13%	4.98%
4.	Kroner Environmental Services, Inc.	Added	0.44%
	Total	**27.19%**	**22.43%**

	DVBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	MA Engineering	3.18%	4.74%
	Total	**3.18%**	**4.74%**

[1]Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷Total Actual Amount Paid-to-date to Prime.

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 requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

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.

ATTACHMENT D
Lone Hill to White DT
Programming Fund Increase 2026
Funding/Expenditure Plan

Lone Hill to White DT	Prior Programming Funds	Inception thru FY26	FY27	FY28	New Programing Funds
USE OF FUNDS					
Professional Services	**$ 12,835,474**	$ 12,838,353	$ 955,866	$ -	$ 13,794,219
Agency -Metro	**$ 1,545,763**	$ 2,234,112	$ 360,000	$ 360,000	$ 2,954,112
Outreach	**$ 253,302**	$ 114,601	$ 138,701	$ -	$ 253,302
Real Estate/Acquisition of Land	**$ 56,000**	$ 82,950	$ -	$ 100,000	$ 182,950
Project Controls Support Services	**$ 289,962**	$ 317,507	$ 120,000	$ 60,000	$ 497,507
3rd Party Agreements - City/County/Others	**$ 2,469,688**	$ 1,483,268	$ 986,420	$ -	$ 2,469,688
Project Reserve/Contingency	**$ 1,073,547**	$ -	$ 332,928	$ 67,600	$ 400,528
Total Project Cost	**$ 18,523,736**	**$ 17,070,791**	**$ 2,893,915**	**$ 587,600**	**$ 20,552,306**
SOURCES OF FUNDS					
Measure R 3%	$ 18,523,736	$ 17,070,791	$ 2,893,915	$ 587,600	$ 20,552,306
Total Project Funding	**$ 18,523,736**	**$ 17,070,791**	**$ 2,893,915**	**$ 587,600**	**$ 20,552,306**

Note:
The new funding request amount is $2,028,570



LONE HILL TO WHITE DOUBLE TRACK PROJECT

2026-0527, Construction Committee

October 14, 2026

Recommendation

A. EXECUTE Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol to complete the final phase of design and bring the project to shovel-ready stage, in the amount of $955,866, increasing the Total Contract Value from $10,735,474 to $11,691,340; and

B. APPROVE programming an overall $2,028,570 to the project, increasing the programmed Measure R 3% funds from $18,523,736 to $20,552,306, in order to achieve shovel-ready project status.

Metro

Issue

- Additional design requirements were identified through third-party coordination and changes in project interface conditions.
- Additional programming is needed to complete final design.
- Completing final design will bring the project to shovel-ready status and improve its competitiveness for future construction funding.

Background

- Adds approximately four miles of double track on the San Bernardino Line.
- Improves operational flexibility, reliability, capacity, and on-time performance.
- Supports Metrolink's SCORE Program and future 30-minute bidirectional service.
- Includes safety and Quiet Zone-ready improvements at existing grade crossings.



Metro

Discussion

Need for Additional Funding

- Updated FRA and City requirements
- Additional utility and right-of-way coordination
- Changes due to adjacent projects and field conditions
- Revised hydrology, track, fiber-optic, and signal designs

Metro

NEXT STEPS

- Execute Contract Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol.
- Complete final design and advance the project to shovel-ready status.
- Continue pursuing funding for right-of-way acquisition and construction.

Metro

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

File #: 2026-0597, **File Type:** Contract **Agenda Number:** 11.

CONSTRUCTION COMMITTEE
OCTOBER 14, 2026

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 11 to Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, for Advanced Preliminary Engineering (APE) for the Initial Operating Segment (IOS), in the amount of $24,980,734, increasing the contract value from $110,383,386 to $135,364,120 and extend the period of performance from February 28, 2027 to March 31, 2028, subject to Federal Transit Administration (FTA)'s completion of its review of the Environmental Assessment and issuance of a Finding of No Significant Impact;

B. INCREASE the Contract Modification Authority (CMA) for Contract No. AE51242000 in the amount of $2,498,073, increasing the CMA from $3,230,845 to $5,728,918; and

C. EXECUTE individual contract modifications within the Board-approved CMA.

ISSUE

At its September 2024 meeting, the Board approved a contract modification to the Cordoba HNTB Design Partners' Contract to advance the IOS through 30% Preliminary Engineering (PE). During the PE design phase, Metro continued refining the Eastside Transit Corridor Phase 2 Project (Project)'s preliminary engineering design, advancing the federal environmental review process, evaluating design refinements, and coordinating with partner agencies and key stakeholders to prepare the Project for subsequent phases of engineering, procurement, and delivery.

The Cordoba HNTB Design Partners' Contract is set to expire in February 2027. Without a seamless extension or follow-on contract for the Engineer of Record (EOR), the Project faces an immediate cessation of technical support.

In addition, staff is requesting an increase in CMA for Contract No. AE51242000. As the Project advances through APE, additional contract modifications may be required to address evolving project needs. The requested CMA provides the flexibility needed to address unexpected design changes

such as third-party stakeholders' mitigation efforts, while supporting timely delivery of critical Project activities.

BACKGROUND

Eastside Transit Corridor Phase 2 Project is a nine-mile light rail transit (LRT) extension from the existing Metro E Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. At the December 2022 Board meeting, the Board approved the Locally Preferred Alternative (LPA), which included three underground stations (Atlantic/Pomona, Atlantic/Whittier, and Commerce/Citadel), one at-grade station (Greenwood), and a Maintenance and Storage Facility.

At its May 2024 meeting, the Board certified the full nine-mile Project alignment to Whittier in the Final Environmental Impact Report (EIR) per the California Environmental Quality Act (CEQA). Certification of the Final EIR also includes approval of the Mitigation Monitoring and Reporting Plan and the Findings of Fact and Statement of Overriding Conditions.

The Project is a Measure R and Measure M project that is included in the 2020 Long Range Transportation Plan and the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The Measure M Ordinance identifies $3 billion (2015 $) in Measure M and other local, state, and federal funding for the Project. Metro continues to pursue federal funding through the FTA's Capital Investment Grants (CIG) New Starts Program. In June 2026, FTA determined that the Project had satisfied the requirements to enter the Project Development (PD) phase of the New Starts Program, allowing Metro to continue advancing project development activities in support of future federal funding.

At its October 2018 meeting, the Board awarded firm fixed-price Contract No. AE51242000 to Cordoba HNTB Design Partners to provide Advanced Conceptual Engineering (ACE) and urban design services for the Project in support of environmental review and approved CMA of $3,230,845. Since the contract award, the contract has been modified to support environmental studies, project refinements, and advancement of the IOS through 30% PE without increasing CMA. The current contract expires on February 28, 2027.

At its July 2026 meeting, the Board authorized Metro to receive and file the Environmental Assessment (EA) for the Project IOS pursuant to the National Environmental Policy Act (NEPA), approved the 9-acre Maintenance and Storage Facility in the City of Commerce for the Board-selected LPA, and amended the 2020 Long Range Transportation Plan to reflect the refined LPA. These actions enabled Metro to continue coordination with the FTA on the final NEPA decision document and advance the Project toward subsequent engineering, procurement, and delivery activities.

DISCUSSION

The Project has advanced through key engineering, environmental, funding, and project development

milestones. The Project completed Advanced Conceptual Engineering (15% design) in 2022 and substantially completed Civil Preliminary Engineering (30% design) in September 2026, while the remaining contractual Preliminary Engineering activities will continue into early 2027, with Systems Preliminary Engineering anticipated to be completed in November 2026. Concurrently, Metro advanced the federal environmental review process, secured more than $3.9 billion in committed local and state funding, and entered the FTA CIG New Starts Project Development phase in June 2026. These accomplishments position the Project to commence right-of-way acquisition in November, pursue a Letter of No Prejudice (LONP) to support early procurement activities, and ultimately seek entry into the FTA Engineering phase, currently anticipated for the first quarter of 2028.

Considerations

Completion of the remaining contractual PE services and continuation of engineering services through APE provide benefits that support upcoming right-of-way, early engineering for Atlantic/Pomona station, procurement, and FTA Project Development activities. Key considerations include:

- Knowledge Continuity: Retaining the current team preserves years of institutional knowledge, including stakeholder momentum with cities/utilities, critical interface definitions, and a comprehensive project risk register.
- Schedule Preservation: Leveraging existing knowledge from 2022 through 2026 allows APE to begin sooner and focus on portions of critical-path engineering and utility works. A break in continuity will pause these APE efforts and jeopardize the 2036 completion goal.
- Economies of Scale: APE creates cost and schedule efficiencies that benefit overall program delivery by taking advantage of current schedule opportunities through seamless continuity of engineering.
- Contracts Packaging and Delivery Methods: APE enables staff to leverage technical expertise to identify and define critical design and scope interfaces early. This minimizes program and project risk by developing key elements of a forward looking strategic and tactical plan for successful program delivery.
- Project Flexibility: Maintaining adequate Contract Modification Authority supports uninterrupted advancement of the Project by allowing Metro to address evolving engineering needs without unnecessary delays.

DETERMINATION OF SAFETY IMPACT

Approval of this contract modification will not impact the safety of Metro’s customers or employees.

FINANCIAL IMPACT

This Modification does not impact the FY27 budget, as the funding of $12.5 million is included in the adopted Fiscal Year 2027 budget under Project 860232 (Eastside Transit Corridor Phase 2 Project) in Cost Center 8510 (Program Management). Since this is a multi-year contract, the Cost Center Manager, Project Manager, and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

Funding for this action comes from Measure R 35% Transit Capital and TIRCP (Transit and Intercity Rail Capital Program: Cycle 6), which is not eligible for bus and rail operations.

EQUITY PLATFORM

The Board's approval of the contract modification for the Project will help advance equitable access to opportunity as the Project traverses through six Equity Focus Communities (EFCs) along the eastern portion of Los Angeles County. There are 2,281 transit-dependent households along the project alignment and 1,828 transit-dependent households along the LPA. This Project will benefit these EFCs and other communities along the eastern portion of Los Angeles County by providing access to a reliable light rail system and filling a gap in high-quality transit services that currently exist. When the eventual build-out of the project occurs, communities along the corridor will have access to the Metro regional network and to activity centers and job opportunities along the corridor that include but are not limited to, Whittier College, East Los Angeles College, Citadel Outlets, Historic Whittier Boulevard retail, and Presbyterian Intercommunity Hospital.

Cordoba HNTB Design Partners made a 54.91% Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are eight certified small businesses participating in this contract.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (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.

VMT was analyzed for this item through the VMT analysis completed for the Eastside Phase 2 Project Final EIR. The analysis identified a reduction in VMT due to the implementation of the project compared to conditions without the project, which demonstrates a benefit from the project and a less than significant impact from an environmental standpoint. Specifically, the VMT analysis in the Environmental Assessment (EA) identified a reduction in daily regional VMT of approximately 8,000 miles compared to the Horizon Year (2050) No Build Alternative conditions.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling,
- Goal 3: Enhance communities and lives through mobility and access to opportunity,
- Goal 4: Transform LA County through regional collaboration and national leadership, and
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the contract modification and increase in CMA. Delaying this contract modification to a future date or re-procuring for this phase of work would pose significant delays to the overall program delivery schedule. This schedule gap would disrupt critical-path milestones, stall upcoming procurement activities, and result in significant program delays and cost increases as described below:

- Utility & Real Estate: Advanced utility design and relocations and real estate acquisitions begin in November 2026; both require immediate design support and private property surveys.
- Station Strategy: APE will support the early engineering of the Atlantic/Pomona station. This provides greater flexibility for future procurement and construction sequencing and may enable earlier completion of the station and return the site to the community independent of other project elements. This approach has the potential to reduce the bus bridge duration and restore local access faster and create opportunities for future joint-use development.
- Procurement Support: Request For Proposals (RFP) for upcoming contract packages are scheduled to begin early next year. Approving APE ensures expert technical support to address proposer inquiries efficiently and for developing enhanced technical RFP bridging documents.
- Procurement Efficiency: Board approval for APE saves up to 10-12 months of a typical new solicitation process.
- Schedule and Cost: If APE is not authorized, the Project will face an immediate cessation of engineering support. This will trigger a 10-12-month procurement delay and a loss of institutional knowledge, unnecessarily jeopardizing the project schedule. This delivery delay would also have a detrimental impact on the project cost.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 11 to the Eastside Transit Corridor Phase 2 Project Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, for APE for the IOS and extend the period of performance from February 28, 2027 to March 31, 2028. This effort will continue advancing the IOS by supporting utility engineering and right-of-way coordination, development of procurement packages, value engineering, updated cost estimates for future federal funding, and technical support through procurement.

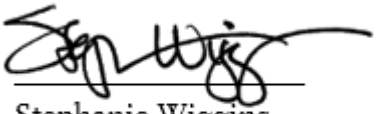
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log

Attachment C - DEOD Summary

Prepared by: Rohit Sharda, Executive Officer, Project Management, (213) 956-3354
Michael McKenna, Deputy Chief, Program Management, (213) 922-4239
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Timothy Lindholm, Chief Program Management Officer, (213) 922-7297
Mat Antonelli, Chief Vendor/Contract Management Officer, (213) 893-7114



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
EASTSIDE TRANSIT CORRIDOR PHASE 2 / AE51242000

1.	**Contract Number**: AE51242000			
2.	**Contractor**: Cordoba HNTB Design Partners			
3.	**Mod. Work Description**: Advanced preliminary engineering for the initial operating segment (IOS) for the Eastside Transit Corridor Phase 2 Project and extend the period of performance through March 31, 2028.			
4.	**Contract Work Description**: Advanced conceptual engineering design/urban design services for the Eastside Transit Corridor Phase 2 Project.			
5.	**The following data is current as of**: 09/03/2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	10/25/2018	**Contract Award Amount:**	$15,365,829
	Notice to Proceed (NTP):	11/07/2018	**Total of Modifications Approved:**	$95,017,557
	Original Complete Date:	11/06/2021	**Pending Modifications (including this action):**	$24,980,734
	Current Est. Complete Date:	03/31/2028	**Current Contract Value (with this action):**	$135,364,120
7.	**Contract Administrator**: Samira Baghdikian		**Telephone Number**: (213) 922-1033	
8.	**Project Manager**: Rohit Sharda		**Telephone Number**: (213) 956-3354	

A. Procurement Background

This Board Action is to approve Contract Modification No. 11 issued for advanced preliminary engineering for the initial operating segment (IOS) of the Eastside Transit Corridor Phase 2 Project. This Contract Modification also extends the period of performance from February 28, 2027 through March 31, 2028.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On October 25, 2018, the Board awarded firm fixed price Contract No. AE51242000 to Cordoba HNTB Design Partners to provide the advanced conceptual engineering (ACE) design and urban design services for the Eastside Transit Corridor Phase 2 Project for work in support of the reinitiated environmental clearance study.

A total of ten modifications have been executed to date.

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

B. Cost Analysis

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

Proposal Amount	Metro ICE	Recommended Amount
$24,980,734	$21,587,397	$24,980,734

The variance between the ICE and recommended amount is due to variations in task scopes related to project management oversight, value engineering for crossover redesigning at stations, advanced utility relocation scope, and design efforts to support tunnel and design interfaces for the support of an excavation system related to tunnel and station excavation contracts.

CONTRACT MODIFICATION/CHANGE ORDER LOG
EASTSIDE TRANSIT CORRIDOR PHASE 2 / AE51242000

Mod. No.	Description	Status (Approved or Pending)	Date	$ Amount
1	Additional scoping meetings and associate work.	Approved	03/12/20	$24,909
2	Proceed with one build alternative including additional refinements, reallocation of tasks no longer required due to withdrawal of SR60 and combined alternative from further study and extend period of performance (POP) through 11/7/22.	Approved	02/11/21	$2,165,365
3	No cost POP extension through 12/30/22.	Approved	08/25/22	$0
4	No cost POP extension through 2/28/23.	Approved	11/28/22	$0
5	Continuation of advanced conceptual engineering for high-risk project elements and extend POP through 6/30/24.	Approved	01/26/23	$17,958,254
6	Reallocation of budget from Task 9 (System Design & Maintenance Facility) to: Task 4.8.2 (First/Last Mile Station Plans), Task 4.8.2.4 (Recommendations, Prioritization, Final Plan & Station Packages) and Task 4.8.2.5 (Community Engagement Events/Community Input).	Approved	04/11/24	$0
7	No cost POP extension through 12/31/24.	Approved	06/05/24	$0
8	Advance to 30% Preliminary Engineering for the Initial Operating Segment (IOS) and POP extension through 8/30/26.	Approved	09/26/24	$74,869,029
9	Reallocation of budget from Task 4 (Advanced Conceptual Engineering Design to Support Final EIR/EIS) to: Task 1.1 (Project Management), Task 2.0 (Project Controls), Task 4.3 (Geotechnical Studies), Task 4.6	Approved	11/14/24	$0

	(Alignment Design) and Task 4.8 (Transit- Oriented Community and First/Last Mile Opportunities).			
10	Reallocation of budget from Task 5 (Procurement and Pre-Construction Support) to Task 4.7 (Utilities), Task 4.8 (Track), Task 4.9 (Street Improvements), Task 4.13 (Station Design), Task 4.16 (Structures), Task 4.22 (Systems), Task 4.23 (Mechanical Plumbing & Fire Protection), Task 4.24 (Fare Collection), and Task 4.25 (Mtce. & MSF), and POP extension through 2/28/27.	Approved	08/20/26	$0
11	Advanced Preliminary Engineering for the IOS and POP extension through 3/31/28.	**Pending**	**Pending**	**$24,980,734**
	Modification Total:			**$119,998,291**
	Original Contract:		**10/25/18**	**$15,365,829**
	Total:			**$135,364,120**

DEOD SUMMARY

EASTSIDE TRANSIT CORRIDOR PHASE 2
AE51242000

A. Small Business Participation

At the time of award, Cordoba HNTB Design Partners, A Joint Venture, made a 54.91% DBE commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in determining responsiveness, there are eight (8) Metro certified firms participating in this contract.

B. Living Wage Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

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.



EASTSIDE TRANSIT CORRIDOR PHASE 2 (E LINE)

CONSTRUCTION COMMITTEE

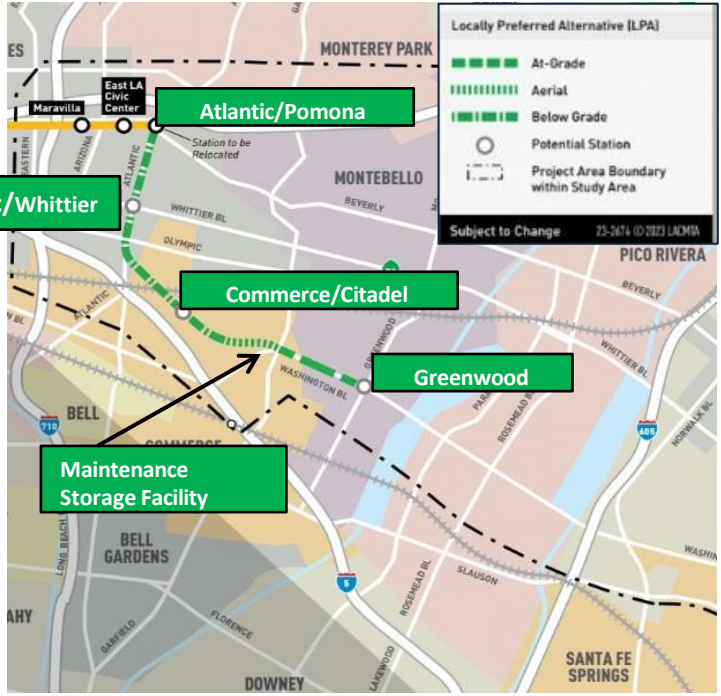
OCTOBER 14th, 2026

Legistar: 2026-0597

Metro

Project Update

- **NEPA Environmental Assessment (EA) (July 2026)**: NEPA EA for the Initial Operating Segment (IOS) filed; Coordinating with FTA toward issuance of a Finding of No Significant Impact.
- **Revised Maintenance and Storage Facility (MSF) for Locally Preferred Alternative (July 2026)**: Metro approved MSF Site in the City of Commerce.
- **FTA Capital Investment Grant (June 2026)**: The FTA approved the Project's Entry into Project Development (PD) under the New Starts Program.
- **Preliminary Engineering (PE)**: progressing toward completion scheduled for 4Q 2026.



Advanced Preliminary Engineering (APE)

- Support real estate acquisition, procurement/contract packaging, and preparation of technical documents for FTA Entry into Engineering Phase.
- Implement value engineering, and proceed final design for advanced utility relocations and additional site investigation recommended by Metro Engineering.
- Maintain engineering continuity by retaining the current design team (Cordoba HNTB Design Partners), preserving institutional knowledge and stakeholder momentum with cities/utilities, critical interface definitions, and a comprehensive project risk register.
- The existing design consultant will keep 11 subconsultants (8 DBE's) to accommodate the additional APE scope within this contract modification.
- 54.91% Disadvantaged Business Enterprise (DBE) commitment on this contract; currently exceeding with 61.2% DBE participation.

Recommendation

CONSIDER:

EXECUTE Modification No. 11 to Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, for Advanced Preliminary Engineering (APE) for the Initial Operating Segment (IOS), in the amount of $24,980,734, increasing the contract value from $110,383,386 to $135,364,120 and extend the period of performance from February 28, 2027 to March 31, 2028, subject to Federal Transit Administration (FTA)'s completion of its review of the Environmental Assessment and issuance of a Finding of No Significant Impact; and,

INCREASE the Contract Modification Authority (CMA) for Contract No. AE51242000 in the amount of $2,498,073, increasing the CMA from $3,230,845 to $5,728,918; and,

EXECUTE individual contract modifications within the Board-approved CMA.

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

File #: 2026-0676, **File Type:** Program **Agenda Number:** 14.

REVISED
CONSTRUCTION COMMITTEE
OCTOBER 14, 2026

SUBJECT: BUSINESS INTERRUPTION FUND (BIF) AND EAT-SHOP-PLAY (ESP) PROGRAMS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. ADOPTING the Business Interruption Fund (BIF) Project Eligibility Policy, establishing two pathways to eligibility: Standard Eligibility and the Project Acceleration Partnership (Attachment A); and

B. RECEIVING AND FILING information on Metro's construction mitigation strategy for Bus Rapid Transit (BRT) projects, including Eat Shop Play (ESP).

ISSUE

At its May 2023 meeting, the Board approved Motion 17 by Directors Horvath, Dupont-Walker, Solis, Barger, Krekorian, and Dutra, directing the Chief Executive Officer (CEO) to establish a permanent BIF (Attachment B). The Motion also directed staff to provide a program update that considers, but is not limited to: A) resources necessary to maintain the permanent BIF and B) culturally competent outreach and inclusive technical assistance to adequately support affected businesses.

Metro will deliver an unprecedented program of transit construction over the next decade. BIF has proven to be one of Metro's most effective tools for keeping small businesses open through that construction, and clear eligibility criteria allow Metro to deploy it consistently and strategically. This report recommends adoption of a BIF Project Eligibility Policy, informed by ten years of experience.

The Policy also supports faster project delivery. Through a new Project Acceleration Partnership, BIF eligibility can extend to shorter-duration projects, such as Bus Rapid Transit (BRT), where the local jurisdiction commits to streamlining approvals that shortens construction. Qualifying construction acceleration strategies can reduce the duration of disruption for businesses allowing an earlier return to normal customer access. This report also responds to Director Solis's request for information on how Metro will support businesses along the North Hollywood to Pasadena BRT Project and other BRT corridors.

BACKGROUND

At its October 2014 meeting, the Board approved Motion 57 by Directors Molina, Dupont-Walker, Ridley-Thomas and Garcetti (Attachment C) authorizing the CEO to establish a special BIF pilot program for small businesses, including micro businesses, located along the Crenshaw/LAX Line, the Little Tokyo area along the Regional Connector and Section 1 of the Purple Line Extension due to the forecast schedule of sustained construction activity of at least six years. The Board subsequently authorized the expansion of the program to additional major rail construction projects, including the 2nd/Broadway segment of Regional Connector, Sections 2 and 3 of the Purple Line Extension, and most recently the East San Fernando Valley Light Rail Project.

The BIF was established to provide financial assistance to qualifying small businesses that experience revenue loss resulting from the duration of significant Metro construction impacts. Historically, the program has primarily supported businesses affected by major rail projects involving sustained, concentrated construction activities over extended periods.

At the conclusion of eight years of construction and opening of the Crenshaw/LAX rail project, now the K Line, program data indicated that 181 of the 240 businesses that received BIF grants, or 75%, remained in business. Similarly, following eight years of construction associated with the Regional Connector, 20 of the 33 businesses receiving BIF grants in the Little Tokyo area of the project, or 60%, remained in business.

These outcomes are notable given the duration of construction associated with these major rail projects. According to the Commerce Institute, an independently funded organization that publishes research, trends and advice for small business owners, broad data shows survival rate declining from approximately 76%-80% in the first year to 36%-47% after five years. This is generally consistent with Los Angeles County data indicating that fewer than half of new businesses remain active due to various management and environmental factors. Against these broader benchmarks, the fact that 60% -75% of BIF-assisted businesses along the Crenshaw/LAX and Little Tokyo portion of the Regional Connector corridors remained open following approximately eight years of construction demonstrates positive business retention outcomes among BIF participants.

Feedback from participating business owners reinforces these results. Owners report that BIF provided critical financial support during periods of significant construction disruption, and some report that they would have closed without a BIF grant. The program outcomes and participant feedback demonstrate the value of BIF as a construction mitigation tool.

Based on the experience and outcomes of the pilot program, at its May 2023 meeting, the Board approved establishment of a permanent BIF. Staff subsequently provided a March 2024 update outlining culturally competent outreach and inclusive technical assistance to adequately support affected businesses, next steps for the BIF Assessment and development of a BIF Project Eligibility Policy.

In support of Metro’s broader construction mitigation efforts, Eat-Shop-Play (ESP) provides a

targeted strategy to support small businesses affected by Metro's construction activities. The program objective is to mitigate reduced customer traffic by dedicating outreach and resources to promote local shops through marketing tools and promotional initiatives to drive community engagement. Originally launched as a pilot in July 2021, ESP initially helped brick-and-mortar businesses near existing major transit stops build an online presence during the COVID-19 pandemic.

In May 2026, Director Solis requested that staff provide an update on how Metro could support businesses that may experience impacts during construction of the North Hollywood to Pasadena BRT Project. This report responds to that request by providing information on Metro's construction mitigation programs, including Eat Shop Play (ESP), the proposed new BIF policy, and the resources and services available to support businesses along North Hollywood to Pasadena and other upcoming BRT project corridors.

DISCUSSION

Metro currently implements three complementary construction mitigation programs designed to support small businesses affected by Metro construction:

1. **Business Interruption Fund (BIF)** provides financial assistance to qualifying small businesses that demonstrate revenue loss resulting from eligible Metro construction impacts.
2. **Business Solution Services (BSS)** provides technical assistance and individualized support to businesses.
3. **Eat Shop Play (ESP)** provides marketing and promotional assistance to help businesses remain visible and connected with customers during construction.

Each program provides a different type of assistance, allowing Metro to deploy business mitigation strategies that are responsive to the nature, duration, and extent of construction impacts.

The BIF Project Eligibility Policy

Staff recommend two pathways for BIF eligibility on future Metro construction projects:

Pathway 1: Standard Eligibility. A project, or a defined portion of a project, qualifies when it meets both of the following criteria:

a) **Type of Construction Impacts:** Projects that include concentrated construction at station sites and along alignments, such as: extended lane closures, turn restrictions, directional closures, or full streets closures; K-rail installation and fencing treated with privacy screens or sound wall panels in front of or adjacent to businesses; building station structures; tunneling; drilling; piling and decking work; extensive relocation of utilities; major rearrangements of curbs, gutters and sidewalks over at least one city block; or street resurfacing and paving over one city block or full intersection.

b) **Duration of Construction Impacts:** Projects with construction sites adjacent to businesses where discrete, meaning individual construction work sites, construction impact activities (as

defined above) are expected to exceed 2 months cumulatively*. Duration refers to the duration of construction activities at a local area on the project, and not the duration of the entire project.

**The 2-month threshold is based on historical BIF activity for meaningful revenue loss with one month as the lowest common denominator for analysis of comparable financial documentation*.

Standard Eligibility may apply to an entire project or to a defined portion of a project, depending on where qualifying impacts occur.

Pathway 2: Project Acceleration Partnership. Where construction is shorter in duration, as is typical of Bus Rapid Transit (BRT) projects, BIF eligibility may be extended when the local jurisdiction partners with Metro to accelerate project delivery beyond what is already allowed via cooperative agreements or pending changes to agreements. The streamlining measures should shorten construction and reduce costs, such as approving extended street closures, expediting permit approvals, or expanding work hours. Eligibility applies to the area directly affected by the streamlining.

Examples of streamlining measures a local jurisdiction can provide include:

- Longer traffic control zones: approval of longer traffic control phases (in distance and duration) to facilitate shifting construction activities over a several block area, which would have otherwise required multiple phases lasting less than two months each.

- Directional or full street closures: approval of street closures to simplify construction to reduce construction durations when viable detour routes exist.

- Holiday moratorium waivers: approval to continue construction during holiday moratorium periods when work would otherwise stop.

- Expediting permit approvals: issuing approvals by local jurisdiction departments in timeframes that are significantly shorter than those established by cooperative agreements.

- Noise variances: approval to extend work into evening and nighttime hours beyond standard noise ordinance limits.

Metro recognizes that local elected offices, such as city council offices, and other local bodies, such as police commissions, have a role in negotiating working hours and noise variances with Metro to protect the communities they serve. As appropriate, Metro would coordinate with the local jurisdiction and any other appropriate local bodies on potential exemptios, waivers, and variance requests. Working hours and time savings from these measures depend on the specific characteristics of each

project; however, additional working hours secured in coordination with the local jurisdiction would be designed to reduce construction time.

The Project Acceleration Partnership is not intended to require a lengthy negotiation. A letter or approved concurrence from the local jurisdiction, such as the affected city council office, committing to the streamlining measures would be sufficient to establish a partnership under this pathway.

Staff will determine BIF eligibility for each Metro construction project before construction begins and report determinations to the Board in the annual BIF update. Figure 1 summarizes the two pathways, and Figure 2 shows their anticipated application to upcoming projects.

Figure 1: BIF Eligibility Pathways

	Pathway 1: Standard Eligibility	Pathway 2: Project Acceleration Partnership
Typical projects	Rail and other projects with sustained, concentrated construction	BRT and other shorter-duration projects
Eligibility	Qualifying construction type and impacts at a work site lasting more than two months	Local jurisdiction partners with Metro to streamline delivery
Geographic scope	Entire project or defined portion	Area directly affected by the streamlining

Figure 2: Anticipated Application to Upcoming Projects

Project	Anticipated Pathway
East San Fernando Valley LRT	Pathway 1 (BIF active)
Southeast Gateway Line IOS	Pathway 1
K Line Extension to Torrance, Eastside Extension IOS, Sepulveda Transit Corridor Phase 2	Pathway 1, confirmed before construction
North Hollywood to Pasadena BRT, Vermont Transit Corridor	Pathway 2, where streamlining is secured
G Line Improvements	Pathway 2, where streamlining is secured

Together, the two pathways direct BIF to the construction conditions that cause meaningful revenue loss and create a shared incentive for Metro and its city partners to shorten construction. Under either pathway, individual businesses must continue to satisfy BIF program eligibility requirements, including demonstrating qualifying construction-related revenue loss, before receiving a grant.

BIF Assessment

The BIF Assessment was advanced to inform implementation of the permanent BIF and development of the BIF Project Eligibility Policy. The Assessment examined Metro's historical BIF experience and anticipated future construction program to evaluate the potential number of businesses that may be

impacted, projected BIF funding needs, and program governance considerations.

The Assessment focused primarily on five major rail transit projects with planned construction during the 2025-2035 period: the East San Fernando Valley Light Rail Transit Project IOS, K Line Extension to Torrance, Southeast Gateway Line IOS, Eastside Extension IOS, and Sepulveda Transit Corridor Phase 2 LPA (IOS).

As a supplemental analysis, the Assessment also reviewed construction conditions on three upcoming Bus Rapid Transit (BRT) projects.

Project and Business Corridors Assessment

The Assessment evaluated business corridors associated with the five major rail projects to estimate the potential number of small businesses that could experience construction impacts and inform future BIF funding needs. The analysis considered business size, revenues, industry, and socioeconomic characteristics, including the location of businesses within Equity Focus Communities (EFCs).

Using BIF program eligibility criteria and available business data, supplemented by observational surveys of businesses adjacent to project corridors, the Assessment identified approximately 3,175 potentially eligible businesses across the five rail projects during the 2025-2035 study period.

These estimates are intended for program planning and forecasting purposes and do not constitute a determination of individual business eligibility for BIF.

Assessment of Projected Annual Budget Allocation

To evaluate the resources necessary to maintain the permanent BIF, the Assessment used historical program experience to forecast potential funding needs associated with the five rail projects. The analysis considered the estimated number of potentially eligible businesses, historical participation in BIF, anticipated grant amounts, duration of assistance, and periods when multiple major projects are expected to be under construction concurrently.

Historical program data showed that approximately 30% of eligible businesses within the Crenshaw/LAX impact area received BIF grants. Because the composition and construction conditions of future project corridors may differ, the Assessment tested a range of scenarios to account for variations in participation, grant amounts, duration of assistance, inflation, and other factors.

The analysis found that projected BIF funding needs for the future rail projects evaluated in the Assessment are expected to increase during periods when multiple major rail projects are under construction simultaneously. Under the range of scenarios evaluated, projected annual expenditures for these five projects remained below $10 million in any given year. The Assessment forecasted BIF funding needs for these five future rail projects and did not include existing projects already receiving BIF assistance or administrator costs. Accordingly, the projections should not be interpreted as a forecast of total BIF expenditure across all Metro construction projects.

Figure 3: BIF Cost Projections for 5 upcoming rail projects by Scenario and Recent Actual Program Expenditures ($ in Millions) by Calendar Year

Transit Rail Projects	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Low Estimate	$2.9	$3.3	$3.4	$4.1	$5.2	$5.4	$5.6	$2.5	$2.6	$2.6	$2.8
Historic Estimate	$3.5	$3.9	$4.1	$4.9	$6.3	$6.5	$6.8	$3.0	$3.1	$3.2	$3.3
High Estimate	$4.6	$5.2	$5.5	$6.5	$8.4	$8.7	$9.0	$3.9	$4.1	$4.2	$4.4
*BIF Actuals - *Includes total current projects (C/LAX, D Line Sections 1,2, 3 and BIF Fund Administration fee)*	$8.6	$8.2 **									

***Figure 3 includes total actual BIF expenditures for calendar years 2025 and 2026 to date. Unlike the Assessment projections, the actual expenditure includes the BIF Fund Administration fee and BIF assistance for existing projects, including Crenshaw/LAX, D Line Sections 1, 2, 3 which were not among the five future rail projects assessed in the study's cost projections. Accordingly, the actual expenditures are provided as recent program context and are not intended as a direct comparison to the study's projected scenarios.*
*** Value to date*

The Assessment concluded that projected BIF funding needs for the future five rail projects through 2035 remain below $10 million in any given year under the scenarios analyzed. Recent actual expenditures have exceeded the Assessment's high estimate reflecting expenditures associated with existing projects, including D Line activity, that were not part of the Assessment projections. Staff will continue to monitor program spending closely, and total BIF funding needs will continue to be addressed through Metro's annual budget process.

Leveraging BIF to Accelerate BRT Delivery

The Assessment reviewed three BRT projects anticipated to be under construction during the study period: the Vermont Transit Corridor, North Hollywood to Pasadena BRT, and Metro G Line Improvements.

BRT construction differs from rail. Rail projects involve concentrated, multi-year construction at station sites and along alignments. BRT construction adjacent to businesses consists primarily of curb, gutter, sidewalk, roadway, and station platform work lasting approximately four to eight weeks per site, typically completed in multiple traffic control phases.

Expanding BIF to shorter-duration construction would increase program administration costs, particularly given the historically low level of claims. Pairing this expansion with permit streamlining helps offset those costs while also shortening the duration of construction impacts on businesses. This approach allows Metro to provide additional business support while reducing overall construction time and cost.

Local permit conditions may influence the duration of BRT construction. When a city commits to streamlining approvals beyond existing cooperative agreements, Metro can complete construction

faster and at lower cost. The Project Acceleration Partnership recognizes that commitment by extending BIF eligibility to businesses in the affected area. The partnership benefits every party:

- **Businesses:** A shorter construction period means less disruption and a faster return to normal customer access, with BIF available during the most intensive work.
- **Cities:** Local jurisdictions deliver a completed project to residents sooner, with fewer months of construction on local streets.
- **Metro:** Fewer traffic control phases and shorter schedules reduce construction cost and schedule risk.

Staff will pursue Project Acceleration Partnerships first on the North Hollywood to Pasadena and Vermont corridors. Eat Shop Play marketing support will be available on all BRT corridors, as described below.

Eat Shop Play (ESP) is Metro's construction mitigation and marketing program designed to support local businesses located near active Metro construction. Businesses within one-quarter mile of participating construction projects are eligible to enroll. Currently, ESP is active in the D Line Subway Extension, East San Fernando Valley Light Rail Transit, North Hollywood to Pasadena Bus Rapid Transit, and Vermont Transit Corridor projects, with the program scheduled to launch later this year in the Southeast Gateway Line Project. The program follows construction milestones and is intended to help businesses remain visible, accessible and connected to customers while construction is underway.

The program offers:

- Promotional Support: Opportunities to be featured in print and digital media "spotlights" through a combination of social media campaigns, banners on construction fencing, bus and rail ads, email promotions, editorial features online, and more.
- Visibility: Access to signage and collateral to help keep business visible while construction is underway.
- Marketing Assistance: Free virtual marketing webinars and coaching to help manage online presence and other marketing topics.

ESP has a history of supporting businesses along Metro construction corridors. During the Crenshaw/LAX project, more than 150 businesses received free marketing assistance with campaigns including social media, business spotlights and customer promotions to encourage residents to continue supporting local businesses. More recently, the reimagined ESP program has expanded its offerings beyond promotional campaigns to offer a long-lasting impact on businesses by running digital marketing education webinars paired with one-on-one marketing coaching.

Metro will also pursue partnerships with County and City economic development departments and local chambers of commerce to provide additional benefits and programs to businesses on Metro construction corridors. Under these partnerships, the partner entities would lead these efforts, and Metro would provide support through in-kind services, marketing, and sponsorship. Examples include shop local events and promotions that encourage residents to visit and support businesses throughout construction.

ESP is offered across Metro construction projects and scales efficiently to shorter-duration work such as BRT, because it directly addresses customer awareness, business visibility, and access. Paired with the Project Acceleration Partnership, ESP gives Metro a complete set of tools for BRT corridors: marketing and visibility support throughout construction, and financial assistance where cities partner with Metro to accelerate delivery through permit streamlining.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

There is no immediate financial impact to approving this recommendation.

Impact to Budget

Board approval of this recommendation has no immediate impact on the FY27 budget. The funding for the administrative costs is provided through Measures R and M Administration funds. Funding for BIF in future years will be addressed through the annual budget development process. BIF eligibility established through a Project Acceleration Partnership will be funded within the annual BIF budget, and staff will document the schedule and cost savings associated with each partnership.

EQUITY PLATFORM

BIF directly supports the small and microbusinesses most affected by Metro construction. As of July 31, 2026, BIF has awarded more than $57.4 million to nearly 600 businesses. Approximately 66% of participating businesses are owned by individuals identifying as Black or African American, Hispanic or Latino, or Asian, and approximately 56% of grant dollars have gone to minority- and women-owned businesses (Attachment D).

The five rail projects planned through 2035 traverse 81 Equity Focus Community census tracts, with the highest concentrations of affected businesses along the East San Fernando Valley and Eastside Extension corridors. Metro supports these communities with one-on-one technical assistance through Business Solution Services, promotional support through Eat Shop Play, grants of up to $60,000 per impact year, and a $1,500 Presumptive Eligibility Award for street vendors and microbusinesses. All outreach, applications, and workshops are offered in English and Spanish, with additional languages provided based on community needs.

The Project Acceleration Partnership extends BIF to businesses on shorter-duration projects and shortens the time communities experience construction impacts. Staff have not identified any inequitable impacts from adoption of the Policy.

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 sharing a ride, walking, or rolling, Metro's construction mitigation programs support transit-adjacent businesses and communities during construction. Supporting the retention of businesses located near transit has the potential to reduce VMT by helping maintain access to goods, services, and employment opportunities that can be reached by transit, walking, or rolling. 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 the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item aligns with Metro Strategic Goal 3 - Enhance communities and lives through mobility and access to opportunity.

BIF and Metro's complementary construction mitigation programs support this goal by helping small businesses and local economies withstand disruptions associated with construction of Metro transportation infrastructure. Supporting businesses located along Metro project corridors also contributes to the long-term economic vitality of the communities Metro serves.

ALTERNATIVES CONSIDERED

The Board could decline to adopt the Policy and continue determining BIF eligibility on a project-by-project basis. Staff do not recommend this alternative. Case-by-case determinations create uncertainty for businesses and local jurisdictions and make program costs harder to forecast.

The Board could adopt the Policy without the Project Acceleration Partnership, limiting BIF to projects that meet the Type and Duration criteria. Staff do not recommend this alternative. It forgoes the opportunity to use BIF to secure permit streamlining that shortens construction and reduces project costs, and it leaves businesses on BRT corridors without a path to financial assistance.

NEXT STEPS

Upon Board approval, staff will incorporate the BIF Project Eligibility Policy into the BIF Administrative Guidelines and apply it when evaluating future Metro construction projects. Staff will advance BIF for the Southeast Gateway Line IOS project consistent with the Policy.

Staff will engage the local jurisdictions along the North Hollywood to Pasadena BRT and Vermont Transit Corridor projects on Project Acceleration Partnerships and will report to the Board on any

partnerships established, including the streamlining approvals secured and the associated schedule and cost savings.

Staff will also advance Eat Shop Play services and enhancements to support businesses along the East San Fernando Valley LRT, Southeast Gateway Line IOS, Vermont BRT, and North Hollywood to Pasadena BRT project corridors.

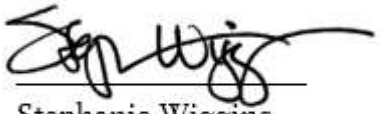
Staff will provide annual updates to the Board on BIF, Eat Shop Play, and Project Acceleration Partnership outcomes.

ATTACHMENTS

Attachment A - BIF Project Eligibility Policy
Attachment B - Motion 17
Attachment C - Motion 57
Attachment D - BIF Diversity Portfolio Ending July 31, 2026

Prepared by: Angela Winston, Director, Business Interruption Fund & Business Solution Services, DEOD, (213) 922-7669
Elke Campbell, Senior Executive Officer, DEOD (213) 418-3081
Michael McKenna, Deputy Chief, Program Management Officer, (213) 922-4239
Anthony Crump, Executive Officer, Community Relations, (213) 418-3292
Marisa Perez, Deputy Chief, Community Relations Officer, (213) 922-3808

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950
Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie Wiggins
Chief Executive Officer

REVISED
ATTACHMENT A

Business Interruption Fund (BIF)
Project Eligibility Policy

Introduction:

LACMTA's continued commitment to support small "mom and pop" businesses by minimizing its construction impacts with financial assistance through the Business Interruption Fund (BIF) program has been transformational in successfully preserving small businesses through the construction phase of a Metro project.

The BIF provides grants up to $60,000 per impact year for small "mom and pop" businesses that can prove revenue loss directly due to the period of construction disruption on Metro projects. BIF grant eligibility is quantified by a decrease in revenue throughout the quarter(s) of construction activity (Impact Period), relative to a previous quarter(s) where no construction activity was present (Pre-Impact Period), because of a specific adjacent Metro construction project. The goal of the BIF program is to mitigate the most impactful and unavoidable construction disruptions responsibly and sensibly so that businesses will survive construction, remain open, operating and thrive post-construction when new infrastructure brings enhanced mobility connecting Los Angeles County communities.

As a construction mitigation program, the BIF is not only a benefit to small businesses, but also to the stakeholder community and overall project delivery. BIF has been well received by business owners who have indicated that they would have had to shut down their business if not for the BIF grants. Fear and doubt from stakeholders are replaced with relief and reassurance because the BIF addresses community concern head-on with the grant process helping to offset revenue losses. This process not only keeps businesses open but allows the community to generate income and customers to continue to be served.

Additionally, the BIF allows project contractors and community relations teams to progress the work by minimizing public opposition during the more disruptive phases of the project such as street closures and detours. A more supportive community stakeholder base allows for a smoother, quicker transition to project completion and opening. As seen during the 10-year pilot phase on multi-year large rail projects, the benefits of the BIF program has resulted in a more favorable attitude towards these major construction impacts for Metro's future projects.

The BIF program best fits instances of prolonged major construction activities, typically occurring more than 60 consecutive days or two months. However, the BIF program could also address business impacts if unique construction acceleration approaches are advanced with support from local jurisdictions. Therefore, when determining future project eligibility under the permanent BIF program to offset loss of revenue for adjacent businesses, the extent of the type and duration of projected construction impacts should be considered, along with the ability to deploy other mitigation strategies.

Project Eligibility Policy:

Staff recommends two pathways for BIF eligibility on future Metro construction projects:

Pathway 1: Standard Eligibility. A project, or a defined portion of a project, qualifies when it meets both of the following criteria:

a) **Type of Construction Impacts:** Projects that include concentrated construction at station sites and along alignments, such as: extended lane closures, turn restrictions, directional closures, or full streets closures; K-rail installation and fencing treated with privacy screens or sound wall panels in front of or adjacent to businesses; building station structures; tunneling; drilling; piling and decking work; extensive relocation of utilities; major rearrangements of curbs, gutters and sidewalks over at least one city block; or street resurfacing and paving over one city block or full intersection.

b) **Duration of Construction Impacts:** Projects with construction sites adjacent to businesses where discrete, meaning individual construction work sites, construction impact activities (as defined above) are expected to exceed 2 months*. Duration refers to the duration of construction activities at a local area on the project, and not the duration of the entire project.

   **The 2-month cumulative threshold is based on historical BIF activity for meaningful revenue loss with one month as the lowest common denominator for analysis of comparable financial documentation*.

Standard Eligibility may apply to an entire project or to a defined portion of a project, depending on where qualifying impacts occur.

Pathway 2: Project Acceleration Partnership. Where construction is shorter in duration, as is typical of Bus Rapid Transit (BRT) projects, BIF eligibility may be extended when the local jurisdiction partners with Metro to accelerate project delivery beyond what is already allowed via cooperative agreements or pending changes to agreements. The acceleration measures should shorten construction and reduce costs, such as approving extended street closures, expediting permit approvals, holiday moratorium waivers, or expanding work hours. Eligibility applies to the area directly affected by the streamlining.

Staff will determine BIF eligibility for each Metro construction project before construction begins and report determinations to the Board in the annual BIF update. Figure 1 summarizes the two pathways.

Figure 1: BIF Eligibility Pathways

	Pathway 1: Standard Eligibility	**Pathway 2: Project Acceleration Partnership**
Typical projects	Rail and other projects with sustained, concentrated construction	BRT and other shorter-duration projects
Eligibility	Qualifying construction type and impacts at a work site lasting more than two months	Local jurisdiction partners with Metro to streamline delivery
Geographic scope	Entire project or defined portion	Area directly affected by the streamlining

Together, the two pathways direct BIF to the construction conditions that cause meaningful revenue loss and create a shared incentive for Metro and its city partners to shorten construction. Under either pathway, individual businesses must continue to satisfy BIF program eligibility requirements, including demonstrating qualifying construction-related revenue loss, before receiving a grant.

Metro

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

Metro

Board Report

File #: 2023-0351, **File Type:** Motion / Motion Response

Agenda Number: 17.

CONSTRUCTION COMMITTEE
MAY 18, 2023

Motion by:

DIRECTORS HORVATH, DUPONT-WALKER, SOLIS, BARGER, KREKORIAN, AND DUTRA

Creation of a Permanent Business Interruption Fund Motion

Since the passage of Measure M in 2016, Los Angeles Metro has embarked on the nation's largest transportation construction program including nearly $30 billion being invested in bus and rail operations; more than $22 billion for local street improvements; and $2.5 billion to keeping infrastructure in a state of good repair, with billions more from previous voter-approved transit investment measures. While transit rail construction and maintenance can create growth potential for small businesses located along transit corridors, construction can also create challenges that carry a financial impact for these businesses.

In 2014, the Metro Board of Directors authorized the agency to designate up to $10 million annually to be used for the implementation of a Pilot Business Interruption Fund in support of small businesses impacted by rail construction between 2014 and 2022. Overall, Metro's Business Interruption Fund awarded more than $37 million to more than 440 businesses located along the Crenshaw/LAX Transit Project, the Little Tokyo area and the 2nd/Broadway segment along the Regional Connector, as well as Sections 1, 2 and 3 of the Purple Line Extension that have been impacted by transit rail construction.

In February 2023, Directors Krekorian, Horvath, Najarian, Barger, Bass and Dupont-Walker introduced a motion seeking a comprehensive assessment of the Pilot Business Interruption Fund program, and a report back with recommendations on how the Pilot Business Interruption Fund could be applied to address local business impacts created by the construction of the East San Fernando Valley Light Rail Transit Line Project. In April 2023, the Board approved an expansion of the Business Interruption Fund to the East San Fernando Valley Light Rail Transit Project, including some program modifications based on lessons learned. The Pilot Business Interruption Fund will provide critical financial support to small businesses along the Van Nuys corridor to cover the cost of construction impacts and help pay utilities, insurance, rent or mortgage, and payroll among other expenses.

However, Metro has additional multi-year transit rail projects in the pipeline or under construction of a value of $1 billion or greater that cause construction activity resulting in negative financial impacts to nearby small businesses that would benefit from the funding from this program.

SUBJECT: CREATION OF A PERMANENT BUSINESS INTERRUPTION FUND MOTION

RECOMMENDATION

APPROVE Motion by Directors Horvath, Dupont-Walker, Solis, Barger, Krekorian, and Dutra that the Metro Board direct the Chief Executive Officer to establish a permanent Business Interruption Fund and provide a program update in November 2023 that considers, but is not limited to, the following:

A. Resources necessary to maintain a permanent Business Interruption Fund; and

B. Culturally competent outreach and inclusive technical assistance to adequately support affected businesses.

Amendment to Item 57

Motion by Directors Molina, Dupont-Walker, Ridley-Thomas and Garcetti

Business Interruption Fund

September 18, 2014

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

1. Establish a pilot program for a special **Business Interruption Fund** for mom and pop businesses located along the Crenshaw Line, within the Little Tokyo area along the Regional Connector, **and Phase I of the Purple Line Extension** immediately.

2. Define mom and pop businesses as those **meeting the following criteria:**
   a. Having 25 employees or fewer;
   b. **A minimal operational history of two years;**
   c. **Being in good standing with local, state and federal tax requirements; and**
   d. **Able to produce financial records (i.e. gross receipts, business license information, pay roll taxes and other pertinent financial information) demonstrating the loss of business revenue directly related to the period of construction disruption.**

3. Conduct a baseline survey of all businesses within the project areas.

4. **Identify and designate $10,000,000 of Metro funds annually to be used for the implementation of the Business Interruption Fund. Funds shall be distributed through the project's administration and/or respective Business Solution Center.**

5. **Each business should be eligible for a maximum of $50,000 annually, not to exceed 60 percent of their annual business revenue loss.**

6. Participation in the program would release MTA and the general contractor from further liability claims for business loss unrelated to specific incidents of damage and would be voluntary.

7. **Direct the Chief Executive Officer to work with Los Angeles County and local cities to seek all appropriate legislation that would temporarily reduce or waive taxes and fees imposed on impacted businesses during transit-related construction activities and work with the Los Angeles County Assessor's Office to immediately initiate outreach activities to businesses impacted by transit-related construction activities in order to inform them of the Assessor's Office Proposition 8/Decline-in-Value Review process.**

8. Report back to Construction Committee monthly, **beginning in October**, with an implementation plan **and report back to the Board of Directors in September 2015 with an evaluation of the program including utilization levels and recommendations for program modification.**

Attachment D- BIF Diversity Portfolio Ending July 31, 2026

Number of Businesses by Ethnicity/Project

	African American	Hispanic	Asian	Caucasian	Total Businesses
CLAX	148	21	47	33	249
PLE1	20	6	32	71	129
PLE2	0	6	8	54	68
PLE3	0	0	0	5	5
LTRC	0	2	27	4	33
2BRC	1	9	3	10	23
ESFV	1	58	7	26	92
Total	170	102	124	203	599

Grant Amounts by Ethnicity/Project

	African American	Hispanic	Asian	Caucasian	Total Businesses
CLAX	$11,343,924.71	$1,590,305.94	$6,620,568.11	$4,587,444.74	$24,142,243.50
PLE	$1,953,976.17	$287,395.39	$4,199,641.64	$9,713,813.52	$16,154,826.72
PLE2	$0.00	$555,478.51	$1,011,308.91	$7,324,817.48	$8,891,604.90
PLE3	$0.00	$0.00	$0.00	$1,332,356.00	$1,332,356.00
LTRC	$0.00	$80,418.91	$1,861,920.99	$612,072.58	$2,554,412.48
2BRC	$2,214.41	$415,867.94	$109,118.84	$422,962.84	$950,164.03
ESFV	$22,133.17	$1,616,031.07	$400,066.92	$1,337,538.87	$3,375,770.03
Total	$13,322,248.46	$4,545,497.76	$14,202,625.41	$25,331,006.03	$57,401,377.66

Business Interruption Fund (BIF) and Eat-Shop-Play (ESP) Programs

Construction Committee
October 14, 2026

Metro

Recommended Actions:

A. **ADOPTING the Business Interruption Fund (BIF) Project Eligibility Policy, establishing two pathways to eligibility: Standard Eligibility and the Project Acceleration Partnership (Attachment A);**

B. **RECEIVING AND FILING information on Metro's construction mitigation strategy for Bus Rapid Transit (BRT) projects, including Eat-Shop-Play (ESP).**

BIF Helps Keep Small Businesses Open

$57.4M

awarded to nearly 600 small businesses

as of July 31, 2026

75%

of K Line (Crenshaw/LAX) grantees remained open

181 of 240, after 8 years of construction

60%

of Little Tokyo grantees remained open

20 of 33, after 8 years of Regional Connector construction

National benchmark: across all U.S. small businesses, only 36% to 47% are still open after five years.

- Metro will deliver an unprecedented program of transit construction over the next decade
- Clear criteria supports Metro deployment of BIF consistently and strategically, replacing case-by-case decisions
- The Policy is informed by ten years of BIF experience and responds to Board Motion 17 (May 2023)

Two Pathways to BIF Eligibility



Pathway 1

Standard Eligibility

Typical projects

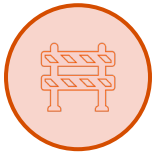
Rail and other projects with sustained, concentrated construction

Eligibility

Qualifying construction type and impacts at a work site lasting more than two months

Geographic scope

Entire project or defined portion



Pathway 2

Project Acceleration Partnership

Typical projects

BRT and other shorter-duration projects

Eligibility

Local jurisdiction partners with Metro to streamline delivery

Geographic scope

Area directly affected by the streamlining

Under either pathway, individual businesses must still demonstrate qualifying construction-related revenue loss before receiving a grant.

Pathway 1: Standard Eligibility

A project, or a defined portion of a project, qualifies when it meets **both** criteria:



a) Type of Construction Impacts

Concentrated construction at station sites and along alignments, such as:

- Extended lane closures, turn restrictions, directional or full street closures
- K-rail and fencing with privacy screens or sound walls adjacent to businesses
- Station structures, tunneling, drilling, piling and decking, major utility relocation
- Curb, gutter, sidewalk, resurfacing or paving over one city block or more

+



b) Duration of Construction Impacts

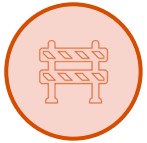
More than 2 months*

of cumulative qualifying impacts at an individual work site

- Measured at the local work site, not across the entire project corridor
- May apply to an entire project or a defined portion, depending on where impacts occur

**The 2-month threshold is based on historical BIF activity for meaningful revenue loss.*

Pathway 2: Project Acceleration Partnership



For projects with shorter-duration construction impacts such as BRT

BIF eligibility may be extended when the local jurisdiction partners with Metro to streamline project delivery beyond existing cooperative agreements.

Streamlining measures should shorten construction and reduce costs. Examples are on the next slide.

Eligibility applies to the area directly affected by the streamlining.

A shared incentive

Businesses

Less disruption and a faster return to normal customer access, with BIF available during the most intensive work

Cities

A completed project for residents sooner, with fewer months of construction on local streets

Metro

Fewer traffic control phases and shorter schedules reduce construction cost and schedule risk

Pathway 2: Streamlining Examples

Examples of streamlining measures a local jurisdiction can provide include:

- **Longer traffic control zones**
- **Directional or full street closures**
- **Expediting permit approvals**
- **Noise variances**

Metro recognizes that local elected offices, such as city council offices, and other local bodies, such as police commissions, have a role in negotiating working hours and noise variances with Metro to protect the communities they serve. As appropriate, Metro would coordinate with the local jurisdiction and any other appropriate local bodies on potential approvals and variance requests.

Time savings depend on the specific characteristics of each project; however, additional working hours secured in coordination with the local jurisdiction would be designed to reduce construction time.

The Project Acceleration Partnership is not intended to require a lengthy negotiation. A letter or approved concurrence from the local jurisdiction, such as the affected city council office, committing to the streamlining measures would be sufficient to establish a partnership under this pathway.

Anticipated Application to Upcoming Projects

Pathway 1: Standard Eligibility

East San Fernando Valley LRT
BIF active

Southeast Gateway Line IOS
Anticipated

K Line Extension to Torrance
To be confirmed before construction

Eastside Extension IOS
To be confirmed before construction

Sepulveda Transit Corridor Phase 2
To be confirmed before construction

Pathway 2: Project Acceleration Partnership

North Hollywood to Pasadena BRT
Where streamlining is secured

Vermont Transit Corridor
Where streamlining is secured

G Line Improvements
Where streamlining is secured

Staff will pursue Project Acceleration Partnerships first on the North Hollywood to Pasadena and Vermont corridors.

BIF Assessment: Funding Outlook

What the Assessment found

- **Scope:** Five major rail projects planned for construction from 2025 to 2035
- **Businesses:** About 3,175 potentially eligible businesses identified, for planning purposes only
- **Peaks:** Needs rise when multiple rail projects are under construction at once
- **Projection:** Initial modeling suggests annual needs for these five projects may generally stay below $10 million; estimates will be refined as projects advance

What to keep in mind

- **Not included:** Other existing projects already receiving BIF, administration costs, and projects made eligible through a Project Acceleration Partnership
- **Cost pressures:** Actual costs may rise as more projects become eligible, construction schedules overlap, or administrative needs grow
- **Budget:** Staff will monitor spending closely and address total BIF needs through the annual budget process
- **Partnerships:** Schedule and cost savings must be documented for each Project Acceleration Partnership

Eat Shop Play: Support on Every BRT Corridor

Construction mitigation and marketing support for businesses within one-quarter mile of participating Metro projects, timed to construction milestones.

1 Promotional Support

Print and digital spotlights: social media, fence banners, bus and rail ads, email promotions

2 Visibility

Signage and collateral that keep businesses visible while construction is underway

3 Marketing Assistance

Free virtual marketing webinars paired with one-on-one coaching

- **Active:** D Line Subway Extension, East San Fernando Valley LRT, North Hollywood to Pasadena BRT, Vermont Transit Corridor; launching later this year on the Southeast Gateway Line
- **Track record:** More than 150 businesses received free marketing assistance during Crenshaw/LAX construction
- **BRT toolkit:** ESP provides marketing and visibility support throughout construction; the Project Acceleration Partnership adds financial assistance where cities streamline delivery
- **Partnerships:** County and City economic development departments and local chambers of commerce would lead programs such as shop local events, with Metro support through in-kind services, marketing, and sponsorship

Next Steps

1. **Update BIF Administrative Guidelines to incorporate the BIF Project Eligibility Policy**

2. **Advance BIF on the Southeast Gateway Line IOS**
   - Consistent with the approved Policy

3. **Engage local jurisdictions on BRT projects to explore Project Acceleration Partnership opportunities**
   - Report to the Board on partnerships established, approvals secured, and schedule and cost savings

4. **Continue advancement of Eat Shop Play services**

5. **Provide annual updates on BIF, Eat Shop Play, and Project Acceleration Partnership outcomes**

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

File #: 2026-0676, **File Type:** Program **Agenda Number:** 14.

REVISED
CONSTRUCTION COMMITTEE
OCTOBER 14, 2026

SUBJECT: BUSINESS INTERRUPTION FUND (BIF) AND EAT-SHOP-PLAY (ESP) PROGRAMS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. ADOPTING the Business Interruption Fund (BIF) Project Eligibility Policy, establishing two pathways to eligibility: Standard Eligibility and the Project Acceleration Partnership (Attachment A); and

B. RECEIVING AND FILING information on Metro's construction mitigation strategy for Bus Rapid Transit (BRT) projects, including Eat Shop Play (ESP).

ISSUE

At its May 2023 meeting, the Board approved Motion 17 by Directors Horvath, Dupont-Walker, Solis, Barger, Krekorian, and Dutra, directing the Chief Executive Officer (CEO) to establish a permanent BIF (Attachment B). The Motion also directed staff to provide a program update that considers, but is not limited to: A) resources necessary to maintain the permanent BIF and B) culturally competent outreach and inclusive technical assistance to adequately support affected businesses.

Metro will deliver an unprecedented program of transit construction over the next decade. BIF has proven to be one of Metro's most effective tools for keeping small businesses open through that construction, and clear eligibility criteria allow Metro to deploy it consistently and strategically. This report recommends adoption of a BIF Project Eligibility Policy, informed by ten years of experience.

The Policy also supports faster project delivery. Through a new Project Acceleration Partnership, BIF eligibility can extend to shorter-duration projects, such as Bus Rapid Transit (BRT), where the local jurisdiction commits to streamlining approvals that shortens construction. Qualifying construction acceleration strategies can reduce the duration of disruption for businesses allowing an earlier return to normal customer access. This report also responds to Director Solis's request for information on how Metro will support businesses along the North Hollywood to Pasadena BRT Project and other BRT corridors.

BACKGROUND

At its October 2014 meeting, the Board approved Motion 57 by Directors Molina, Dupont-Walker, Ridley-Thomas and Garcetti (Attachment C) authorizing the CEO to establish a special BIF pilot program for small businesses, including micro businesses, located along the Crenshaw/LAX Line, the Little Tokyo area along the Regional Connector and Section 1 of the Purple Line Extension due to the forecast schedule of sustained construction activity of at least six years. The Board subsequently authorized the expansion of the program to additional major rail construction projects, including the 2nd/Broadway segment of Regional Connector, Sections 2 and 3 of the Purple Line Extension, and most recently the East San Fernando Valley Light Rail Project.

The BIF was established to provide financial assistance to qualifying small businesses that experience revenue loss resulting from the duration of significant Metro construction impacts. Historically, the program has primarily supported businesses affected by major rail projects involving sustained, concentrated construction activities over extended periods.

At the conclusion of eight years of construction and opening of the Crenshaw/LAX rail project, now the K Line, program data indicated that 181 of the 240 businesses that received BIF grants, or 75%, remained in business. Similarly, following eight years of construction associated with the Regional Connector, 20 of the 33 businesses receiving BIF grants in the Little Tokyo area of the project, or 60%, remained in business.

These outcomes are notable given the duration of construction associated with these major rail projects. According to the Commerce Institute, an independently funded organization that publishes research, trends and advice for small business owners, broad data shows survival rate declining from approximately 76%-80% in the first year to 36%-47% after five years. This is generally consistent with Los Angeles County data indicating that fewer than half of new businesses remain active due to various management and environmental factors. Against these broader benchmarks, the fact that 60% -75% of BIF-assisted businesses along the Crenshaw/LAX and Little Tokyo portion of the Regional Connector corridors remained open following approximately eight years of construction demonstrates positive business retention outcomes among BIF participants.

Feedback from participating business owners reinforces these results. Owners report that BIF provided critical financial support during periods of significant construction disruption, and some report that they would have closed without a BIF grant. The program outcomes and participant feedback demonstrate the value of BIF as a construction mitigation tool.

Based on the experience and outcomes of the pilot program, at its May 2023 meeting, the Board approved establishment of a permanent BIF. Staff subsequently provided a March 2024 update outlining culturally competent outreach and inclusive technical assistance to adequately support affected businesses, next steps for the BIF Assessment and development of a BIF Project Eligibility Policy.

In support of Metro’s broader construction mitigation efforts, Eat-Shop-Play (ESP) provides a

targeted strategy to support small businesses affected by Metro's construction activities. The program objective is to mitigate reduced customer traffic by dedicating outreach and resources to promote local shops through marketing tools and promotional initiatives to drive community engagement. Originally launched as a pilot in July 2021, ESP initially helped brick-and-mortar businesses near existing major transit stops build an online presence during the COVID-19 pandemic.

In May 2026, Director Solis requested that staff provide an update on how Metro could support businesses that may experience impacts during construction of the North Hollywood to Pasadena BRT Project. This report responds to that request by providing information on Metro's construction mitigation programs, including Eat Shop Play (ESP), the proposed new BIF policy, and the resources and services available to support businesses along North Hollywood to Pasadena and other upcoming BRT project corridors.

DISCUSSION

Metro currently implements three complementary construction mitigation programs designed to support small businesses affected by Metro construction:

1. **Business Interruption Fund (BIF)** provides financial assistance to qualifying small businesses that demonstrate revenue loss resulting from eligible Metro construction impacts.
2. **Business Solution Services (BSS)** provides technical assistance and individualized support to businesses.
3. **Eat Shop Play (ESP)** provides marketing and promotional assistance to help businesses remain visible and connected with customers during construction.

Each program provides a different type of assistance, allowing Metro to deploy business mitigation strategies that are responsive to the nature, duration, and extent of construction impacts.

The BIF Project Eligibility Policy

Staff recommend two pathways for BIF eligibility on future Metro construction projects:

Pathway 1: Standard Eligibility. A project, or a defined portion of a project, qualifies when it meets both of the following criteria:

a) **Type of Construction Impacts:** Projects that include concentrated construction at station sites and along alignments, such as: extended lane closures, turn restrictions, directional closures, or full streets closures; K-rail installation and fencing treated with privacy screens or sound wall panels in front of or adjacent to businesses; building station structures; tunneling; drilling; piling and decking work; extensive relocation of utilities; major rearrangements of curbs, gutters and sidewalks over at least one city block; or street resurfacing and paving over one city block or full intersection.

b) **Duration of Construction Impacts:** Projects with construction sites adjacent to businesses where discrete, meaning individual construction work sites, construction impact activities (as

defined above) are expected to exceed 2 months cumulatively*. Duration refers to the duration of construction activities at a local area on the project, and not the duration of the entire project.

**The 2-month threshold is based on historical BIF activity for meaningful revenue loss with one month as the lowest common denominator for analysis of comparable financial documentation*.

Standard Eligibility may apply to an entire project or to a defined portion of a project, depending on where qualifying impacts occur.

Pathway 2: Project Acceleration Partnership. Where construction is shorter in duration, as is typical of Bus Rapid Transit (BRT) projects, BIF eligibility may be extended when the local jurisdiction partners with Metro to accelerate project delivery beyond what is already allowed via cooperative agreements or pending changes to agreements. The streamlining measures should shorten construction and reduce costs, such as approving extended street closures, expediting permit approvals, or expanding work hours. Eligibility applies to the area directly affected by the streamlining.

Examples of streamlining measures a local jurisdiction can provide include:

- Longer traffic control zones: approval of longer traffic control phases (in distance and duration) to facilitate shifting construction activities over a several block area, which would have otherwise required multiple phases lasting less than two months each.

- Directional or full street closures: approval of street closures to simplify construction to reduce construction durations when viable detour routes exist.

- Holiday moratorium waivers: approval to continue construction during holiday moratorium periods when work would otherwise stop.

- Expediting permit approvals: issuing approvals by local jurisdiction departments in timeframes that are significantly shorter than those established by cooperative agreements.

- Noise variances: approval to extend work into evening and nighttime hours beyond standard noise ordinance limits.

Metro recognizes that local elected offices, such as city council offices, and other local bodies, such as police commissions, have a role in negotiating working hours and noise variances with Metro to protect the communities they serve. As appropriate, Metro would coordinate with the local jurisdiction and any other appropriate local bodies on potential exemptios, waivers, and variance requests. Working hours and time savings from these measures depend on the specific characteristics of each

project; however, additional working hours secured in coordination with the local jurisdiction would be designed to reduce construction time.

The Project Acceleration Partnership is not intended to require a lengthy negotiation. A letter or approved concurrence from the local jurisdiction, such as the affected city council office, committing to the streamlining measures would be sufficient to establish a partnership under this pathway.

Staff will determine BIF eligibility for each Metro construction project before construction begins and report determinations to the Board in the annual BIF update. Figure 1 summarizes the two pathways, and Figure 2 shows their anticipated application to upcoming projects.

Figure 1: BIF Eligibility Pathways

	Pathway 1: Standard Eligibility	Pathway 2: Project Acceleration Partnership
Typical projects	Rail and other projects with sustained, concentrated construction	BRT and other shorter-duration projects
Eligibility	Qualifying construction type and impacts at a work site lasting more than two months	Local jurisdiction partners with Metro to streamline delivery
Geographic scope	Entire project or defined portion	Area directly affected by the streamlining

Figure 2: Anticipated Application to Upcoming Projects

Project	Anticipated Pathway
East San Fernando Valley LRT	Pathway 1 (BIF active)
Southeast Gateway Line IOS	Pathway 1
K Line Extension to Torrance, Eastside Extension IOS, Sepulveda Transit Corridor Phase 2	Pathway 1, confirmed before construction
North Hollywood to Pasadena BRT, Vermont Transit Corridor	Pathway 2, where streamlining is secured
G Line Improvements	Pathway 2, where streamlining is secured

Together, the two pathways direct BIF to the construction conditions that cause meaningful revenue loss and create a shared incentive for Metro and its city partners to shorten construction. Under either pathway, individual businesses must continue to satisfy BIF program eligibility requirements, including demonstrating qualifying construction-related revenue loss, before receiving a grant.

BIF Assessment

The BIF Assessment was advanced to inform implementation of the permanent BIF and development of the BIF Project Eligibility Policy. The Assessment examined Metro's historical BIF experience and anticipated future construction program to evaluate the potential number of businesses that may be

impacted, projected BIF funding needs, and program governance considerations.

The Assessment focused primarily on five major rail transit projects with planned construction during the 2025-2035 period: the East San Fernando Valley Light Rail Transit Project IOS, K Line Extension to Torrance, Southeast Gateway Line IOS, Eastside Extension IOS, and Sepulveda Transit Corridor Phase 2 LPA (IOS).

As a supplemental analysis, the Assessment also reviewed construction conditions on three upcoming Bus Rapid Transit (BRT) projects.

Project and Business Corridors Assessment

The Assessment evaluated business corridors associated with the five major rail projects to estimate the potential number of small businesses that could experience construction impacts and inform future BIF funding needs. The analysis considered business size, revenues, industry, and socioeconomic characteristics, including the location of businesses within Equity Focus Communities (EFCs).

Using BIF program eligibility criteria and available business data, supplemented by observational surveys of businesses adjacent to project corridors, the Assessment identified approximately 3,175 potentially eligible businesses across the five rail projects during the 2025-2035 study period.

These estimates are intended for program planning and forecasting purposes and do not constitute a determination of individual business eligibility for BIF.

Assessment of Projected Annual Budget Allocation

To evaluate the resources necessary to maintain the permanent BIF, the Assessment used historical program experience to forecast potential funding needs associated with the five rail projects. The analysis considered the estimated number of potentially eligible businesses, historical participation in BIF, anticipated grant amounts, duration of assistance, and periods when multiple major projects are expected to be under construction concurrently.

Historical program data showed that approximately 30% of eligible businesses within the Crenshaw/LAX impact area received BIF grants. Because the composition and construction conditions of future project corridors may differ, the Assessment tested a range of scenarios to account for variations in participation, grant amounts, duration of assistance, inflation, and other factors.

The analysis found that projected BIF funding needs for the future rail projects evaluated in the Assessment are expected to increase during periods when multiple major rail projects are under construction simultaneously. Under the range of scenarios evaluated, projected annual expenditures for these five projects remained below $10 million in any given year. The Assessment forecasted BIF funding needs for these five future rail projects and did not include existing projects already receiving BIF assistance or administrator costs. Accordingly, the projections should not be interpreted as a forecast of total BIF expenditure across all Metro construction projects.

Figure 3: BIF Cost Projections for 5 upcoming rail projects by Scenario and Recent Actual Program Expenditures ($ in Millions) by Calendar Year

Transit Rail Projects	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Low Estimate	$2.9	$3.3	$3.4	$4.1	$5.2	$5.4	$5.6	$2.5	$2.6	$2.6	$2.8
Historic Estimate	$3.5	$3.9	$4.1	$4.9	$6.3	$6.5	$6.8	$3.0	$3.1	$3.2	$3.3
High Estimate	$4.6	$5.2	$5.5	$6.5	$8.4	$8.7	$9.0	$3.9	$4.1	$4.2	$4.4
*BIF Actuals - *Includes total current projects (C/LAX, D Line Sections 1,2, 3 and BIF Fund Administration fee)*	$8.6	$8.2 **									

***Figure 3 includes total actual BIF expenditures for calendar years 2025 and 2026 to date. Unlike the Assessment projections, the actual expenditure includes the BIF Fund Administration fee and BIF assistance for existing projects, including Crenshaw/LAX, D Line Sections 1, 2, 3 which were not among the five future rail projects assessed in the study's cost projections. Accordingly, the actual expenditures are provided as recent program context and are not intended as a direct comparison to the study's projected scenarios.*
*** Value to date*

The Assessment concluded that projected BIF funding needs for the future five rail projects through 2035 remain below $10 million in any given year under the scenarios analyzed. Recent actual expenditures have exceeded the Assessment's high estimate reflecting expenditures associated with existing projects, including D Line activity, that were not part of the Assessment projections. Staff will continue to monitor program spending closely, and total BIF funding needs will continue to be addressed through Metro's annual budget process.

Leveraging BIF to Accelerate BRT Delivery

The Assessment reviewed three BRT projects anticipated to be under construction during the study period: the Vermont Transit Corridor, North Hollywood to Pasadena BRT, and Metro G Line Improvements.

BRT construction differs from rail. Rail projects involve concentrated, multi-year construction at station sites and along alignments. BRT construction adjacent to businesses consists primarily of curb, gutter, sidewalk, roadway, and station platform work lasting approximately four to eight weeks per site, typically completed in multiple traffic control phases.

Expanding BIF to shorter-duration construction would increase program administration costs, particularly given the historically low level of claims. Pairing this expansion with permit streamlining helps offset those costs while also shortening the duration of construction impacts on businesses. This approach allows Metro to provide additional business support while reducing overall construction time and cost.

Local permit conditions may influence the duration of BRT construction. When a city commits to streamlining approvals beyond existing cooperative agreements, Metro can complete construction

faster and at lower cost. The Project Acceleration Partnership recognizes that commitment by extending BIF eligibility to businesses in the affected area. The partnership benefits every party:

- **Businesses:** A shorter construction period means less disruption and a faster return to normal customer access, with BIF available during the most intensive work.
- **Cities:** Local jurisdictions deliver a completed project to residents sooner, with fewer months of construction on local streets.
- **Metro:** Fewer traffic control phases and shorter schedules reduce construction cost and schedule risk.

Staff will pursue Project Acceleration Partnerships first on the North Hollywood to Pasadena and Vermont corridors. Eat Shop Play marketing support will be available on all BRT corridors, as described below.

Eat Shop Play (ESP) is Metro's construction mitigation and marketing program designed to support local businesses located near active Metro construction. Businesses within one-quarter mile of participating construction projects are eligible to enroll. Currently, ESP is active in the D Line Subway Extension, East San Fernando Valley Light Rail Transit, North Hollywood to Pasadena Bus Rapid Transit, and Vermont Transit Corridor projects, with the program scheduled to launch later this year in the Southeast Gateway Line Project. The program follows construction milestones and is intended to help businesses remain visible, accessible and connected to customers while construction is underway.

The program offers:

- Promotional Support: Opportunities to be featured in print and digital media "spotlights" through a combination of social media campaigns, banners on construction fencing, bus and rail ads, email promotions, editorial features online, and more.
- Visibility: Access to signage and collateral to help keep business visible while construction is underway.
- Marketing Assistance: Free virtual marketing webinars and coaching to help manage online presence and other marketing topics.

ESP has a history of supporting businesses along Metro construction corridors. During the Crenshaw/LAX project, more than 150 businesses received free marketing assistance with campaigns including social media, business spotlights and customer promotions to encourage residents to continue supporting local businesses. More recently, the reimagined ESP program has expanded its offerings beyond promotional campaigns to offer a long-lasting impact on businesses by running digital marketing education webinars paired with one-on-one marketing coaching.

Metro will also pursue partnerships with County and City economic development departments and local chambers of commerce to provide additional benefits and programs to businesses on Metro construction corridors. Under these partnerships, the partner entities would lead these efforts, and Metro would provide support through in-kind services, marketing, and sponsorship. Examples include shop local events and promotions that encourage residents to visit and support businesses throughout construction.

ESP is offered across Metro construction projects and scales efficiently to shorter-duration work such as BRT, because it directly addresses customer awareness, business visibility, and access. Paired with the Project Acceleration Partnership, ESP gives Metro a complete set of tools for BRT corridors: marketing and visibility support throughout construction, and financial assistance where cities partner with Metro to accelerate delivery through permit streamlining.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

There is no immediate financial impact to approving this recommendation.

Impact to Budget

Board approval of this recommendation has no immediate impact on the FY27 budget. The funding for the administrative costs is provided through Measures R and M Administration funds. Funding for BIF in future years will be addressed through the annual budget development process. BIF eligibility established through a Project Acceleration Partnership will be funded within the annual BIF budget, and staff will document the schedule and cost savings associated with each partnership.

EQUITY PLATFORM

BIF directly supports the small and microbusinesses most affected by Metro construction. As of July 31, 2026, BIF has awarded more than $57.4 million to nearly 600 businesses. Approximately 66% of participating businesses are owned by individuals identifying as Black or African American, Hispanic or Latino, or Asian, and approximately 56% of grant dollars have gone to minority- and women-owned businesses (Attachment D).

The five rail projects planned through 2035 traverse 81 Equity Focus Community census tracts, with the highest concentrations of affected businesses along the East San Fernando Valley and Eastside Extension corridors. Metro supports these communities with one-on-one technical assistance through Business Solution Services, promotional support through Eat Shop Play, grants of up to $60,000 per impact year, and a $1,500 Presumptive Eligibility Award for street vendors and microbusinesses. All outreach, applications, and workshops are offered in English and Spanish, with additional languages provided based on community needs.

The Project Acceleration Partnership extends BIF to businesses on shorter-duration projects and shortens the time communities experience construction impacts. Staff have not identified any inequitable impacts from adoption of the Policy.

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 sharing a ride, walking, or rolling, Metro's construction mitigation programs support transit-adjacent businesses and communities during construction. Supporting the retention of businesses located near transit has the potential to reduce VMT by helping maintain access to goods, services, and employment opportunities that can be reached by transit, walking, or rolling. 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 the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item aligns with Metro Strategic Goal 3 - Enhance communities and lives through mobility and access to opportunity.

BIF and Metro's complementary construction mitigation programs support this goal by helping small businesses and local economies withstand disruptions associated with construction of Metro transportation infrastructure. Supporting businesses located along Metro project corridors also contributes to the long-term economic vitality of the communities Metro serves.

ALTERNATIVES CONSIDERED

The Board could decline to adopt the Policy and continue determining BIF eligibility on a project-by-project basis. Staff do not recommend this alternative. Case-by-case determinations create uncertainty for businesses and local jurisdictions and make program costs harder to forecast.

The Board could adopt the Policy without the Project Acceleration Partnership, limiting BIF to projects that meet the Type and Duration criteria. Staff do not recommend this alternative. It forgoes the opportunity to use BIF to secure permit streamlining that shortens construction and reduces project costs, and it leaves businesses on BRT corridors without a path to financial assistance.

NEXT STEPS

Upon Board approval, staff will incorporate the BIF Project Eligibility Policy into the BIF Administrative Guidelines and apply it when evaluating future Metro construction projects. Staff will advance BIF for the Southeast Gateway Line IOS project consistent with the Policy.

Staff will engage the local jurisdictions along the North Hollywood to Pasadena BRT and Vermont Transit Corridor projects on Project Acceleration Partnerships and will report to the Board on any

partnerships established, including the streamlining approvals secured and the associated schedule and cost savings.

Staff will also advance Eat Shop Play services and enhancements to support businesses along the East San Fernando Valley LRT, Southeast Gateway Line IOS, Vermont BRT, and North Hollywood to Pasadena BRT project corridors.

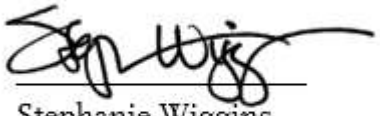
Staff will provide annual updates to the Board on BIF, Eat Shop Play, and Project Acceleration Partnership outcomes.

ATTACHMENTS

Attachment A - BIF Project Eligibility Policy
Attachment B - Motion 17
Attachment C - Motion 57
Attachment D - BIF Diversity Portfolio Ending July 31, 2026

Prepared by: Angela Winston, Director, Business Interruption Fund & Business Solution Services, DEOD, (213) 922-7669
Elke Campbell, Senior Executive Officer, DEOD (213) 418-3081
Michael McKenna, Deputy Chief, Program Management Officer, (213) 922-4239
Anthony Crump, Executive Officer, Community Relations, (213) 418-3292
Marisa Perez, Deputy Chief, Community Relations Officer, (213) 922-3808

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950
Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie Wiggins
Chief Executive Officer

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

Metro

Board Report

File #: 2026-0640, **File Type:** Project **Agenda Number:** 15.

CONSTRUCTION COMMITTEE
OCTOBER 14, 2026

SUBJECT: LIFE OF PROJECT BUDGET FOR SEGMENT 4 ASTORIA AND POLK AT-CROSSING IMPROVEMENTS, BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life of Project (LOP) Budget for Astoria and Polk At-Grade Crossing Improvements within Segment 4 of the Brighton to Roxford Double Track Project in the amount of $27,617,625 to advance construction; and

B. NEGOTIATE AND EXECUTE all project-related contracts, modifications, and agreements within the authorized LOP Budget.

ISSUE

The Brighton to Roxford Double Track Project is divided into four segments, which are in different stages of development from preliminary to final design. Segment 4 At-Grade Crossing Improvements has completed 100 percent final design plans. A phased and segmented procurement strategy is being implemented to meet funding, regulatory, right-of-way, and third-party coordination requirements. Staff is requesting Board approval of LOP Budget for two at-grade crossings (Astoria and Polk) within Segment 4 of the Brighton to Roxford Project.

Establishing the LOP Budget at this time is critical to meet the AB 180 statutory expenditure and reimbursement deadline of June 30, 2027, for the State Transit and Intercity Rail Capital Program (TIRCP) funds.

BACKGROUND

In 2017, Metro conducted corridor-wide community outreach for the Brighton to Roxford Double Track Project through mailed notices, flyers, stakeholder briefings, and two public information meetings. Participants raised concerns about crossing safety, pedestrian and vehicle circulation, train noise, and potential impacts to nearby properties. This feedback provides context for the Astoria and

Polk crossing improvements and for Metro's planned outreach as construction approaches.

In April 2017, the design effort for the overall Brighton to Roxford project was paused, including design for Segment 4 Crossings, while Metro evaluated how the East San Fernando Valley Light Rail project would affect the shared corridor. The Board directed staff to coordinate with the East San Fernando Valley Transit Corridor Team, awaiting completion of the East San Fernando Valley Shared Railroad Right of Way Study.

In 2025, as part of the East San Fernando Valley Transit Corridor Shared Right-of-Way Study, Metro conducted extensive outreach in the corridor, and had the following key findings:

- Overall, the responses reflected a community that values safety, connectivity, and comfort.
- Traffic congestion was identified as a major frustration
- Pedestrian safety is a recurring priority, suggesting a strong desire for walkable, human-centered infrastructure

The Brighton to Roxford Double Track Project is part of the Antelope Valley Line Improvements program and is intended to improve operational flexibility, reliability, and capacity along the Metrolink Antelope Valley Line corridor. The Project is being implemented in four segments and includes associated railroad infrastructure improvements and at-grade crossing safety improvements.

The Project is currently at various stages of design. Segment 1 (Control Point Brighton to Sun Valley Siding) is at the 100 percent design stage. Segment 2 (Sun Valley Siding to Van Nuys Boulevard) is at approximately 80 percent final design. Segment 3 (Van Nuys Boulevard to Sylmar/San Fernando Station) is at the preliminary design stage, and Segment 4 (Sylmar/San Fernando Station to Control Point Roxford) is at approximately 90 percent design.

To support timely delivery and comply with the TIRCP period-of-performance requirements, two at-grade crossings, Astoria and Polk, within Segment 4 are being advanced to construction. These Segment 4 crossings were selected because the design for this Segment is most advanced and is sufficiently developed to proceed with construction while the remaining segments continue development of the design.

At its April 2026 meeting, the Board authorized Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design of Segments 1 through 4 and approved additional programming to bring the overall Brighton to Roxford Project to shovel-ready status. Establishing the proposed LOP Budget for Astoria and Polk Crossings is the next step in advancing the Segment 4 at-grade crossing improvements from design into construction.

Timely advancement of project activities is critical to maintain the Project schedule and meet the period of performance requirements associated with TIRCP funding. Delays in advancing the Project, including delays in establishing the LOP Budget, could jeopardize access to committed State funding.

DISCUSSION

The Segment 4 Astoria and Polk At-Grade Crossings Improvement Project (Project) is intended to enhance safety for motorists, pedestrians, cyclists, and rail passengers while supporting reliable

Metrolink operations along the Antelope Valley Line. The work will include roadway and railroad crossing improvements, safety-related infrastructure, and associated civil, utility, and railroad coordination work.

The Project will implement improvements designed to reduce the risk of rail-related collisions and improve safety for motorists, pedestrians, cyclists, transit riders, and surrounding communities. Safety enhancements include updated traffic signal coordination, additional crossing gate arms, and pedestrian gates to discourage pedestrians from entering the tracks when trains are approaching. These improvements will make the crossings quiet-zone ready for the City to implement quiet-zone operations.

The requested LOP Budget reflects the estimated costs necessary to complete the improvements, including construction phase professional services, construction, construction management, third-party coordination, railroad support services, contingencies, and other construction- related project delivery costs.

Approval of this action will allow Metro to advance the Astoria Street pedestrian crossing and Polk Street at-grade crossing as separate construction packages while design and funding plans for the balance of Segment 4 continue to be developed.

Astoria will be delivered through Metro's Job Order Contracting program using coordinated Job Orders for ADA, duct bank, traffic safety, electrical, and railroad track improvements. This approach permits Metro to advance discrete construction elements and long-lead railroad signal procurement concurrently.

Polk Street at-grade crossing will be delivered as a standalone, competitively procured design-bid-build contract encompassing the complete crossing-specific civil, track, railroad signal, traffic signal, utility, drainage, pedestrian, and safety improvement scope. Separating Polk Street at-grade crossing from the larger Segment 4 package provides a clearly defined construction contract and supports competitive bidding, while enabling Metro to utilize available grant funding within the associated performance requirements.

Metro will advance the two packages on parallel tracks and coordinate construction with SCRRA/Metrolink, local jurisdictions, utility owners, and other affected third parties. Work will be sequenced around railroad access, long-lead equipment procurement, testing, and commissioning requirements to maintain the project schedule and maximize eligible expenditures before the June 30, 2027 TIRCP deadline.

Metro's Community Relations team plans to do the following:

- Prior to construction, reintroduce the project, proposed safety enhancements, and communication tools to elected offices and project area communities.
- During construction, introduce the contractor and the proposed construction schedule.
- Keep the public informed through the life of the project by sharing updates with the community and in collaboration with community organizations.

Outreach for the Astoria and Polk crossings will be conducted in coordination with other Antelope

Valley Line Improvement projects, including Pacoima Metrolink Station and Pacoima Mobility Hub, as appropriate.

DETERMINATION OF SAFETY IMPACT

The Project will enhance safety at one existing at-grade roadway crossing and one pedestrian-only crossing by implementing improvements designed to reduce the risk of rail-related collisions and improve safety for motorists, pedestrians, cyclists, transit riders, and surrounding communities. Safety enhancements include updated traffic signal coordination to reduce the likelihood of vehicles queuing or stopping on the tracks, additional crossing gate arms to deter motorists from entering the crossing when a train is approaching, and pedestrian gates to discourage pedestrians from entering the tracks when trains are approaching.

At Polk Street, the existing crossing has flashing lights and standard entry gates. The proposed design adds roadway exit gates and pedestrian entry and exit gates, making it harder for drivers and pedestrians to enter the crossing when a train approaches. The Federal Highway Administration estimates that, in general, upgrading from flashing lights and standard gates to a four-quadrant gate system can reduce highway-rail collisions by 82 percent.

FINANCIAL IMPACT

Establishment of the LOP Budget for the Segment 4 Astoria and Polk At-Grade Crossings Improvement Project would enable the award of the construction contract and assist Metro in meeting the period-of-performance requirements associated with the TIRCP grant. Establishing the LOP Budget will also allow Metro to maximize expenditure of the grant funds within the applicable deadline.

Upon Board approval, a project number will be setup for the Segment 4 Astoria and Polk At-Grade Crossings Improvement Project to allow award of the construction contracts and task orders and initiation of construction activities.

Impact to Budget

The Segment 4 Astoria and Polk At-Grade Crossings Improvement Project is fully funded with local and state grants as shown in Attachment A - Funding and Expenditure Plan. These sources are not eligible for Metro bus or rail operating purposes.

EQUITY PLATFORM

The Segment 4 Astoria and Polk At-Grade Crossings Improvement Project is located in the City of Los Angeles, along the Metrolink Antelope Valley Line corridor. Based on Metro’s 2025 Metro Equity Need Index (MENI), the Segment 4 at-grade crossings, including Astoria and Polk, are located in census tracts categorized as " High Need" and "Medium Need" According to the 2025 Metrolink Customer Surveys, sixty-one percent of riders are people of color, with 40% identifying as Hispanic, and 27% of riders do not have access to a car.

Approval of the LOP Budget will ensure that funding for the Project's safety improvements is maintained while supporting improved operational flexibility, reliability, and capacity along the Metrolink Antelope Valley Line corridor.

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 the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item will likely increase VMT in LA County, as it includes investment in at-grade crossing improvements that will benefit drivers along with providing enhanced safety. This project also improves pedestrian safety that may offset the increase in VMT. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal # 1.2: Improve LA County's overall transit network and assets by enhancing safety at at-grade crossings.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the LOP Budget. This is not recommended as Metro will incur undesirable schedule delays, cost increases, and potential loss of committed funding. Furthermore, not approving the LOP Budget will delay construction and could jeopardize the Project's ability to meet the TIRCP expenditure and reimbursement deadline of June 30, 2027.

NEXT STEPS

Upon approval of the LOP Budget, staff will conduct outreach along with executing the relevant

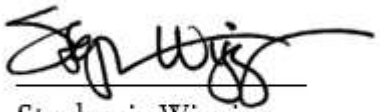
contracts.

ATTACHMENTS

Attachment A - Funding and Expenditure Plan

Prepared by: Bilal Khazaal, Director, Regional Rail, (213) 418-3330
Kavita Mehta, Executive Officer, Regional Rail, (213) 435-5047
Sameh Ghaly, Deputy Chief Program Management Officer, (213) 418-3369

Reviewed by: Timothy Lindholm, Chief Program Management Officer (213) 922-7297



Stephanie Wiggins
Chief Executive Officer

Attachment A
Astoria and Polk At-Grade Crossings Improvement Project
Brighton to Roxford Double Track Project
Funding and Expenditure Plan

Use of Funds	Proposed LOP Budget	FY27	FY28
Professional Services, Third-party Support Services, etc.	**$ 4,684,733**	$ 4,057,393	$ 627,340
Construction	**$ 19,780,184**	$ 19,780,184	$ -
Project Contingency	**$ 3,152,709**	$ 3,082,769	$ 69,940
Total Project Cost	**$ 27,617,625**	**$ 26,920,345**	**$ 697,280**

Source of Funds	Proposed LOP Budget	FY27	FY28
Measure R 3%, Measure M 1%, Proposition C 10%, and/or Proposition C 25%	**$ 8,878,625**	$ 8,181,345	$ 697,280
TIRCP 2023 Cycle 6*	**$ 18,739,000**	$ 18,739,000	
Total Project Funding	**$ 27,617,625**	**$ 26,920,345**	**$ 697,280**

**The total TIRCP Cycle 6 grant award is $25.25 million. This total excludes the previously allocated amount of $6.511 million.*

Los Angeles County Metropolitan Transportation Authority



Metro

2026-0640: LIFE OF PROJECT BUDGET FOR SEGMENT 4 ASTORIA AND POLK AT-CROSSING IMPROVEMENTS, BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

Construction Committee, October 14, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life of Project (LOP) Budget for Astoria and Polk At-Grade Crossing Improvements within Segment 4 of the Brighton to Roxford Double Track Project in the amount of $27,617,625 to advance construction; and

B. NEGOTIATE and EXECUTE all project-related contracts, modifications, and agreements within the authorized LOP Budget.

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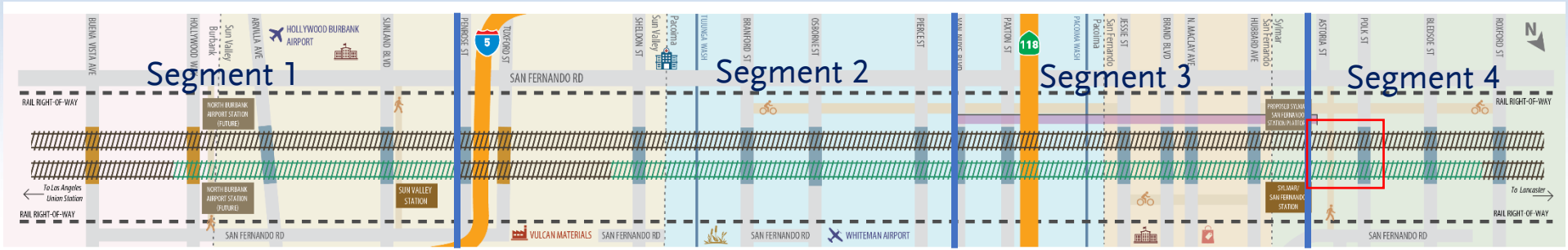
ISSUE

- Final design for the Astoria and Polk crossing improvements is complete.
- A Life of Project Budget is required to advance the improvements into construction.
- These improvements are funded by, TIRCP Cycle 6 funds, which has a period of performance requirement to expend and be reimbursed by **June 30, 2027**.
- Delays could increase costs and jeopardize committed State funding

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BACKGROUND

- The Brighton to Roxford Project will improve operational flexibility, reliability, and capacity along the Antelope Valley Line.
- The project consists of four segments that are at different stages of design.
- Astoria and Polk are being advanced because their designs are sufficiently complete to proceed into construction.
- The Board previously authorized additional design work to advance all four segments toward shovel-ready status.
- This action advances the two Segment 4 crossings from design into construction.



PROJECT DELIVERY STRATEGY

- Advance Astoria and Polk as separate construction packages.
- Deliver Astoria through Metro's Job Order Contracting program.
- Use coordinated Job Orders for ADA, duct bank, traffic safety, electrical, and railroad track improvements.
- Deliver Polk Street through a competitively procured design-bid-build contract.
- Advance both packages concurrently and coordinate construction with SCRRA/Metrolink, local jurisdictions, utility owners, and affected third parties.
- Sequence work around railroad access, long-lead equipment procurement, testing, and commissioning.

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NEXT STEPS

Upon approval of the LOP Budget, staff will conduct outreach along with executing the relevant contracts.

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

Metro

Board Report

File #: 2026-0639, **File Type:** Informational Report **Agenda Number:** 29.

EXECUTIVE MANAGEMENT COMMITTEE
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2026

SUBJECT: DEPARTMENT OF PUBLIC SAFETY IMPLEMENTATION PLAN UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the quarterly update on the Department of Public Safety (DPS) Implementation Plan.

ISSUE

In alignment with Metro's mission and comprehensive safety and security framework, staff continue to implement the plan to stand up Metro's DPS. This report serves as a status report to the Board on the implementation progress of the new department.

BACKGROUND

At its June 2024 meeting, the Board adopted the DPS Implementation Plan, formerly named the Transit Community Public Safety Department, and approved the department's phased establishment over five years. The Board directed staff to report quarterly on the implementation progress.

Following the Board's approval of the Implementation Plan, the CEO assembled an interdepartmental task force to support the establishment of the department. The task force was composed of members of Metro's key departments, including Homeless Outreach Management and Engagement, Customer Experience, System Security and Law Enforcement (now named Emergency Management and Security Division), Chief People Office, and the Office of the Chief of Staff. Since the hiring of the Chief of Police and Emergency Management, the task force has been refined and is being led under his leadership. Additionally, the CEO established a Transition Team Advisory group, consisting of multidisciplinary subject-matter experts, to advise staff on key aspects of the plan.

Phase One implementation plan activities for the DPS were completed in FY25, including the recruitment and appointment of the Chief of Police and Emergency Management, the establishment of a transition team, the initial formulation of hiring and recruitment strategies for sworn officers and non-sworn positions, and the development of procurement plans.

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DISCUSSION

Developing and Integrating the Care-Based Services Division

The integration of care-based programs is essential to how Metro will address public safety, working in lockstep with law enforcement to provide a cohesive approach that addresses safety at all levels and creates a culture of inclusive collaboration. DPS's Care-Based Services Division has four programs: Metro Ambassadors, Community Intervention Specialists (CIS), Homeless Outreach Management & Engagement (HOME), and Crisis Response Teams. The first three programs transitioned into DPS in early January, while the fourth program, Crisis Response Teams, is in development and expected to be active this fiscal year. These four programs will contain nearly half of the field-based personnel within the department, the largest being Metro Ambassadors.

Staff continues with several key steps in developing the Crisis Response Program, including:

- Hiring a Senior Director for program oversight - Completed FY26 Q1
- Developing an operational manual and standard operating procedures - Completed FY26 Q4; This work included successful execution of a Memorandum of Understanding with the Los Angeles County Department of Mental Health in early July 2026 for prioritization of response when Metro's Crisis Response Team encounters someone requiring a 5150 evaluation.
- Developing job descriptions - Completed FY26 Q4
- Developing an onboarding program - Completed FY27 Q1; The onboarding program includes Metro mandatory training, outside agency presentations providing information regarding their services, and Crisis Response Program (CRP) shadowing of Metro's Homeless Outreach Management Engagement (HOME) Team. Onboarding will take place over a two-to three-week span for all new team members.
- Identifying and integrating HIPAA-compliant practices - Ongoing; Staff continues to engage with County Counsel to understand the scope of HIPAA and how its guiding principles may intersect with the work of the Crisis Response Program (CRP). Efforts continue on the identification and integration of HIPAA-compliant practices.
- Identifying and developing essential crisis response training - Ongoing; Staff has developed essential crisis response trainings for the Crisis Response Program, including Crisis Prevention and Response in the Field, Culturally Responsive Crisis Care in the Field, Motivational Interviewing, and Harm Reduction. These trainings are incorporated into the onboarding for new CRP staff and will be available for ongoing professional development to strengthen existing DPS staff's understanding of behavioral health. Staff will also leverage Metro's suite of trainings made available by the Chief People Office and Metro's Employee Assistance Program to ensure effective crisis response, engagement, de-escalation, and service connection occur during deployment. Initial training will take place over two to three weeks during onboarding, and individual trainings will be required annually, taking two to eight hours each to complete. Staff will continue to research and identify additional training needs as the program develops.
- Continue recruiting crisis response teams - Ongoing; Collaboration continues with Metro's Chief People Office for recruitment of all Crisis Response Program staff. To date, one Clinical Manager position has been filled with a pending start date, and a second Clinical Manager is

currently in recruitment. The remaining positions (Mental Health Specialists and Peer Support Specialists) will begin recruitment in the second half of the fiscal year, contingent on budget approval.

Biweekly meetings between members from each public safety layer have focused on defining roles and responsibilities, identifying improvements in data collection and utilization, innovations in communication, and deployment strategies across the service area.

Hiring and Recruitment Progress

Hiring of Care-Based Services Personnel
To support the development and operation of the care-based programs, Metro recruited two Deputy Executive Officers (DEOs) - one to oversee the Ambassador and Community Intervention Specialist (CIS) programs, and the other to oversee the Homeless Outreach Management and Engagement teams and Crisis Response Teams. Both positions have been filled - one candidate began in late June, and the other began mid-August. In addition, two Clinical Manager positions for the Crisis Response Teams were posted in June, which will mark the first Crisis Response team program hires since the Senior Director joined in the summer of 2025. Interviews have been conducted, and one of two selections has been made. The Ambassador program has also continued to expand, with 27 new Ambassadors joining the team in August.

Recognizing the potential challenges of recruiting care-based personnel for a transit agency, DPS and CPO staff coordinate regularly on recruitment strategies to reach the right candidates. So far, positions have been posted through a variety of entities beyond the typical ones used by Metro, including educational institutions, national and state organizations that represent social service professionals, and job search engines that specifically focus on social service jobs.

Sworn Personnel Hiring Update
DPS went live with its officer hiring website on May 28. As of September 29, 6,711 applications have been received for new recruits and 300 for lateral officers. Staff is prioritizing filling the 40 authorized positions in FY27, which will also support the development of the department’s Field Training Officer program.

The sworn officer hiring process is comprehensive and requires adherence to California statutory requirements and California Peace Officer Standards and Training (POST) regulations. Of the lateral applicants, 56 have advanced to the background stage, one of the most extensive steps in the hiring process, which typically lasts about eight weeks. Staff anticipates hiring the first group of laterals before the end of the calendar year, followed by a four-week Metro orientation and training program, with initial deployment planned for late Spring 2027. Furthermore, staff continues to work with the Chief People Office and Marketing to advertise the position as it anticipates needing approximately an additional 200 applicants to fill its authorized FY27 positions.

In addition to officer hiring, we are actively recruiting Transit Police Sergeants, a key leadership role in the command structure. The job posting went live on August 13, with 79 applications received as of September 29, and candidate interviews are currently underway.

Training

DPS is in the process of designing a four-week orientation program for the onboarding of new public safety personnel, balancing core operational policies, specialized crisis engagement, high-risk safety certifications, and partner agency field integration.

- **Week 1 (Foundations & Safety):** Establishes foundational knowledge through Metro's mission, vision, and values, benefits overviews, equipment issuance, and a DPS orientation. It features an intensive day of Care-Based Services training focused on crisis response, de-escalation, and trauma-informed engagement, followed by an 8-hour Metro Rail Safety certification and administrative facility onboarding. This first week will also cover civil rights, unconscious bias, and equity, presented by Metro's Office of Equity and Race.

- **Week 2 (Operations & Specialized Teams):** Outlines core transit security functions across Metro Transit Security (MTS) and contracted security teams, detailing patrol areas, fare enforcement, roles, and responsibilities. It also covers Emergency Management, Physical Security tools, and the Station Experience Team.

- **Week 3 (Tactics & Skills):** Focuses on critical law enforcement training, beginning with Use of Force legal standards (*Graham v. Connor*). It advances to field tactics-including vehicle, bus, and pedestrian stops, alongside building searches-and concludes with comprehensive firearms manipulation and qualification.

- **Week 4 (Agency Integration & Field Readiness):** Embeds new DPS sworn officers with external partner agencies via shadowing shifts with LAPD Homeless Outreach Proactive Engagement (HOPE) Team (encampment response), LAPD Senior Lead Officers, and LASD North/South teams.

Policy Development

Metro has contracted with Lexipol to develop a comprehensive policy manual for sworn officers, providing the standards necessary for consistent, lawful, and professional operations. A working group, comprised of representatives from key Metro departments and County Counsel, continued to meet and has finalized the majority of the policies that will govern sworn officers. DPS is working to complete the remaining policies currently being vetted by County Counsel. Once complete, the policy manual will be ready to support the deployment of newly hired sworn officers later this year.

Facilities and Zone-Based Deployment

To support the zone-based deployment model, a cross-functional working group comprised of staff from Operations, Real Estate, DPS, and other Metro departments has been meeting regularly to assess existing facilities within each of the seven zones and determine whether they can adequately support sworn officer deployment. Where gaps exist, the group is evaluating options for establishing satellite offices within each zone to reduce officer travel time, improve response times, and increase operational efficiency. Options under consideration include co-locating DPS sworn officers, Transit Security, and care-based personnel in strategically located facilities in each zone across Los Angeles

County. This approach will create a more integrated public safety presence within each zone and improve coordination among the various public safety units. Preliminary options will be submitted for department leadership review in the coming months.

Contracts and Agreements

Staff have developed a comprehensive procurement strategy to ensure Metro can acquire the resources, equipment, technology, and infrastructure necessary to establish and operate the new DPS.

Metro retained DeltaWRX to conduct a comprehensive technology assessment, including an evaluation of existing systems, identification of operational gaps, and recommendations for technologies required to support a fully functioning police department. Staff has been meeting regularly to prioritize technology needs, develop a communications and dispatch strategy, and determine what technology will be needed to deploy the first group of officers. Short-term and long-term technology needs include Computer-Aided Dispatch (CAD), Records Management Systems (RMS), radio communications, 911 call handling, and other critical public safety technologies.

Staff is also working to acquire patrol cars for new officers and anticipate going to the Board later this year for contract award. Furthermore, staff is developing solicitation packages to procure uniforms for care-based staff and expand the network of medical clinics available to move candidates through the recruitment process.

Stakeholder Coordination

A strategic engagement plan for Chief Scott ensures he engages with riders, key internal and external stakeholders, and media, in order to keep the public informed about the new Department and the progress the agency has made towards creating a comprehensive and integrated public safety ecosystem.

Since the last quarterly update, Chief Scott and DPS senior leadership have held more than 50 engagements. This includes providing the latest implementation updates to the Public Safety Advisory Committee; meeting with the Transition Team Advisory Group to discuss sworn officer hiring and recruitment; and sitting on a panel to discuss safety initiatives used during the FIFA World Cup and security plans for LA28. Chief Scott also completed virtual interviews with Lochner Egis Group and LAist to share lessons learned from the conclusion of the FIFA World Cup and the agency's fare policy, respectively.

Chief Scott recognizes that relationships with key stakeholders must either be created, restarted, and/or strengthened in order for the Department to best serve the safety of Metro riders and frontline personnel. The Chief will continue to engage with various stakeholders and provide them with updates on the progress of standing up the department.

Transition Team Advisory Group

The Transition Team Advisory Group met on August 25, 2026, to receive updates and provide input

on key elements of the Department of Public Safety's implementation. The discussion included the status of sworn officer hiring and recruitment and a review of the Body-Worn Camera and Bias-Free Policing policies being developed for the sworn officer policy manual. The Advisory Group also continued its discussion with Dr. Rebecca Hetey on organizational culture, with a focus on establishing a high-trust department grounded in employee wellness, collaboration, accountability, community engagement, and shared ownership of the mission. The group received an update on the development of the Care-Based Services Division, including the Crisis Response Program, staffing, and draft of the Standard Operating Procedures. Finally, Deputy Chief Stiger presented the framework for a 12-month integrated training program, building on the four-week orientation, designed to align training across all five public safety tiers, including sworn officers, and to emphasize de-escalation, procedural justice, collaboration, and coordinated response. The previously mentioned four-week orientation for sworn personnel is separate from this 12-week program. Every lateral or new hire will complete the four-week orientation prior to being deployed on the system. Once deployed, they will be integrated into the 12-month training cycle that all DPS employees deployed on the system are required to complete.

EQUITY PLATFORM

The DPS will implement safeguards, training, and oversight based on agency priorities, promoting equitable treatment of riders per the Board-approved Bias-Free Policing Policy and supporting a transit policing style with engaged visibility. Furthermore, staff is developing a comprehensive policy manual and orientation training program for incoming sworn officers to ensure consistent, lawful, and professional operations across all areas of the DPS. Concurrently, to ensure the new Department is well-balanced to serve different needs, staff continue to develop the Crisis Response Program in the Care-Based Services Division.

As DPS is building out the department, staff continues to regularly brief the Public Safety Advisory Committee on its progress. Staff also maintains regular communication with other Metro advisory bodies, providing updates and answering questions from advisory members.

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 operational activities that will improve and further encourage transit ridership through enhancing safety on the Metro system and providing an improved customer experience. 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

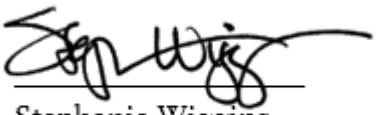
The recommendation supports Strategic Plan Goals #2.1: Deliver outstanding trip experiences for all users of the transportation system; Metro is committed to improving security and #5.6: Provide responsive, accountable, and trustworthy governance within the Metro organization; Metro will foster and maintain a strong safety culture.

NEXT STEPS

Staff will continue to actively engage employees and the public during the implementation of the DPS. Staff will report back to the Board quarterly with progress updates.

Prepared by: Imelda Hernandez, Senior Director, Special Projects, (213) 922-4848

Reviewed by: William Scott, Chief of Police and Emergency Management, (213) 922-5448



Stephanie Wiggins
Chief Executive Officer

Department of Public Safety Implementation Plan Update

Executive Management Committee Meeting
Operations, Safety, and Customer Experience Committee Meeting
October 15, 2026

Metro

Developing and Integrating the Care-Based Services Division

- DPS's Care-Based Services Division houses **Metro's four care-based programs**: HOME, Metro Ambassadors, Crisis Response Teams, and Community Intervention Specialists.
- **Staff have initiated several key steps in developing the crisis response program, including:**
  - Hiring a Senior Director for program oversight – Completed FY26 Q1
  - Developing an operational manual and standard operating procedures – Completed FY26 Q4
  - Developing job descriptions – Completed FY26 Q4
  - Developing an onboarding program – Completed FY27 Q1
  - Identifying and integrating HIPAA-compliant practices – Ongoing
  - Identifying essential crisis response training – Ongoing
  - Continuing recruitment of crisis response teams – Ongoing

Metro

Hiring & Recruitment Progress

Care-Based Services Personnel

- Metro hired two Deputy Executive Officers (DEOs) — one to oversee the Ambassador and Community Intervention Specialist (CIS) programs, and the other to oversee the Homeless Outreach Management and Engagement teams and Crisis Response Teams.
- Two Clinical Manager positions for the Crisis Response Teams were posted in June; interviews have been conducted, and one of two selections has been made.

Sworn Officers

- As of September 29, **6,711** applications were received for new recruits and 300 for lateral officers.
- Staff anticipates hiring the first group of laterals before the end of the calendar year, followed by a four-week Metro orientation and training program, with initial deployment planned for late Spring 2027.
- DPS is also actively recruiting Transit Police Sergeants. The job posting went live on August 13, with 79 applications received as of September 29; candidate interviews are currently underway.

Metro

Training Development & Policies

Training

DPS is in the process of designing a four-week orientation program for the onboarding of new public safety personnel by balancing core operational policies, specialized crisis engagement, high-risk safety certifications, and partner agency field integration.

- Week 1: Foundations & Safety, including Care-Based Services integration and Customer Service
- Week 2: Operations & Specialized Teams
- Week 3: Tactics & Skills
- Week 4: Agency Integration & Field Readiness

Policy Development

- DPS continues to work on drafting policies and conducting internal review.
- Once complete, the policy manual will be ready to support the deployment of newly hired sworn officers later this year.

Metro

Zone Deployment, Contracts, & Agreements

Zones & Deployment

- To support the zone-based deployment model, a cross-functional working group comprised of staff from Operations, Real Estate, DPS, and other Metro departments has been meeting regularly to assess existing facilities within each of the seven zones and determine whether they can adequately support sworn officer deployment.
- Options under consideration include co-locating DPS sworn officers, Transit Security, and care-based personnel in strategically located facilities in each zone across LA County.

Contracts & Agreements

- Staff is working to acquire patrol cars for new officers and anticipates going to the Board next month for contract award.
- Staff is developing solicitation packages to procure uniforms for care-based staff and expand the network of medical clinics available to move candidates through the recruitment process.

Metro

Stakeholder Coordination

- **A strategic engagement plan for Chief Scott** ensures he engages with riders, key internal and external stakeholders, and media and keeps the public informed about the new Department and the progress the agency has made towards creating a comprehensive and integrated public safety ecosystem.

- Engagements included, but not limited to:
  - Public Safety Advisory Committee on July 7
  - Lochner Egis Group interview on August 3
  - LAist interview on August 10
  - Transition Team Advisory Group on August 25
  - World Cup- LA28 Panel on August 26
  - Public Safety Advisory Committee on September 3
  - Metropolitan Transit Discussion Group Safety & Security Summit on September 15

Metro

Next Steps

- Continue to actively engage employees and the public during the implementation of the DPS.
- Continue to expand recruitment and hiring strategy to meet FY27 hiring goals

Metro

Thank You!

Questions?

Metro

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

File #: 2026-0683, **File Type:** Resolution **Agenda Number:**

REGULAR BOARD MEETING
OCTOBER 22, 2026

SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR I-105 EXPRESS LANES PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire the Property Interests for the properties identified in Attachment A and described as follows:

1. 2900 Fernwood Avenue, Lynwood, CA 90262; APN: 6169-002-013; CPN: 86909 (Permanent Aerial Easement, 618 square feet; Permanent Utility Easement, 783 square feet; and a 24-month Temporary Construction Easement, 4,505 square feet)

2. 2800 Fernwood Avenue, Lynwood, CA 90262; APN: 6169-002-012; CPN: 86910 (Permanent Aerial Easement, 524 square feet; Permanent Utility Easement, 607 square feet; and a 24-month Temporary Construction Easement, 4,715 square feet)

The interests being acquired in the above-listed properties are referred to herein as the “Property Interests.”

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the I-105 Express Lanes Project (“Project”). After testimony and evidence has been received from all interested parties at the hearings, Los Angeles County Metropolitan Transportation Authority (“LACMTA”), by a vote of two-thirds of its Board of Directors (“Board”), must make a determination as to whether to adopt the proposed Resolutions of Necessity (Attachments B-1 and B-2) to acquire the Property Interests by eminent domain. Attached is evidence submitted by staff that supports the adoption of the resolutions, and which sets forth the required findings (Attachment A).

BACKGROUND

The Project will ease traffic and enhance safety on the Interstate 105 (I-105) freeway through the conversion of the existing High Occupancy Vehicle (HOV) lane into two Metro Express Lanes in each

direction on the I-105 freeway. Metro Express Lanes are available for use by all motorists, as a toll-free option to carpools and buses and by paying a toll for single occupant drivers.

The I-105 Express Lanes Project will do the following:

- Enhance freeway operations and safety by improving traffic flow and reducing stop and go conditions
- Ease congestion by improving travel speeds on the Express Lanes to meet the federal standard
- Reduce freeway overflow traffic onto nearby city streets
- Reinvest the revenue from the use of toll lanes on mobility improvements and transit projects in communities along the corridor

This Project expands the network of Metro Express Lanes in LA County and provides direct access and connection to the I-110 Metro Express Lanes, helping to reduce congestion, improve travel efficiency and enhance highway safety. Construction on Segment 1 (from Sepulveda Blvd to Central Avenue) is underway and expected to open to traffic in 2028. Construction for Segment 2 (Central Avenue to I-710) and Segment 3 (I-710 to Studebaker Rd) is anticipated to begin in mid-2026 and be completed in 2029.

DISCUSSION

As required by California Government Code Section 7267.2, written offers of Just Compensation to purchase the Property Interests were delivered to the Owners of Record (“Owners”) on August 25, 2026 for CPN: 86909 and on August 27, 2026 for CPN: 86910.

The Owners of CPN: 86909 and CPN: 86910 have not accepted LACMTA’s offers to purchase the Property Interests. Because acquisition of all Property Interests is necessary for the construction and operation of the Project, staff recommends the acquisition of the Property Interests through eminent domain to obtain possession in order to maintain the Project’s schedule. LACMTA will continue in good faith to try to reach an agreement to purchase the Property Interests and resolve and settle the litigation, even after commencement of the eminent domain action.

In accordance with provisions of the California Eminent Domain Law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code, (which authorize the public acquisition of private property by eminent domain), LACMTA has prepared and mailed notice of this hearing to the owners and, where applicable, tenants, informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) whether the Property Interests are necessary for the Project; (4) whether either the offers required by Section 7267.2 of the Government Code has been made to the owner(s) of the Property Interests, or the offers have not been made because the owner(s) cannot be located with reasonable diligence; (5) whether any environmental review of the Project, as may be necessary, pursuant to the California Environmental Quality Act (CEQA), has occurred; (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain; (7) whether, to the extent any of

the Property Interests are currently devoted to a public use, LACMTA's intended use is either compatible or a more necessary public use; and (8) whether, pursuant to CCP § 1240.330, LACMTA may acquire substitute property. In order to adopt the Resolutions, LACMTA must, based on the evidence before it, and by a vote of two-thirds of its Board, find and determine that the conditions stated in items 1 - 8 above exist.

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interests through the use of eminent domain (Attachment A).

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The funds required to support the acquisitions and the recommended right-of-way action for the properties referenced in this report are included in the adopted Project's Life of Project Budget (LOP) approved by the Board in October, 2025 under Cost Center 8510, Project number 475004, I-105 Express Lanes.

Impact to Budget

The sources of funds for the recommended actions include Measure M, State Solution for Congestion Corridors Program, and toll-backed financing. These funds are not eligible for bus and rail operations.

Impact to Budget

[describe impact to the budget]

EQUITY PLATFORM

Along the I-105 corridor, 61.4% of census tracts within a three-mile radius are Equity Focus Communities (EFC). That includes 67.5% of census tracts within Segment 1 and 62% of census tracts within Segment 2 and 3.

Staff completed equity assessments for Segment 1, 2 and 3 that identified potential projects that could be funded with future net toll revenue to benefit communities within a three-mile radius of the corridor. When completed, the project will provide significant mobility improvements particularly the Express Lanes, safety enhancements, and noise mitigation through new/taller soundwalls.

While Flatiron-Myers, A Joint Venture (FMJV), the construction contractor made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 - Pre-Construction and a 19% DBE commitment on the Phase 2 - Construction, the U.S. Department of Transportation has issued an Interim Final Rule (IFR) that makes changes, including suspension of goals and enforcement, to the DBE Program effective October 3, 2025. Metro is currently reviewing the IFR to identify

necessary program and procedural changes to ensure full compliance. As such, while the DBE commitment is not a factor in the staff recommendation, there are 27 Metro-certified small businesses participating in this contract. This is noteworthy since small businesses are vital for the economy as they drive job creation, foster innovation, and strengthen local communities.

The Project Labor Agreement/Construction Careers Policy (PLA/CCP) is also applicable on the Phase 2 - Construction portion of 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, 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 the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item is expected to increase VMT in LA County, as it includes an investment that may produce additional vehicle trips as a result of increasing the roadway capacity on currently congested portions of I-105. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

This project is exempt from CEQA VMT mitigation requirements.

*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 Project is consistent with the following Metro Vision 2028 Goals and Objectives:

- Goal 1: Provide high-quality mobility options that enable people to travel less by increasing regional highway capacity and offering travelers on the corridor a new, faster, more reliable, and more convenient travel mode alternative.
- Goal 2: Deliver outstanding trip experiences for all transportation system users by improving trip times and travel speeds for Express Lanes and general-purpose lanes.
- Goal 4: Transforming LA County through regional collaboration and national leadership by strengthening Metro's relationships with Caltrans, the Federal Highway Administration, Los Angeles County, local cities/jurisdictions, and other agencies.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation. This is not recommended as it would result in significant delays and cost increases for the Project. Furthermore, delay to the Project will have detrimental effects on the available Federal and State Grant funding dollars.

NEXT STEPS

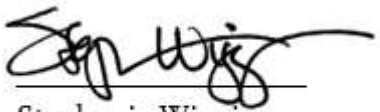
If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interests by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of the Eminent Domain Law. Staff will continue to negotiate with the property owners with the goal of reaching voluntary settlements while concurrently pursuing the eminent domain process to preserve the project schedule. LACMTA will continue to work with any displacees regarding relocation benefits.

ATTACHMENTS

Attachment A - Staff Report
Attachment B-1 - Resolution of Necessity - CPN 86909
Attachment B-2 - Resolution of Necessity - CPN 86910

Prepared by: Darryl Root, Senior Director, Real Estate, (213) 922-5281
Craig Justesen, Senior Executive Officer (Interim), Real Estate & Transit Oriented Communities, (213) 922-7051

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920



Stephanie Wiggins
Chief Executive Officer

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTY INTERESTS REQUIRED FOR THE I-105 EXPRESS LANES PROJECT ("PROJECT") PARCELS CPN: 86909 and CPN: 86910.

BACKGROUND

The Property Interests sought to be acquired are required by the Los Angeles County Metropolitan Transportation Authority ("LACMTA") for the construction and operation of the Project. The Project parcel number, Assessor's parcel number, address, record property owner, and nature of the property interests sought to be acquired for the Project are summarized in the table below. The Property Interests are comprised of Permanent Aerial Easements (PAE), Permanent Utility Easements (PUE) and 24-monthTemporary Construction Easements (TCE) (collectively "Property Interests").

Summary Table 1

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner	Property Interest(s) Sought
CPN:86909	6169-002-013	2900 Fernwood Ave. Lynwood, CA 90262	Nar Narayan, LLC (owner)	Permanent Aerial Easement Permanent Utility Easement Temporary Construction Easement
CPN:86910	6169-002-012	2800 Fernwood Ave. Lynwood, CA 90262	B&R Lynwood, LLC. (owner)	Permanent Aerial Easement Permanent Utility Easement Temporary Construction Easement

Property Requirements:

Purpose of Acquisitions: Construction and operation of the I-105 Express Lanes Project.

Property Interests Sought:

With regard to Project parcels CPN: 86909 and CPN: 86910, **LACMTA** seeks to acquire Permanent Aerial Easements (PAE), Permanent Utility Easements (PUE), and 24-month Temporary Construction Easements (TCE). These acquisitions are collectively referred to herein as the Property Interests and, for each parcel, are described in Exhibits A-1, Exhibit A-2, and Exhibit A-3 and depicted in Exhibits B-1, Exhibit B-2, and Exhibit B-3, with the utility easement language described in Exhibit C-1.

These property interests are required to construct the Project.

As required by California Government Code Section 7267.2, written offers of Just Compensation to purchase the Property Interests were delivered to the Owners of Record ("Owners") on August 25, 2026, for CPN: 86909 and August 27, 2026, for CPN- 86910.

A. The public interest and necessity require the Project.

The Project will ease traffic and enhance safety on the Interstate 105 (I-105) freeway through the conversion of the existing High Occupancy Vehicle (HOV) lane into two Metro Express Lanes in each direction on the I-105 freeway. Metro Express Lanes are available for use by all motorists, as a toll-free option to carpools and buses and by paying a toll for single occupant drivers.

The I-105 Express Lanes Project will do the following:

- Enhance freeway operations and safety by improving traffic flow and reducing stop and go conditions
- Ease congestion by improving travel speeds on the Express Lanes to meet the federal standard
- Reduce freeway overflow traffic onto nearby city streets
- Reinvest the revenue from the use of toll lanes on mobility improvements and transit projects in communities along the corridor

This Project expands the network of Metro Express Lanes in LA County and provides direct access and connection to the I-110 Metro Express Lanes, helping to reduce congestion, improve travel efficiency and enhance highway safety. Construction on Segment 1 (from Sepulveda Blvd to Central Avenue) is underway and expected to open to traffic in 2028. Construction for Segment 2 (Central Av to I-710) and Segment 3 (I-710 to Studebaker Rd) is anticipated to begin in mid-2026 and be completed in 2029.

B. The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

The project seeks to convert the existing HOV lanes to ExpressLanes addressing existing degradation of the HOV lanes by deploying dynamic pricing as a means to optimize existing capacity thereby offering greater travel time reliability and enhanced mobility choice to travelers. Dynamic pricing allows for the adjustment of toll rates in real-time based on actual traffic conditions. Prices in the ExpressLanes will be higher with increased congestion, and lower when traffic is light. Based on the conceptual analysis and preliminary engineering studies, two Build Alternatives were proposed in addition to a "No-Build" Alternative.

• **Alternative 1 – No-Build Alternative**: Existing Conditions. The No-Build Alternative does not include any improvements to the existing configurations for I-105

• **Alternative 2 – Build Alternative:** Convert Existing HOV Lane to One ExpressLane (Standard Lane and Shoulder Widths)

• **Alternative 3 – Build Alternative:** Convert Existing HOV Lane to Two ExpressLanes (Nonstandard Lane and Shoulder Widths)

Considerations were given to the project purpose and need; complexity of the project; public comments and concerns; inputs from local, regional, state, and federal agencies, PDT, and stakeholders; project funding as well as environmental, social, and economic impacts. The PDT reached a conclusion to recommend Alternative 3 as the preferred alternative because it can achieve better travel times, total throughput, congestion reduction, and better satisfied the purpose and need of the Project.

While the Project requires the acquisition of the Property Interests, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property Interests are necessary for the Project.

The Property Interests are required to construct and operate the I-105 Express Lanes.

The Project is converting one High Occupancy Vehicle (HOV) lane to two Express Lanes in each direction between approximately I-105/405 interchange on the west to the eastern terminus of the I-105 freeway at Studebaker Road. To provide one extra lane, the Project is widening the freeway throughout much of the corridor. The additional width will be achieved mostly by widening freeway structures or constructing retaining walls.

The Property Interests are directly adjacent to the existing State right-of-way and therefore are specifically needed for widening the right-of-way at this location, at the Alameda Viaduct structure within Segment 2 of the Project. PAEs are necessary for construction and operation of the widened viaduct structure. PUEs are necessary to relocate an existing Southern California Gas pipeline to avoid conflicts with the widened structure. The TCEs are necessary to construct the widened structure.

Staff recommends that the Board find that the acquisition of the Property Interests is necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the owner of the interest being acquired, or the offer has not been made because the owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer to purchase be made

to the owner(s) in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the Property Interests being acquired. In addition, the agency is required to provide the owner with a written description of and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property Interests:

1. Obtained independent appraisals to determine the fair market value of the Property Interests, including consideration of the existing use of the parcel, the highest and best use of the parcel, and, if applicable, impact to the remainder;

2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation for the acquisition of the Property Interests;

3. Determined the owners of the Property Interests by examining the county assessor's record and a preliminary title report, and determined the tenant of the parcel;

4. Made written offers to the Owners for the full amount of just compensation for the acquisition of the Property Interests, which was not less than the approved appraised value of the Property Interests;

5. Provided the Owners with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer; and

6. Provided an informational pamphlet concerning eminent domain in California to the Owners as required by the Eminent domain Law.

It is recommended that based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to each of the Owners.

E. LACMTA has fulfilled the necessary statutory prerequisites.

LACMTA is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure (CCP) §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

Additionally, LACMTA has the authority, pursuant to CCP §§ 1240.510 and 1240.610, to condemn property appropriated to a public use, where LACMTA seeks to put that property to a compatible public use or a more necessary public use. Further, where necessary property is devoted to a public use and LACMTA exercises its authority to condemn such

necessary property, it has the authority, pursuant to CCP § 1240.330, to condemn substitute property in its own name, relocate on such substitute property the public use to which necessary property is devoted, and convey said substitute property to the owner of the aforementioned necessary property.

Here, the Southern California Gas Company owns a utility easement within the footprint of the in the area where LACMTA needs to acquire an easement for the Project. An active gas pipeline is currently located within the existing Southern California Gas Company utility easement, and will need to be partially relocated due to the Project. It will be relocated into the substitute PUEs that LACMTA seeks to acquire, and will continue to function similarly thereafter. LACMTA is empowered to condemn substitute property (PUEs) for this purpose under CCP § 1240.330 because: (1) the utility relocation and substitution of property is called for by the terms of that certain Cooperative Agreement dated December 16, 2021, entered into by LACMTA and the State of California acting through its Department of Transportation (Caltrans), and that certain Freeway Master Contract dated November 1, 2004, entered into by Caltrans and Southern California Gas Company, the owner of the utility/pipeline and of the easements on the necessary properties (PAEs); (2) the substitute property is necessary for compliance with the aforementioned agreements; and (3) the owner of the utility and existing utility easements on the necessary properties will devote the substitute property to the same public use, i.e. the utility, that is being displaced from the necessary property.

F. LACMTA has complied with the California Environmental Quality Act.

The environmental impacts of the Project were evaluated in the Final Environmental Impact Report/Environmental Assessment (FEIR/EA), which was certified by Caltrans on April 21, 2021 and revalidated on July 16, 2026. Project documentation has been prepared in compliance with both CEQA and NEPA. Caltrans is the lead agency under CEQA. In addition, FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 United States Code Section 327 (23 USC 327) and the MOU dated December 23, 2016 and executed by FHWA and Caltrans. Caltrans is the lead agency under NEPA.

CONCLUSION

Staff recommends that the Board approve the Resolutions of Necessity.

ATTACHMENTS

CPN: 86909

1. Exhibit “A-1” Legal Description of the Aerial Easement
2. Exhibit “B-1” Plat Map of Aerial Easement
3. Exhibit “A-2” Legal Description of the Temporary Construction Easement
4. Exhibit “B-2” Plat Map of Temporary Construction Easement
5. Exhibit “A-3” Legal Description of the Utility Easement
6. Exhibit “B-3” Plat Map of Utility Easement
7. Exhibit “C-1” Utility Easement language

CPN: 86910

1. Exhibit “A-1” Legal Description of the Aerial Easement
2. Exhibit “B-1” Plat Map of Aerial Easement
3. Exhibit “A-2” Legal Description of the Temporary Construction Easement
4. Exhibit “B-2” Plat Map of Temporary Construction Easement
5. Exhibit “A-3” Legal Description of the Utility Easement
6. Exhibit “B-3” Plat Map of Utility Easement
7. Exhibit “C-1” Utility Easement language

Exhibit "A-1"
Legal Description
APN 6169-002-013

In the City of Lynwood, County of Los Angeles, State of California, being a portion of Parcel 2, as shown in Parcel Map No. 82086, Book 412, Pages 64 and 65, filed on August 24, 2021, in the Office of the County Recorder of said County, more particularly described as follows:

BEGINNING at the most southerly corner of said Parcel, said corner being on a non-tangent curve concave southwesterly, said curve having a radius of 3594.00 feet, through which a radial line bears North 18°06'40" East; thence northwesterly along the southerly line of said Parcel, 239.87 feet along said curve through a central angle of 3°49'27" to the westerly line of said Parcel; thence, northerly along said westerly line North 14°58'13" East, 2.09 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 14°18'22" East; thence departing said westerly line southeasterly 48.61 feet along said curve through a central angle of 0°46'28"; thence North 15°04'30" East, 4.76 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3604.52 feet, through which a radial line bears North 15°04'50" East; thence, southeasterly 13.29 feet along said curve through a central angle of 0°12'40"; thence South 15°17'51" West, 4.76 feet to the beginning of a non-tangent curve concave southerly having a radius of 3596.13 feet, through which a radial line bears North 15°17'31" East; thence, southeasterly 158.33 feet along said curve through a central angle of 2°31'21"; thence North 17°48'31" East, 4.73 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3604.52 feet, through which a radial line bears North 17°48'53" East; thence, southeasterly 13.27 feet along said curve through a central angle of 0°12'39"; thence South 18°01'53" West, 4.73 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 18°01'32" East; thence, southeasterly 6.53 feet along said curve through a central angle of 0°06'15" to the easterly line of said Parcel; thence southeasterly along said easterly line South 18°06'40" West, 2.01 feet to the **POINT OF BEGINNING**.

CONTAINING: 618 square feet, more or less.

Subject to conditions, covenants, rights, restrictions, easements, licenses, permits, leases, and rights-of-way, if any.

Exhibit "B" attached herewith and made a part hereof.

This legal description and exhibit have been prepared by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Christopher J. Cervantes, PLS
Licensed Land Surveyor
California No. 10079



07/31/2026
Date

Exhibit “B-1”

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	S14°58'13"W	2.09'
L2	S15°04'30"W	4.76'
L3	N15°17'51"E	4.76'
L4	S17°48'31"W	4.73'
L5	N18°01'53"E	4.73'
L6	N18°06'40"E	2.01'

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	3594.00'	239.87'	3°49'27"
C2	3596.13'	48.61'	0°46'28"
C3	3604.52'	13.29'	0°12'40"
C4	3596.13'	158.33'	2°31'21"
C5	3604.52'	13.27'	0°12'39"
C6	3596.13'	6.53'	0°06'15"

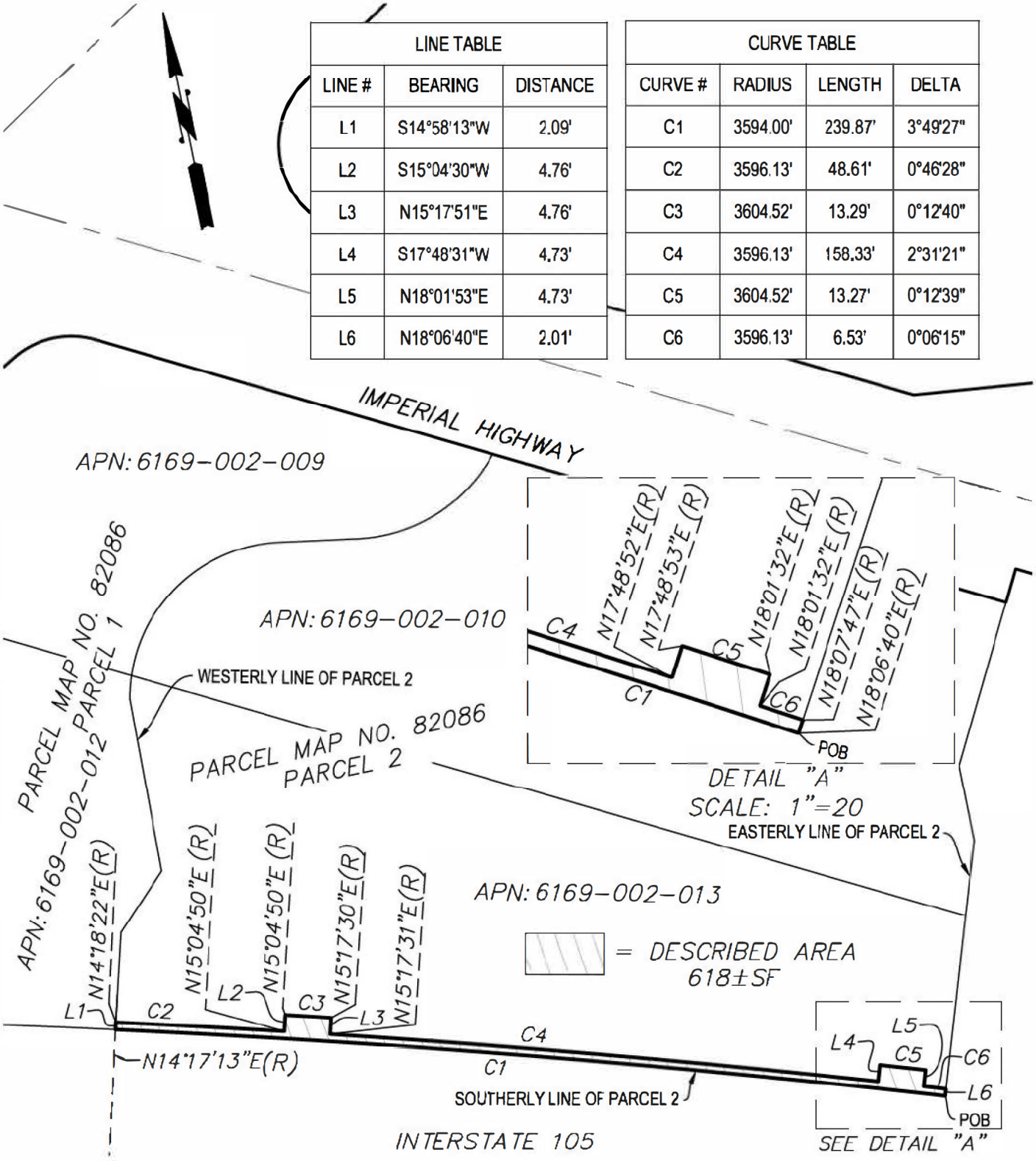


Exhibit "A-2"

Legal Description
APN 6169-002-013
TEMPORARY CONSTRUCTION EASEMENT

In the City of Lynwood, County of Los Angeles, State of California, being a portion of Parcel 2, as shown in Parcel Map No. 82086, Book 412, Pages 64 and 65, filed on August 24, 2021, in the Office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the most southerly corner of said Parcel; thence northeasterly along the easterly line of said Parcel North 18°06'40" East, 2.01 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 18°07'47" East, and the **POINT OF BEGINING**; thence departing said easterly line northwesterly 6.53 feet along said curve through a central angle of 0°06'15"; thence North 18°01'53" East, 4.73 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3604.52 feet, through which a radial line bears North 18°01'32" East; thence northwesterly 13.27 feet along said curve through a central angle of 0°12'39"; thence South 17°48'31" West, 4.73 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 17°48'52" East; thence northwesterly 158.33 feet along said curve through a central angle of 2°31'21"; thence North 15°17'51" East, 4.76 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3604.52 feet, through which a radial line bears North 15°17'31" East; thence northwesterly13.29 feet along said curve through a central angle of 0°12'40"; thence South 15°04'30" West, 4.76 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 15°04'50" East; thence northwesterly 48.61 feet along said curve through a central angle of 0°46'28" to the westerly line of said Parcel; thence northeasterly along said Parcel North 14°58'13" East, 24.50 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3620.63 feet, through which a radial line bears North 14°18'38" East; thence southeasterly 46.48 feet along said curve through a central angle of 0°44'08"; thence South 15°02'46" West, 6.50 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3614.13 feet, through which a radial line bears North 15°02'46" East; thence southeasterly 194.50 feet along said curve through a central angle of 3°05'00" to the easterly line of said Parcel; thence southwesterly along said easterly line South 18°06'40" West, 18.00 feet to the **POINT OF BEGINNING**.

CONTAINING: 4,505 square feet, more or less.

Subject to conditions, covenants, rights, restrictions, easements, licenses, permits, leases, and rights-of-way, if any.

Exhibit "B" attached herewith and made a part hereof.

This legal description and exhibit has been prepared by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

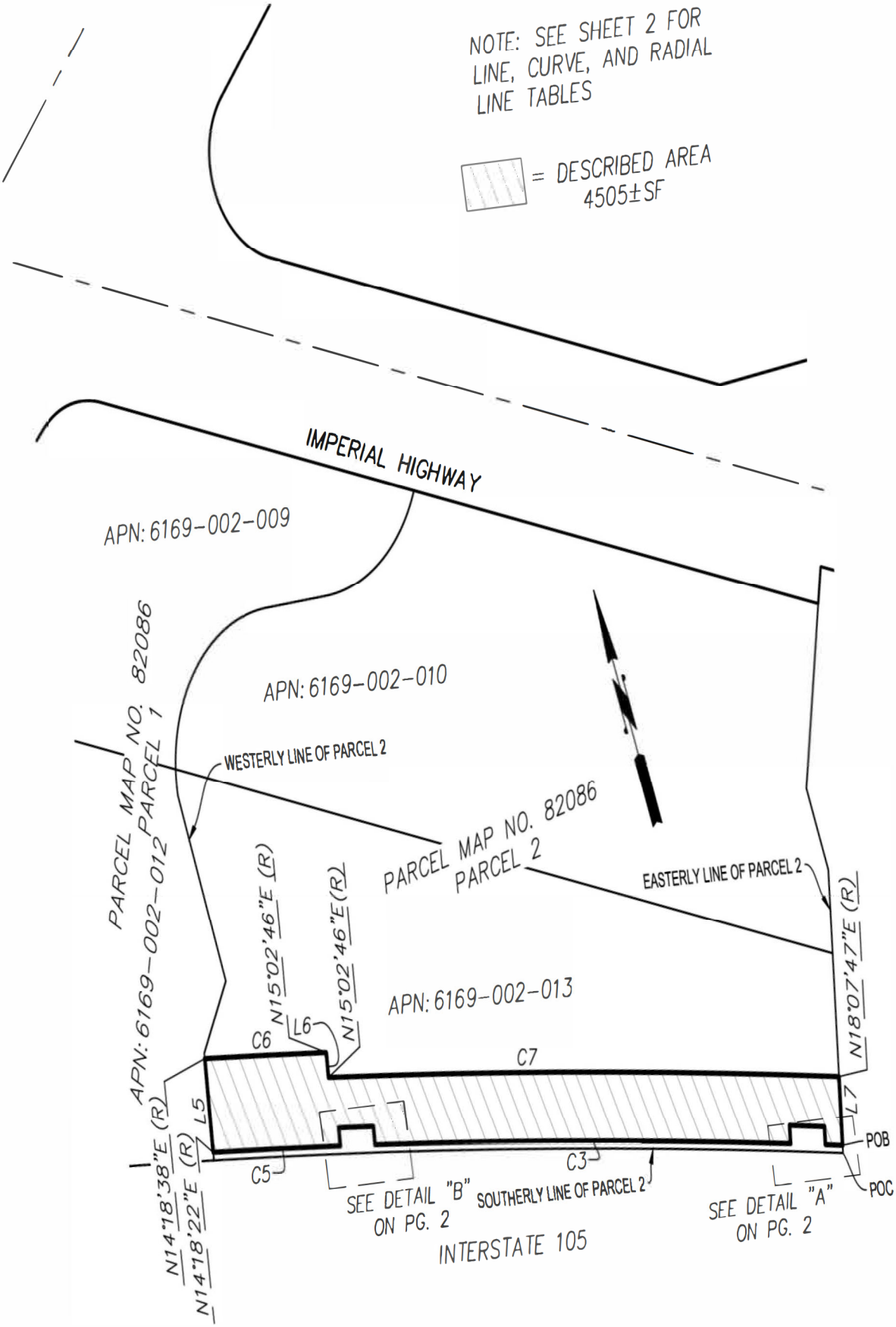


Gregory C. Sebourn
Licensed Land Surveyor
California No. 8395

December 16, 2025
Date

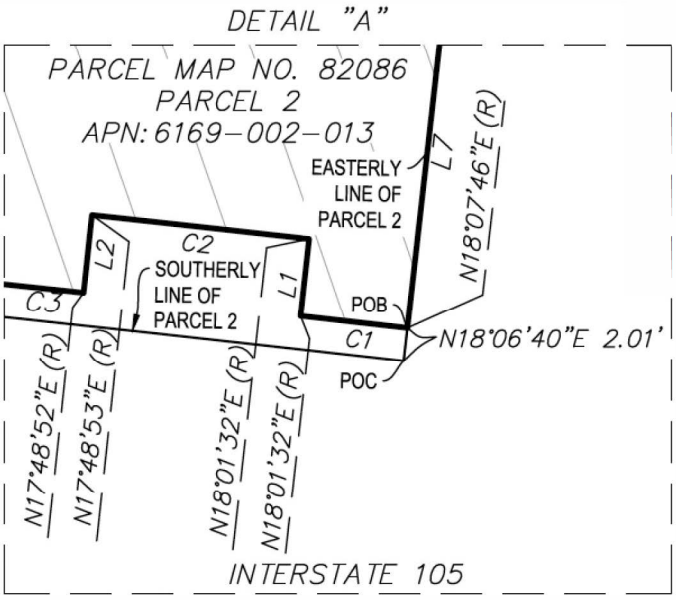
Exhibit "B-2"

TEMPORARY CONSTRUCTION EASEMENT



Continued Exhibit "B-2"

TEMPORARY CONSTRUCTION EASEMENT



LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N18°01'53"E	4.73'
L2	S17°48'31"W	4.73'
L3	N15°17'51"E	4.76'
L4	S15°04'30"W	4.76'
L5	N14°58'13"E	24.50'
L6	N15°02'46"E	6.50'
L7	S18°06'40"W	18.00'

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	3596.13'	6.53'	0°06'15"
C2	3604.52'	13.27'	0°12'39"
C3	3596.13'	158.33'	2°31'21"
C4	3604.52'	13.29'	0°12'40"
C5	3596.13'	48.61'	0°46'28"
C6	3620.63'	46.48'	0°44'08"
C7	3614.13'	194.50'	3°05'00"

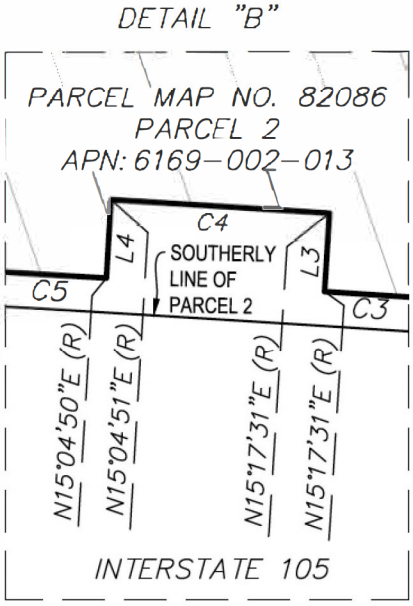


Exhibit "A-3"

Legal Description
APN 6169-002-013
Utility Easement

In the City of Lynwood, County of Los Angeles, State of California, being a portion of Parcel 2, as shown in Parcel Map No. 82086, Book 412, Pages 64 and 65, filed on August 24, 2021, in the Office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the most southerly corner of said Parcel; thence along the easterly line of said Parcel North 18°06'40" East, 16.75 feet, thence departing said easterly line North 72°04'26" West, 25.00 feet to the **POINT OF BEGINNING**; thence South 18°06'40" West, 6.76 feet to the northerly line of Parcel C, as described in the Amendment to Grant of Easement to Southern California Gas Company, recorded as Document Number 20220159996, Official Records in said Recorder's Office, and the beginning of a non-tangent curve concave southwesterly having a radius of 3604.00 feet, through which a radial line bears North 17°42'50" East; thence northwesterly 215.42 feet along said curve through a central angle of 3°25'29" to the westerly line of said Parcel 2; thence departing said southerly line along said westerly line North 14°58'13" East, 2.09 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3606.13 feet, through which a radial line bears North 14°18'29" East; thence departing said westerly line southwesterly 35.10 feet along said curve through a central angle of 0°33'28"; thence North 14°50'50" East, 7.92 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3614.00 feet, through which a radial line bears North 14°50'50" East; thence southeasterly 40.00 feet along said curve through a central angle of 0°38'03"; thence South 15°28'53" West, 7.93 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3606.13 feet, through which a radial line bears North 15°29'59" East; thence southeasterly 135.69 feet along said curve through a central angle of 2°09'21"; thence North 17°48'31" East, 4.74 feet; thence South 72°11'07" East, 4.86 feet to the **POINT OF BEGINNING.**

CONTAINING: 783 square feet, more or less.

Exhibit "B" attached herewith and made a part hereof.

This legal description and exhibit have been prepared by me, or under my direction, in conformance with the Professional Land Surveyor's Act.



Craig D. Wilson
Licensed Land Surveyor
California No. 7142

05/15/2026
Date

EXHIBIT "B-3"

UTILITY EASEMENT

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	3604.00'	215.42'	3°25'29"
C2	3606.13'	35.10'	0°33'28"
C3	3614.00'	40.00'	0°38'03"
C4	3606.13'	135.69'	2°09'21"

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N18°06'40"E	16.75'
L2	N72°04'26"W	25.00'
L3	S18°06'40"W	6.76'
L4	N14°58'13"E	2.09'
L5	N14°50'50"E	7.92'
L6	S15°28'53"W	7.93'
L7	N17°48'31"E	4.74'
L8	S72°11'07"E	4.86'

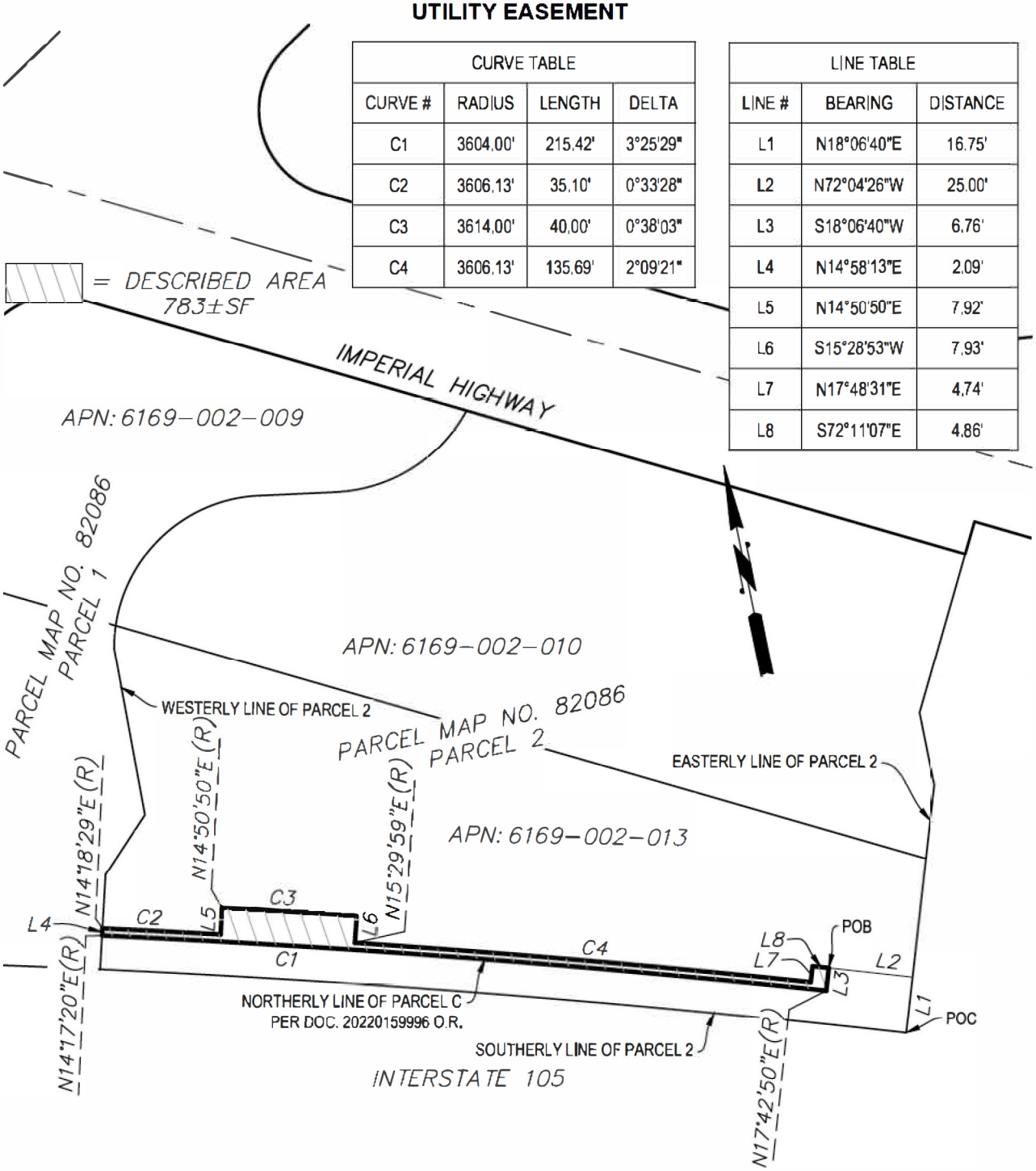


Exhibit "C-1"

Utility Easement Deed Language

FOR VALUABLE CONSIDERATION, Grantor hereby grants to Grantee, its successors and assigns ("Grantee"): a permanent, non-exclusive easement ("Easement") to excavate for, lay, construct, reconstruct, relocate, reconfigure, use, inspect, maintain, operate, repair, replace, patrol, change the size of, add to, abandon in place, or remove from time to time, as Grantee deems necessary, pipelines and conduits, together with metering, measuring, monitoring, regulating, cathodic protection, and other appurtenances (all hereinafter referred to as the "Facilities") for the transportation and distribution of gas, as Grantee deems necessary, convenient, or beneficial, in, on, over, under, through, and along, and for all other purposes connected therewith, and together with the reasonable right of ingress and egress to and from the Easement to access Facilities, including the right to use Grantor's abutting property during construction and maintenance of the Facilities, that strip of land located in the City of Lynwood, County of Los Angeles, California, described in Exhibit A and depicted in Exhibit B attached hereto and made a part hereof.

Grantor agrees that no change of grade of the Easement shall be made, that it shall not be inundated with water, that it shall be kept free of trees, deep-rooted shrubs, buildings, and structures of all kinds (except for Grantee's Facilities), and that nothing shall be done that interferes with or impairs Grantee's use of or access to or along the Easement. Grantee shall have the right, but not the duty, to trim or remove trees, brush, roots, or material from the Easement whenever Grantee deems it necessary. Said right shall not relieve Grantor of the duty as owner to trim or remove trees, brush, or material to prevent danger or hazard to property or persons.

Grantor reserves the right to (1) use any surface or subsurface areas, provided such use does not interfere with Grantee's use of the Easement; (2) improve the Easement area surface with landscaping (except trees and deep-rooted shrubs), paved driveways, parking surfaces, sidewalks, curbs, and gutters; provided, however, that before making any such improvements involving a change of grade, Grantor and its successors, heirs, and assigns, shall notify the Grantee in advance and comply with DigAlert notification requirements pursuant to Government Code Sections 4216 to 4216.9.

Grantor has full legal right, power, and authority to grant and convey and be bound by the easement interest herein.

This Easement shall be binding upon and inure to the benefit of the successors, heirs, and assigns of Grantor and Grantee.

Exhibit "A"
Legal Description
APN 6169-002-012

In the City of Lynwood, County of Los Angeles, State of California, being a portion of Parcel 1, as shown in Parcel Map No. 82086, Book 412, Pages 64 and 65, filed on August 24, 2021, in the Office of the County Recorder of said County, more particularly described as follows:

BEGINNING at the most southerly corner of said Parcel, said corner being on a non-tangent curve concave southwesterly having a radius of 3594.00 feet, through which a radial line bears North 14°17'14" East; thence, northwesterly along the southerly line of said Parcel, 216.04 feet along said curve through a central angle of 3°26'39" to the southwesterly corner of said Parcel; thence, northerly along the westerly line of said Parcel, North 10°28'17" West, 2.32 feet to the beginning of a non-tangent curve concave southwesterly, having a radius of 3596.13 feet, through which a radial line bears North 10°50'53" East; thence departing said westerly line, southeasterly 88.92 feet along said curve through a central angle of 1°25'00"; thence North 12°15'33" East, 4.77 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3604.50 feet, through which a radial line bears North 12°15'54" East; thence, southeasterly 13.29 feet along said curve through a central angle of 0°12'41"; thence, South 12°28'55" West, 4.77 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 12°28'35" East; thence southeasterly 114.84 feet along said curve through a central angle of 1°49'47" to the easterly line of said Parcel; thence, southerly along said easterly line South 14°58'13" West, 2.09 feet to the **POINT OF BEGINNING**.

CONTAINING: 524 square feet, more or less.

Subject to conditions, covenants, rights, restrictions, easements, licenses, permits, leases, and rights-of-way, if any.

Exhibit "B" attached herewith and made a part hereof.

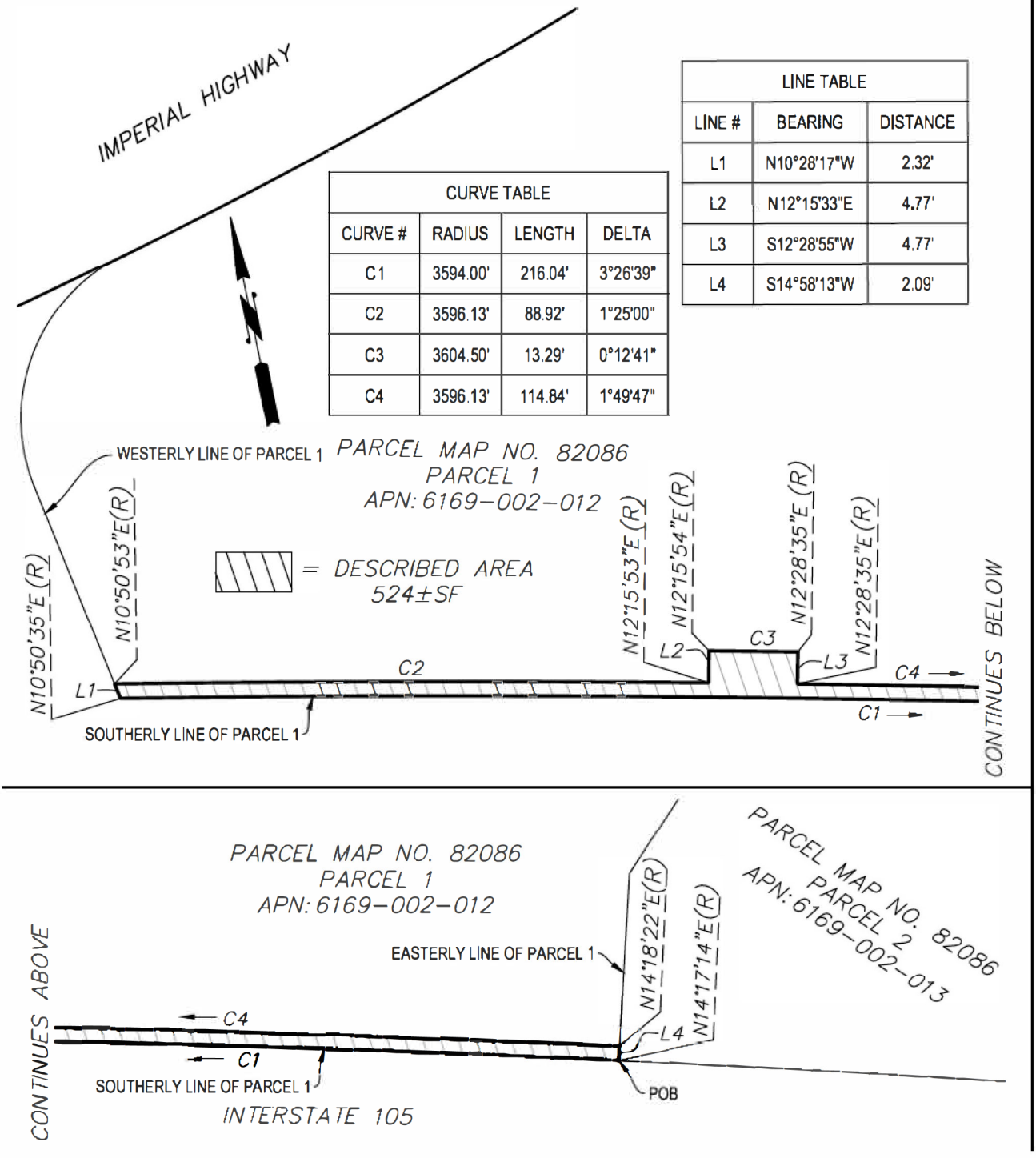
This legal description and exhibit have been prepared by me, or under my direction, in conformance with the Professional Land Surveyor's Act.



Christopher J. Cervantes, PLS
Licensed Land Surveyor
California No. 10079

07/31/2026
Date

EXHIBIT "B-1"
AERIAL EASEMENT



CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	3594.00'	216.04'	3°26'39"
C2	3596.13'	88.92'	1°25'00"
C3	3604.50'	13.29'	0°12'41"
C4	3596.13'	114.84'	1°49'47"

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N10°28'17"W	2.32'
L2	N12°15'33"E	4.77'
L3	S12°28'55"W	4.77'
L4	S14°58'13"W	2.09'

EXHIBIT "A-2"

Legal Description
APN 6169-002-012
TEMPORARY CONSTRUCTION EASEMENT

In the City of Lynwood, County of Los Angeles, State of California, being a portion of Parcel 1 of Parcel Map No. 82086, Book 412, Pages 64 and 65, filed August 24, 2021 in the Office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the most southerly corner of said Parcel; thence along the easterly line of said Parcel, North 14°58'13" East, 2.09 feet to the beginning of a non-tangent curve concave southerly having a radius of 3596.13 feet, through which a radial line bears North 14°18'22" East and the **POINT OF BEGINNING;** thence departing said easterly line northwesterly along said curve 114.84 feet through a central angle of 1°49'47"; thence North 12°28'55" East, 4.77 feet to the beginning of a non-tangent curve concave southerly having a radius of 3604.50 feet, through which a radial line bears North 12°28'34" East; thence northwesterly along said curve 13.29 feet through a central angle of 0°12'41"; thence South 12°15'33" West, 4.77 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 12°15'53" East; thence northwesterly along said curve 88.92 feet through a central angle of 1°25'00" to the westerly line of said Parcel; thence along said westerly line North 10°28'17" West, 26.29 feet along said westerly line to the beginning of a non-tangent curve concave southwesterly having a radius of 3620.63 feet, through which a radial line bears North 10°41'49" East; thence departing said westerly line southeasterly along said curve 47.75 feet through a central angle of 0°45'20"; thence South 0°05'49" West, 16.87 feet; thence South 89°55'32" East, 43.88 feet; thence North 00°28'24" East, 7.75 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3620.63 feet, through which a radial line bears North 12°09'45" East; thence 122.26 feet along said curve through a central angle of 1°56'05"; thence South 0°05'16" West, 12.95 feet; thence South 89°54'44" East, 10.51 feet to the easterly line of said Parcel; thence along said easterly line South 14°58'13" West, 14.50 feet to the **POINT OF BEGINNING**.

CONTAINING: 4,715 square feet, more or less.

Subject to conditions, covenants, rights, restrictions, easements, licenses, permits, leases, and rights-of-way, if any.

Exhibit "B" attached herewith and made a part hereof.

This legal description and exhibit have been prepared by me, or under my direction, in conformance with the Professional Land Surveyor's Act.



Gregory C. Sebourn
Professional Land Surveyor
California No. 8395

December 15, 2025
Date

EXHIBIT "B-2"

TEMPORARY CONSTRUCTION EASEMENT

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	3596.13'	114.84'	1°49'47"
C2	3604.50'	13.29'	0°12'41"
C3	3596.13'	88.92'	1°25'00"
C4	3620.63'	47.75'	0°45'20"
C5	3620.63'	122.26'	1°56'05"

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N12°28'55"E	4.77'
L2	S12°15'33"W	4.77'
L3	N10°28'17"W	26.29'
L4	S00°05'49"W	16.87'
L5	N00°28'24"E	7.75'
L6	S00°05'16"W	12.95'
L7	S89°54'44"E	10.51'
L8	S14°58'13"W	14.50'

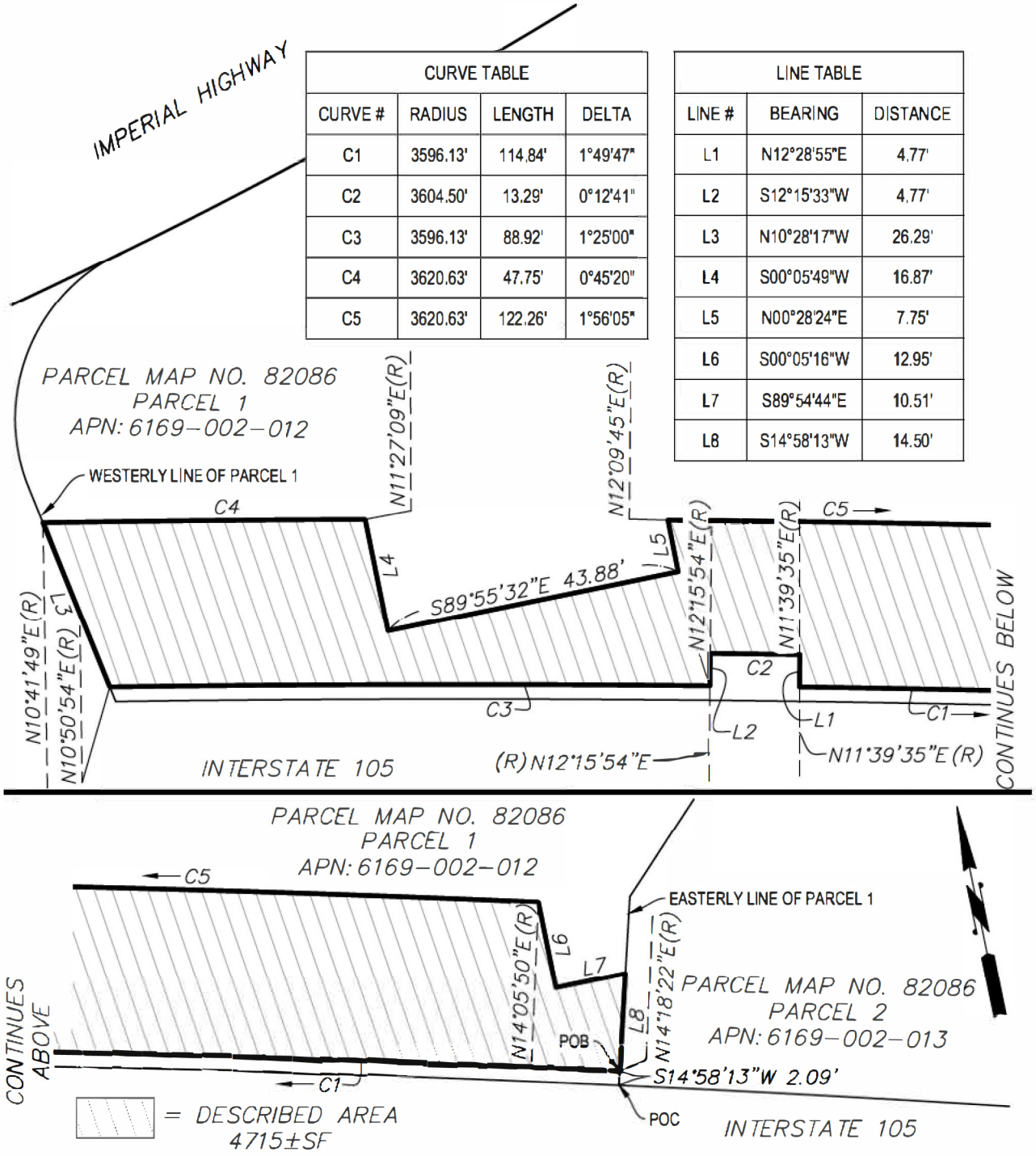


EXHIBIT "A-3"

Legal Description
APN 6169-002-012
Utility Easement

In the City of Lynwood, County of Los Angeles, State of California, being a portion of Parcel 1, as shown in Parcel Map No. 82086, Book 412, Pages 64 and 65, filed on August 24, 2021, in the Office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the most southerly corner of said Parcel; thence along the easterly line of said Parcel, North 14°58'13" East, 10.00 feet to the northerly line of Parcel C, as described in the Amendment to Grant of Easement to Southern California Gas Company, recorded as Document Number 20220159996, Official Records, in said Recorder's Office, to the beginning of a non-tangent curve concave southwesterly having a radius of 3604.00 feet, through which a radial line bears North 14°17'21" East and the **POINT OF BEGINNING;** thence northwesterly along said southerly line, 206.72 feet along said curve through a central angle of 3°17'11"; thence departing said southerly line North 12°32'57" East, 2.16 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3606.13 feet, through which a radial line bears North 11°01'19" East; thence southwesterly 30.01 feet along said curve through a central angle of 0°28'36"; thence South 0°05'49" West, 2.08 feet; thence South 89°40'29" East, 10.43 feet to the beginning of a non-tangent curve concave southwesterly, having a radius of 3130.97 feet, through which a radial line bears North 11°38'21" East; thence southeasterly 23.91 feet along said curve through a central angle of 0°26'15"; thence North 12°01'46" East, 2.86 feet to the beginning of a non-tangent curve concave southwesterly, having a radius of 3609.00 feet, through which a radial line bears North 12°01'46" East; thence southeasterly 3.67 feet along said curve through a central angle of 0°03'30"; thence North 12°15'33" East, 1.91 feet to the beginning of a non-tangent curve concave southwesterly, having a radius of 3614.50 feet, through which a radial line bears North 12°06'23" East; thence southeasterly 33.33 feet along said curve through a central angle of 0°31'42"; thence South 12°28'55" West, 1.89 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3609.00 feet, through which a radial line bears North 12°37'00" East; thence southeasterly 3.01 feet along said curve through a central angle of 0°02'52", thence South 12°39'52" West, 2.88 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3606.13 feet, through which a radial line bears North 12°40'58" East; thence southeasterly 102.28 feet along said curve through a central angle of 1°37'30" to said easterly line of Parcel 1; thence along said easterly line South 14°58'13" West, 2.09 feet to the **POINT OF BEGINNING**.

CONTAINING: 607 square feet, more or less.

Exhibit "B" attached herewith and made a part hereof.

This legal description and exhibit have been prepared by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Craig D. Wilson
Licensed Land Surveyor
California No. 7142



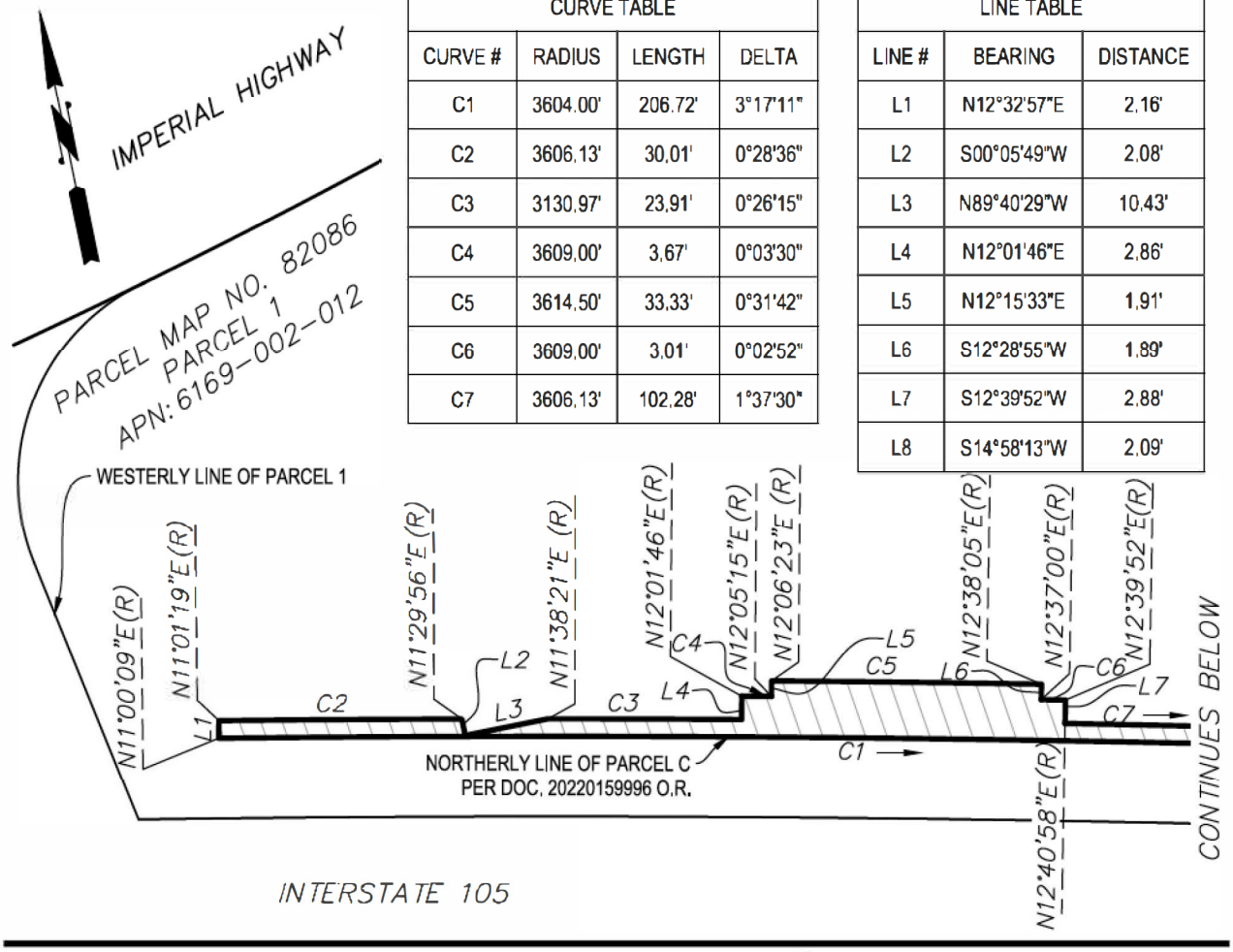
05/15/2026
Date

EXHIBIT "B-3"

UTILITY EASEMENT

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	3604.00'	206.72'	3°17'11"
C2	3606.13'	30.01'	0°28'36"
C3	3130.97'	23.91'	0°26'15"
C4	3609.00'	3.67'	0°03'30"
C5	3614.50'	33.33'	0°31'42"
C6	3609.00'	3.01'	0°02'52"
C7	3606.13'	102.28'	1°37'30"

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N12°32'57"E	2.16'
L2	S00°05'49"W	2.08'
L3	N89°40'29"W	10.43'
L4	N12°01'46"E	2.86'
L5	N12°15'33"E	1.91'
L6	S12°28'55"W	1.89'
L7	S12°39'52"W	2.88'
L8	S14°58'13"W	2.09'



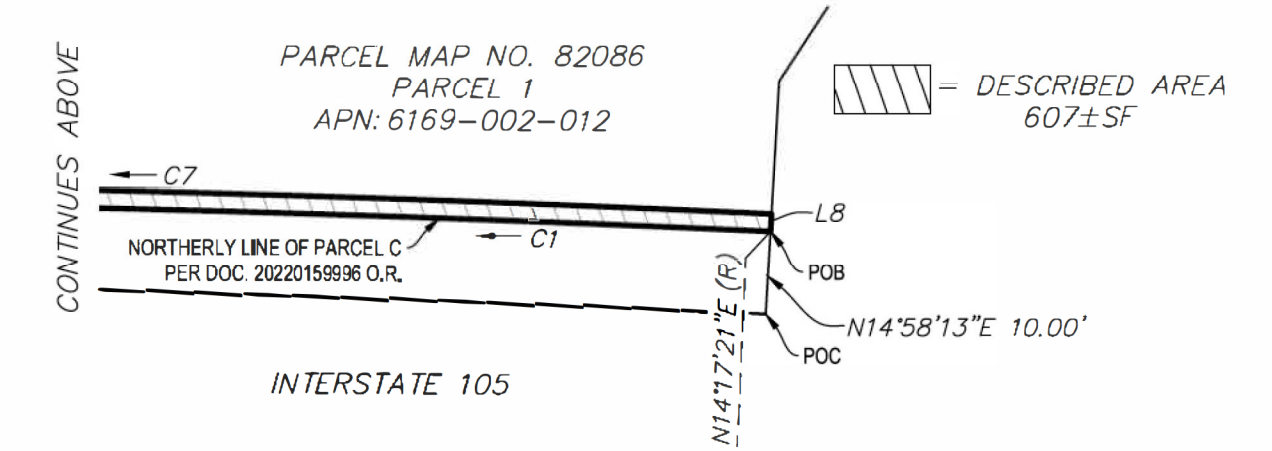


Exhibit "C-1"

Utility Easement Deed Language

FOR VALUABLE CONSIDERATION, Grantor hereby grants to Grantee, its successors and assigns ("Grantee"): a permanent, non-exclusive easement ("Easement") to excavate for, lay, construct, reconstruct, relocate, reconfigure, use, inspect, maintain, operate, repair, replace, patrol, change the size of, add to, abandon in place, or remove from time to time, as Grantee deems necessary, pipelines and conduits, together with metering, measuring, monitoring, regulating, cathodic protection, and other appurtenances (all hereinafter referred to as the "Facilities") for the transportation and distribution of gas, as Grantee deems necessary, convenient, or beneficial, in, on, over, under, through, and along, and for all other purposes connected therewith, and together with the reasonable right of ingress and egress to and from the Easement to access Facilities, including the right to use Grantor's abutting property during construction and maintenance of the Facilities, that strip of land located in the City of Lynwood, County of Los Angeles, California, described in Exhibit A and depicted in Exhibit B attached hereto and made a part hereof.

Grantor agrees that no change of grade of the Easement shall be made, that it shall not be inundated with water, that it shall be kept free of trees, deep-rooted shrubs, buildings, and structures of all kinds (except for Grantee's Facilities), and that nothing shall be done that interferes with or impairs Grantee's use of or access to or along the Easement. Grantee shall have the right, but not the duty, to trim or remove trees, brush, roots, or material from the Easement whenever Grantee deems it necessary. Said right shall not relieve Grantor of the duty as owner to trim or remove trees, brush, or material to prevent danger or hazard to property or persons.

Grantor reserves the right to (1) use any surface or subsurface areas, provided such use does not interfere with Grantee's use of the Easement; (2) improve the Easement area surface with landscaping (except trees and deep-rooted shrubs), paved driveways, parking surfaces, sidewalks, curbs, and gutters; provided, however, that before making any such improvements involving a change of grade, Grantor and its successors, heirs, and assigns, shall notify the Grantee in advance and comply with DigAlert notification requirements pursuant to Government Code Sections 4216 to 4216.9.

Grantor has full legal right, power, and authority to grant and convey and be bound by the easement interest herein.

This Easement shall be binding upon and inure to the benefit of the successors, heirs, and assigns of Grantor and Grantee.

ATTACHMENT B-1

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN PROPERTY INTERESTS NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN

I-105 EXPRESS LANES PROJECT; APN: 6169-002-013, CPN: 86909

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests to be acquired consist of: (i) a permanent aerial easement, a temporary construction easement, and a utility easement, all located in, on, over, under, and/or across the real property described in the legal descriptions attached hereto as Exhibit "A-1," Exhibit "A-2," and Exhibit "A-3" and depicted in the plat maps attached hereto as Exhibit "B-1," Exhibit "B-2," and Exhibit "B-3", and as to the utility easement, subject to deed terms substantially in the form of Exhibit "C-1" (collectively hereinafter referred to as the "Property Interests"). Exhibits "A-1" through "A-3", "B-1" through "B-3", and "C-1" are incorporated herein by reference. Duration of the temporary construction easement is 24 months.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development, construction, operation, and maintenance of the I-105 Express Lanes Project ("Project");

(b.) Caltrans is the lead agency under the California Environmental Quality Act ("CEQA"). The environmental impacts of the Project were evaluated in the Final Environmental Impact Report/Environmental Assessment ("FEIR/EA"), which was certified by Caltrans on April 21, 2021, and revalidated on July 16, 2026. Project documentation has been

prepared in accordance with the National Environmental Policy Act ("NEPA") pursuant to 23 United States Code Section 327.

(c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

(a.) The public interest and necessity require the Project;

(b.) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;

(d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

(e.) In accordance with CCP § 1240.330, LACMTA may acquire the permanent aerial easement over property currently being used by a utility ("necessary property") and may condemn the utility easement as substitute property ("substitute property") in its own name, relocate on such substitute property the utility currently located on the necessary property, and thereafter convey the substitute property to the utility owner because: (1) the utility relocation and substitution of property is called for by the terms of that certain Cooperative Agreement dated December 16, 2021, entered into by LACMTA and the State of California acting through its Department of Transportation (Caltrans), and that certain Freeway Master Contract dated November 1, 2004, entered into by Caltrans and Southern California Gas Company, the owner of the utility and of an easement on the necessary property (PAEs); (2) the substitute property is necessary for compliance with the aforementioned agreements; and (3) the owner of the utility and existing utility easement on the necessary property will devote the substitute property to the same public use, i.e., the utility, that is being displaced from the necessary property.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to the owners of the Property Interests to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose Property Interests are to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interests, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scopes and descriptions of the Property Interests to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9.

If, after adoption of this Resolution, LACMTA acquires all of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 22nd day of October 2026.

COLLETTE LANGSTON
LACMTA Board Clerk

Date:

ATTACHMENTS

Exhibit	Description
Exhibit "A-1"	Legal Description of the Aerial Easement
Exhibit "B-1"	Plat Map of Aerial Easement
Exhibit "A-2"	Legal Description of the Temporary Construction Easement
Exhibit "B-2"	Plat Map of Temporary Construction Easement
Exhibit "A-3"	Legal Description of the Utility Easement
Exhibit "B-3"	Plat Map of Utility Easement
Exhibit "C-1"	Utility Easement language

Exhibit "A-1"
Legal Description
APN 6169-002-013

In the City of Lynwood, County of Los Angeles, State of California, being a portion of Parcel 2, as shown in Parcel Map No. 82086, Book 412, Pages 64 and 65, filed on August 24, 2021, in the Office of the County Recorder of said County, more particularly described as follows:

BEGINNING at the most southerly corner of said Parcel, said corner being on a non-tangent curve concave southwesterly, said curve having a radius of 3594.00 feet, through which a radial line bears North 18°06'40" East; thence northwesterly along the southerly line of said Parcel, 239.87 feet along said curve through a central angle of 3°49'27" to the westerly line of said Parcel; thence, northerly along said westerly line North 14°58'13" East, 2.09 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 14°18'22" East; thence departing said westerly line southeasterly 48.61 feet along said curve through a central angle of 0°46'28"; thence North 15°04'30" East, 4.76 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3604.52 feet, through which a radial line bears North 15°04'50" East; thence, southeasterly 13.29 feet along said curve through a central angle of 0°12'40"; thence South 15°17'51" West, 4.76 feet to the beginning of a non-tangent curve concave southerly having a radius of 3596.13 feet, through which a radial line bears North 15°17'31" East; thence, southeasterly 158.33 feet along said curve through a central angle of 2°31'21"; thence North 17°48'31" East, 4.73 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3604.52 feet, through which a radial line bears North 17°48'53" East; thence, southeasterly 13.27 feet along said curve through a central angle of 0°12'39"; thence South 18°01'53" West, 4.73 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 18°01'32" East; thence, southeasterly 6.53 feet along said curve through a central angle of 0°06'15" to the easterly line of said Parcel; thence southeasterly along said easterly line South 18°06'40" West, 2.01 feet to the **POINT OF BEGINNING**.

CONTAINING: 618 square feet, more or less.

Subject to conditions, covenants, rights, restrictions, easements, licenses, permits, leases, and rights-of-way, if any.

Exhibit "B" attached herewith and made a part hereof.

This legal description and exhibit have been prepared by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Christopher J. Cervantes LS
Licensed Land Surveyor
California No. 10079



07/31/2026
Date

EXHIBIT "B-1"

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	S14°58'13"W	2.09'
L2	S15°04'30"W	4.76'
L3	N15°17'51"E	4.76'
L4	S17°48'31"W	4.73'
L5	N18°01'53"E	4.73'
L6	N18°06'40"E	2.01'

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	3594.00'	239.87'	3°49'27"
C2	3596.13'	48.61'	0°46'28"
C3	3604.52'	13.29'	0°12'40"
C4	3596.13'	158.33'	2°31'21"
C5	3604.52'	13.27'	0°12'39"
C6	3596.13'	6.53'	0°06'15"

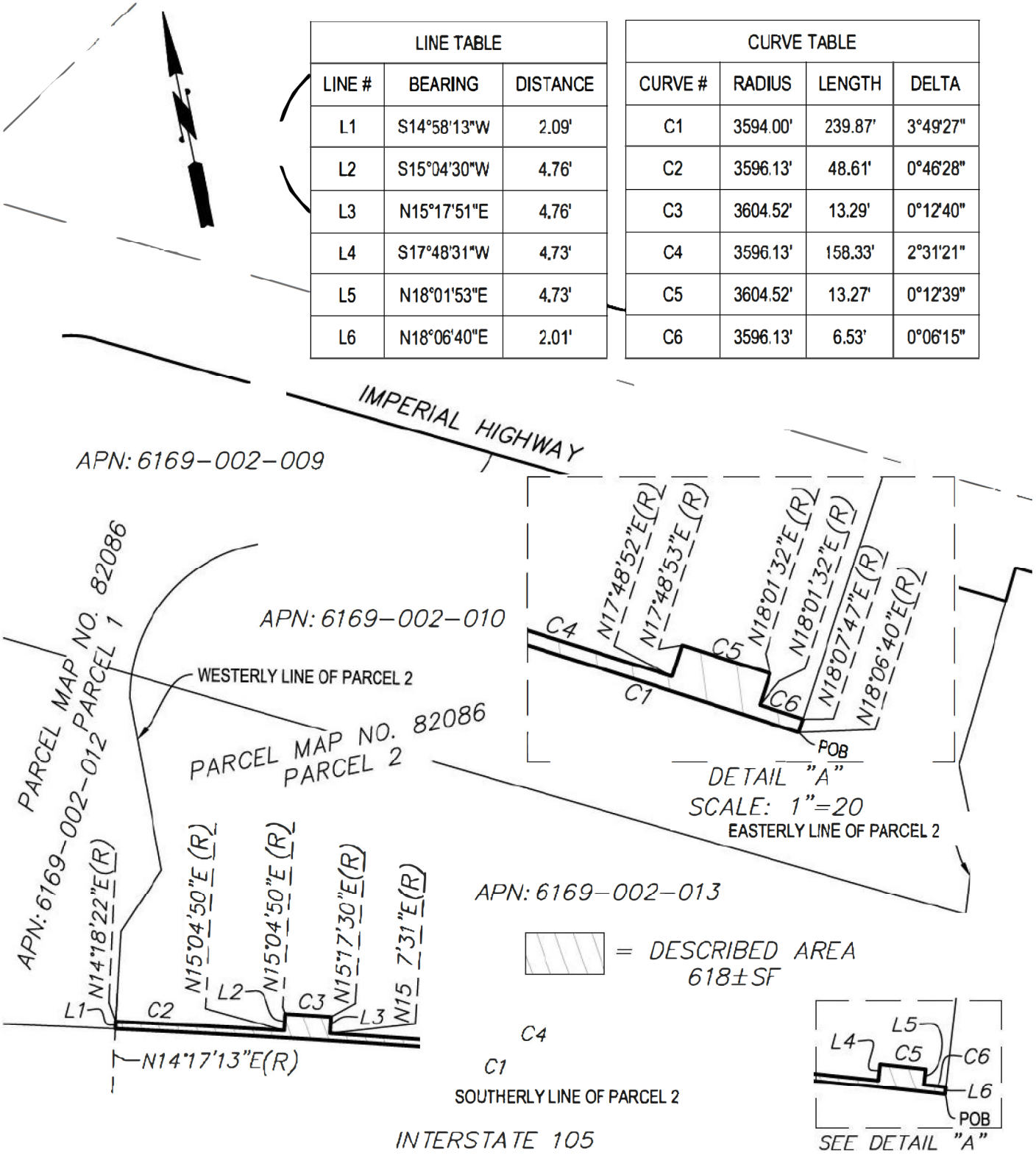


EXHIBIT "A-2"

Legal Description
APN 6169-002-013
TEMPORARY CONSTRUCTION EASEMENT

In the City of Lynwood, County of Los Angeles, State of California, being a portion of Parcel 2, as shown in Parcel Map No. 82086, Book 412, Pages 64 and 65, filed on August 24, 2021, in the Office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the most southerly corner of said Parcel; thence northeasterly along the easterly line of said Parcel North 18°06'40" East, 2.01 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 18°07'17" East, and the **POINT OF BEGINING**; thence departing said easterly line northwesterly 6.53 feet along said curve through a central angle of 0°06'15"; thence North 18°01'53" East, 4.73 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3604.52 feet, through which a radial line bears North 18°01'32" East; thence northwesterly 13.27 feet along said curve through a central angle of 0°12'39"; thence South 17°48'31" West, 4.73 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 17°48'52" East; thence northwesterly 158.33 feet along said curve through a central angle of 2°31'21"; thence North 15°17'51" East, 4.76 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3604.52 feet, through which a radial line bears North 15°17'31" East; thence northwesterly13.29 feet along said curve through a central angle of 0°12'40"; thence South 15°04'30" West, 4.76 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 15°04'50" East; thence northwesterly 48.61 feet along said curve through a central angle of 0°46'28" to the westerly line of said Parcel; thence northeasterly along said Parcel North 14°58'13" East, 24.50 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3620.63 feet, through which a radial line bears North 14°18'38" East; thence southeasterly 46.48 feet along said curve through a central angle of 0°44'08"; thence South 15°02'46" West, 6.50 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3614.13 feet, through which a radial line bears North 15°02'46" East; thence southeasterly 194.50 feet along said curve through a central angle of 3°05'00" to the easterly line of said Parcel; thence southwesterly along said easterly line South 18°06'40" West, 18.00 feet to the **POINT OF BEGINNING**.

CONTAINING: 4,505 square feet, more or less.

Subject to conditions, covenants, rights, restrictions, easements, licenses, permits, leases, and rights-of-way, if any.

Exhibit "B" attached herewith and made a part hereof.

This legal description and exhibit has been prepared by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

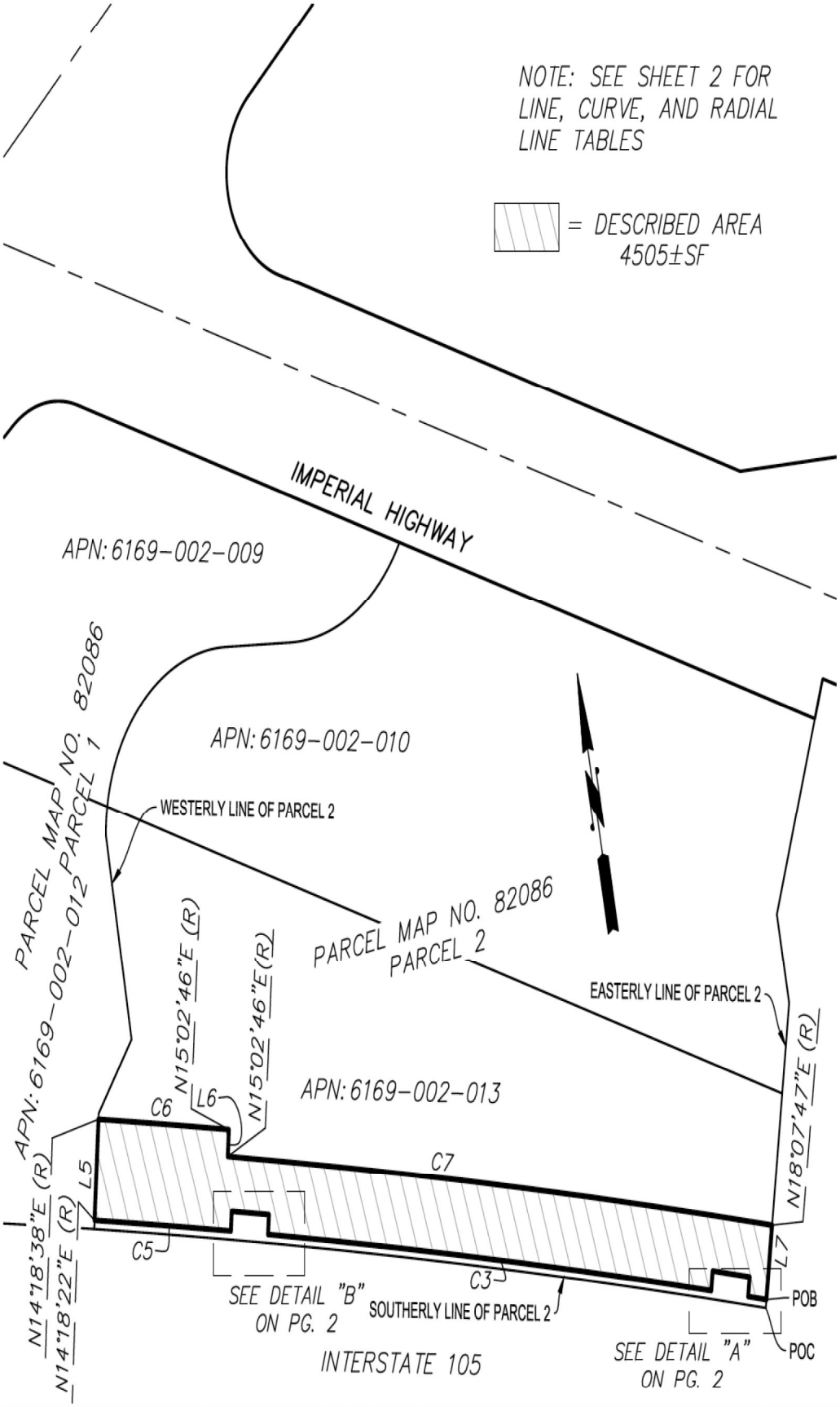
PROFESSIONAL LAND SURVEYOR
GREGORY C. SEBOURN
PLS 8395
STATE OF CALIFORNIA

Gregory C. Sebourn
Licensed Land Surveyor
California No. 8395

December 16, 2025
Date

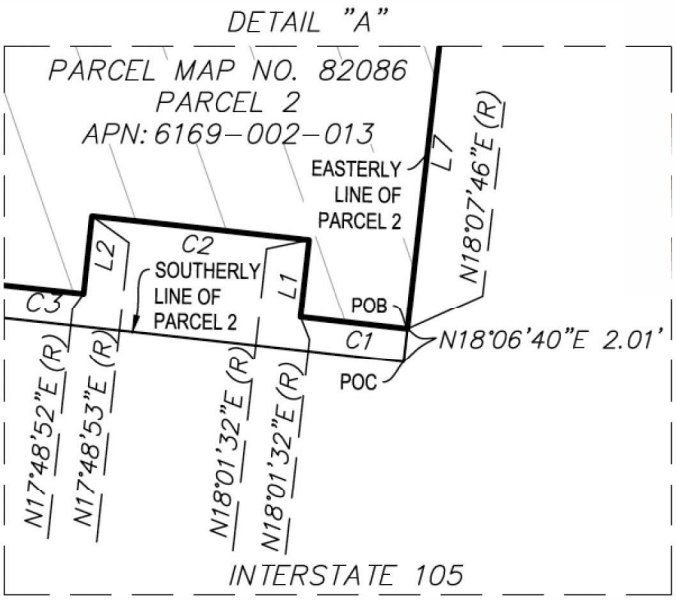
EXHIBIT "B-2"

TEMPORARY CONSTRUCTION EASEMENT



Continued EXHIBIT "B-2"

TEMPORARY CONSTRUCTION EASEMENT



LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N18°01'53"E	4.73'
L2	S17°48'31"W	4.73'
L3	N15°17'51"E	4.76'
L4	S15°04'30"W	4.76'
L5	N14°58'13"E	24.50'
L6	N15°02'46"E	6.50'
L7	S18°06'40"W	18.00'

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	3596.13'	6.53'	0°06'15"
C2	3604.52'	13.27'	0°12'39"
C3	3596.13'	158.33'	2°31'21"
C4	3604.52'	13.29'	0°12'40"
C5	3596.13'	48.61'	0°46'28"
C6	3620.63'	46.48'	0°44'08"
C7	3614.13'	194.50'	3°05'00"

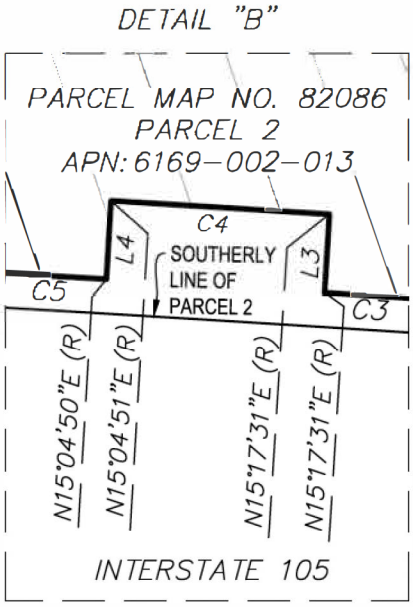


EXHIBIT "A-3"

Legal Description
APN 6169-002-013
Utility Easement

In the City of Lynwood, County of Los Angeles, State of California, being a portion of Parcel 2, as shown in Parcel Map No. 82086, Book 412, Pages 64 and 65, filed on August 24, 2021, in the Office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the most southerly corner of said Parcel; thence along the easterly line of said Parcel North 18°06'40" East, 16.75 feet, thence departing said easterly line North 72°04'26" West, 25.00 feet to the **POINT OF BEGINNING**; thence South 18°06'40" West, 6.76 feet to the northerly line of Parcel C, as described in the Amendment to Grant of Easement to Southern California Gas Company, recorded as Document Number 20220159996, Official Records in said Recorder's Office, and the beginning of a non-tangent curve concave southwesterly having a radius of 3604.00 feet, through which a radial line bears North 17°42'50" East; thence northwesterly 215.42 feet along said curve through a central angle of 3°25'29" to the westerly line of said Parcel 2; thence departing said southerly line along said westerly line North 14°58'13" East, 2.09 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3606.13 feet, through which a radial line bears North 14°18'29" East; thence departing said westerly line southwesterly 35.10 feet along said curve through a central angle of 0°33'28"; thence North 14°50'50" East, 7.92 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3614.00 feet, through which a radial line bears North 14°50'50" East; thence southeasterly 40.00 feet along said curve through a central angle of 0°38'03"; thence South 15°28'53" West, 7.93 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3606.13 feet, through which a radial line bears North 15°29'59" East; thence southeasterly 135.69 feet along said curve through a central angle of 2°09'21"; thence North 17°48'31" East, 4.74 feet; thence South 72°11'07" East, 4.86 feet to the **POINT OF BEGINNING.**

CONTAINING: 783 square feet, more or less.

Exhibit "B" attached herewith and made a part hereof.

This legal description and exhibit have been prepared by me, or under my direction, in conformance with the Professional Land Surveyor's Act.



Craig D. Wilson
Licensed Land Surveyor
California No. 7142

05/15/2026
Date

EXHIBIT "B-3"

UTILITY EASEMENT

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	3604.00'	215.42'	3°25'29"
C2	3606.13'	35.10'	0°33'28"
C3	3614.00'	40.00'	0°38'03"
C4	3606.13'	135.69'	2°09'21"

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N18°06'40"E	16.75'
L2	N72°04'26"W	25.00'
L3	S18°06'40"W	6.76'
L4	N14°58'13"E	2.09'
L5	N14°50'50"E	7.92'
L6	S15°28'53"W	7.93'
L7	N17°48'31"E	4.74'
L8	S72°11'07"E	4.86'

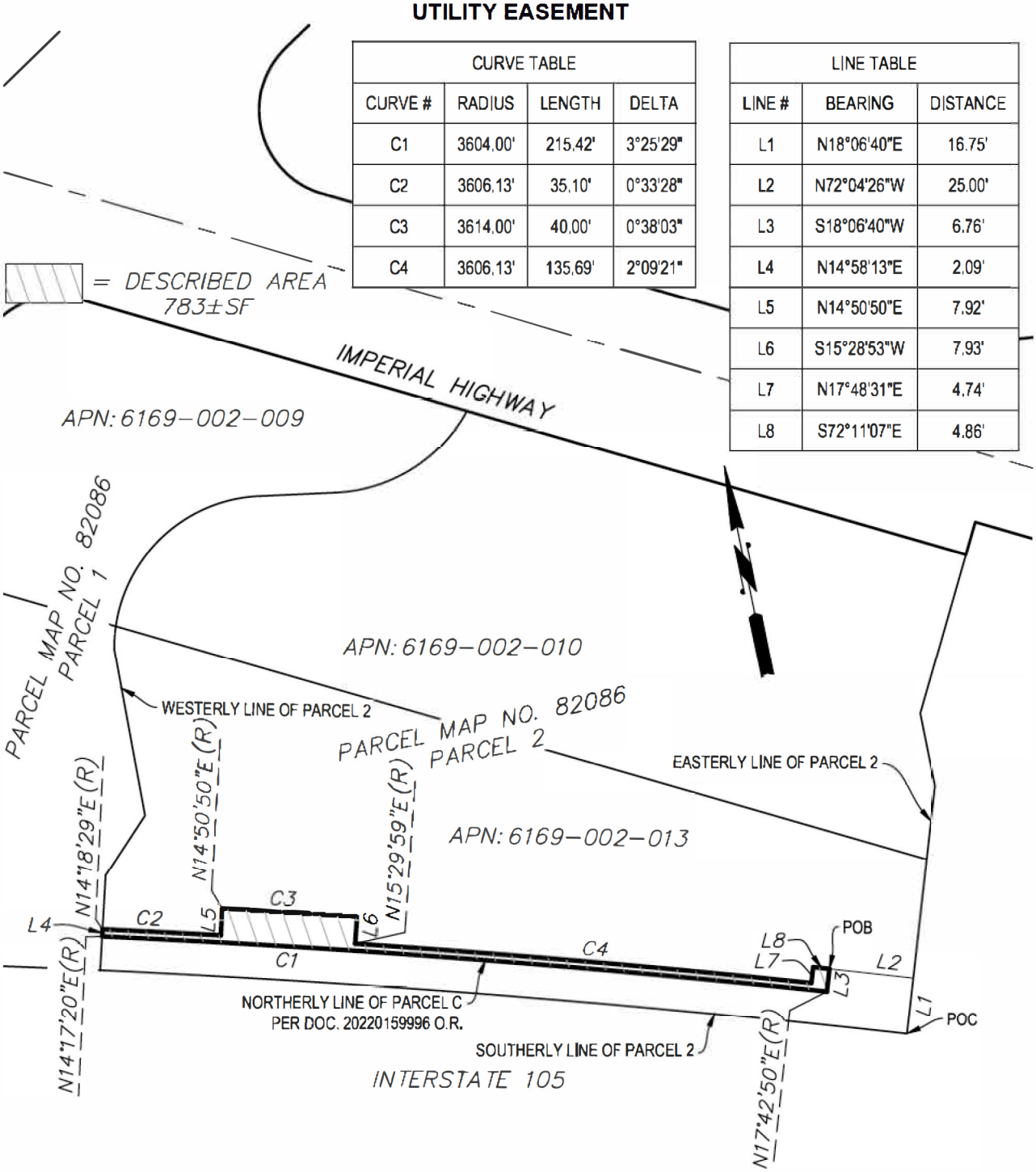


Exhibit "C-1"

Utility Easement Deed Language

FOR VALUABLE CONSIDERATION, Grantor hereby grants to Grantee, its successors and assigns ("Grantee"): a permanent, non-exclusive easement ("Easement") to excavate for, lay, construct, reconstruct, relocate, reconfigure, use, inspect, maintain, operate, repair, replace, patrol, change the size of, add to, abandon in place, or remove from time to time, as Grantee deems necessary, pipelines and conduits, together with metering, measuring, monitoring, regulating, cathodic protection, and other appurtenances (all hereinafter referred to as the "Facilities") for the transportation and distribution of gas, as Grantee deems necessary, convenient, or beneficial, in, on, over, under, through, and along, and for all other purposes connected therewith, and together with the reasonable right of ingress and egress to and from the Easement to access Facilities, including the right to use Grantor's abutting property during construction and maintenance of the Facilities, that strip of land located in the City of Lynwood, County of Los Angeles, California, described in Exhibit A and depicted in Exhibit B attached hereto and made a part hereof.

Grantor agrees that no change of grade of the Easement shall be made, that it shall not be inundated with water, that it shall be kept free of trees, deep-rooted shrubs, buildings, and structures of all kinds (except for Grantee's Facilities), and that nothing shall be done that interferes with or impairs Grantee's use of or access to or along the Easement. Grantee shall have the right, but not the duty, to trim or remove trees, brush, roots, or material from the Easement whenever Grantee deems it necessary. Said right shall not relieve Grantor of the duty as owner to trim or remove trees, brush, or material to prevent danger or hazard to property or persons.

Grantor reserves the right to (1) use any surface or subsurface areas, provided such use does not interfere with Grantee's use of the Easement; (2) improve the Easement area surface with landscaping (except trees and deep-rooted shrubs), paved driveways, parking surfaces, sidewalks, curbs, and gutters; provided, however, that before making any such improvements involving a change of grade, Grantor and its successors, heirs, and assigns, shall notify the Grantee in advance and comply with DigAlert notification requirements pursuant to Government Code Sections 4216 to 4216.9.

Grantor has full legal right, power, and authority to grant and convey and be bound by the easement interest herein.

This Easement shall be binding upon and inure to the benefit of the successors, heirs, and assigns of Grantor and Grantee

ATTACHMENT B-2

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN PROPERTY INTERESTS NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN

I-105 EXPRESS LANES PROJECT; APN: 6169-002-012, CPN: 86910

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests to be acquired consist of: (i) a permanent aerial easement, a temporary construction easement, and a utility easement, all located in, on, over, under, and/or across the real property described in the legal descriptions attached hereto as Exhibit "A-1," Exhibit "A-2," and Exhibit "A-3" and depicted in the plat maps attached hereto as Exhibit "B-1," Exhibit "B-2," and Exhibit "B-3", and as to the utility easement, subject to deed terms substantially in the form of Exhibit "C-1" (collectively hereinafter referred to as the "Property Interests"). Exhibits "A-1" through "A-3", "B-1" through "B-3", and "C-1" are incorporated herein by reference. Duration of the temporary construction easement (TCE) is 24 months.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development, construction, operation, and maintenance of the I-105 Express Lanes Project ("Project");

(b.) Caltrans is the lead agency under the California Environmental Quality Act ("CEQA"). The environmental impacts of the Project were evaluated in the Final Environmental Impact Report/Environmental Assessment ("FEIR/EA"), which was certified by Caltrans on April 21, 2021, and revalidated on July 16, 2026. Project documentation has been

prepared in accordance with the National Environmental Policy Act ("NEPA") pursuant to 23 United States Code Section 327.

(c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

(a.) The public interest and necessity require the Project;

(b.) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;

(d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

(e.) In accordance with CCP § 1240.330, LACMTA may acquire the permanent aerial easement over property currently being used by a utility ("necessary property") and may condemn the utility easement as substitute property ("substitute property") in its own name, relocate on such substitute property the utility currently located on the necessary property, and thereafter convey the substitute property to the utility owner because: (1) the utility relocation and substitution of property is called for by the terms of that certain Cooperative Agreement dated December 16, 2021, entered into by LACMTA and the State of California acting through its Department of Transportation (Caltrans), and that certain Freeway Master Contract dated November 1, 2004, entered into by Caltrans and Southern California Gas Company, the owner of the utility and of an easement on the necessary property (PAEs); (2) the substitute property is necessary for compliance with the aforementioned agreements; and (3) the owner of the utility and existing utility easement on the necessary property will devote the substitute property to the same public us, i.e. the utility, that is being displaced from the necessary property.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to the owners of the Property Interests to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose Property Interests are to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interests, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scopes and descriptions of the Property Interests to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9.

If, after adoption of this Resolution, LACMTA acquires all of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 22nd day of October 2026.

COLLETTE LANGSTON
LACMTA Board Clerk

Date:

ATTACHMENTS

Exhibit	Description
Exhibit “A-1”	Legal Description of the Aerial Easement
Exhibit “B-1”	Plat Map of Aerial Easement
Exhibit “A-2”	Legal Description of the Temporary Construction Easement
Exhibit “B-2”	Plat Map of Temporary Construction Easement
Exhibit “A-3”	Legal Description of the Utility Easement
Exhibit “B-3”	Plat Map of Utility Easement
Exhibit “C-1”	Utility Easement language

Exhibit "A"
Legal Description
APN 6169-002-012

In the City of Lynwood, County of Los Angeles, State of California, being a portion of Parcel 1, as shown in Parcel Map No. 82086, Book 412, Pages 64 and 65, filed on August 24, 2021, in the Office of the County Recorder of said County, more particularly described as follows:

BEGINNING at the most southerly corner of said Parcel, said corner being on a non-tangent curve concave southwesterly having a radius of 3594.00 feet, through which a radial line bears North 14°17'14" East; thence, northwesterly along the southerly line of said Parcel, 216.04 feet along said curve through a central angle of 3°26'39" to the southwesterly corner of said Parcel; thence, northerly along the westerly line of said Parcel, North 10°28'17" West, 2.32 feet to the beginning of a non-tangent curve concave southwesterly, having a radius of 3596.13 feet, through which a radial line bears North 10°50'53" East; thence departing said westerly line, southeasterly 88.92 feet along said curve through a central angle of 1°25'00"; thence North 12°15'33" East, 4.77 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3604.50 feet, through which a radial line bears North 12°15'54" East; thence, southeasterly 13.29 feet along said curve through a central angle of 0°12'41"; thence, South 12°28'55" West, 4.77 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 12°28'35" East; thence southeasterly 114.84 feet along said curve through a central angle of 1°49'47" to the easterly line of said Parcel; thence, southerly along said easterly line South 14°58'13" West, 2.09 feet to the **POINT OF BEGINNING**.

CONTAINING: 524 square feet, more or less.

Subject to conditions, covenants, rights, restrictions, easements, licenses, permits, leases, and rights-of-way, if any.

Exhibit "B" attached herewith and made a part hereof.

This legal description and exhibit have been prepared by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

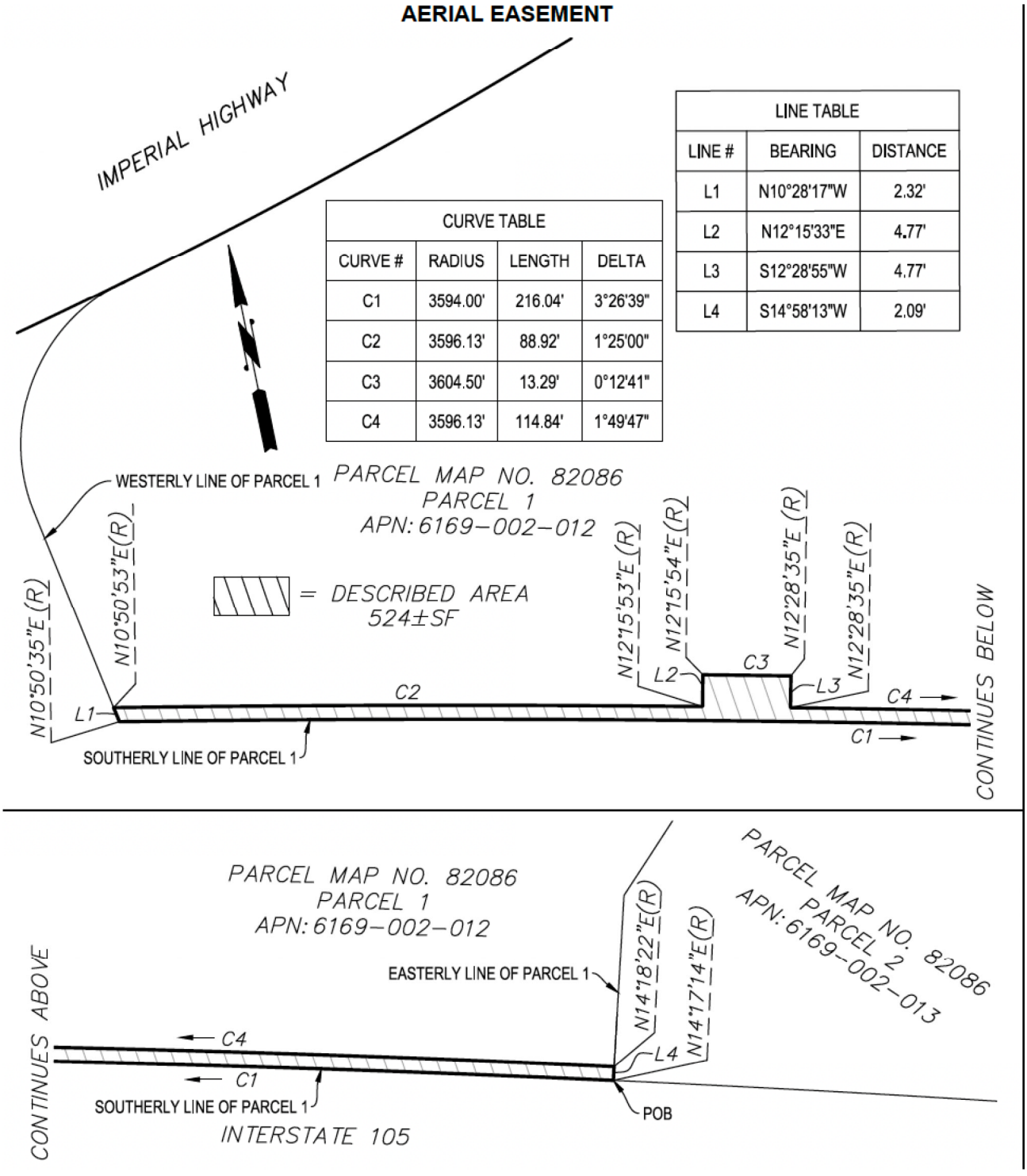


Christopher J. Cervantes, PLS
Licensed Land Surveyor
California No. 10079

07/31/2026
Date

Exhibit "B-1"

AERIAL EASEMENT



CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	3594.00'	216.04'	3°26'39"
C2	3596.13'	88.92'	1°25'00"
C3	3604.50'	13.29'	0°12'41"
C4	3596.13'	114.84'	1°49'47"

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N10°28'17"W	2.32'
L2	N12°15'33"E	4.77'
L3	S12°28'55"W	4.77'
L4	S14°58'13"W	2.09'

Exhibit "A-2"

Legal Description
APN 6169-002-012
TEMPORARY CONSTRUCTION EASEMENT

In the City of Lynwood, County of Los Angeles, State of California, being a portion of Parcel 1 of Parcel Map No. 82086, Book 412, Pages 64 and 65, filed August 24, 2021 in the Office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the most southerly corner of said Parcel; thence along the easterly line of said Parcel, North 14°58'13" East, 2.09 feet to the beginning of a non-tangent curve concave southerly having a radius of 3596.13 feet, through which a radial line bears North 14°18'22" East and the **POINT OF BEGINNING;** thence departing said easterly line northwesterly along said curve 114.84 feet through a central angle of 1°49'47"; thence North 12°28'55" East, 4.77 feet to the beginning of a non-tangent curve concave southerly having a radius of 3604.50 feet, through which a radial line bears North 12°28'34" East; thence northwesterly along said curve 13.29 feet through a central angle of 0°12'41"; thence South 12°15'33" West, 4.77 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3596.13 feet, through which a radial line bears North 12°15'53" East; thence northwesterly along said curve 88.92 feet through a central angle of 1°25'00" to the westerly line of said Parcel; thence along said westerly line North 10°28'17" West, 26.29 feet along said westerly line to the beginning of a non-tangent curve concave southwesterly having a radius of 3620.63 feet, through which a radial line bears North 10°41'49" East; thence departing said westerly line southeasterly along said curve 47.75 feet through a central angle of 0°45'20"; thence South 0°05'49" West, 16.87 feet; thence South 89°55'32" East, 43.88 feet; thence North 00°28'24" East, 7.75 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3620.63 feet, through which a radial line bears North 12°09'45" East; thence 122.26 feet along said curve through a central angle of 1°56'05"; thence South 0°05'16" West, 12.95 feet; thence South 89°54'44" East, 10.51 feet to the easterly line of said Parcel; thence along said easterly line South 14°58'13" West, 14.50 feet to the **POINT OF BEGINNING**.

CONTAINING: 4,715 square feet, more or less.

Subject to conditions, covenants, rights, restrictions, easements, licenses, permits, leases, and rights-of-way, if any.

Exhibit "B" attached herewith and made a part hereof.

This legal description and exhibit have been prepared by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

PROFESSIONAL LAND SURVEYOR
GREGORY C. SEBOURN
PLS 8395
STATE OF CALIFORNIA

Gregory C. Sebourn
Professional Land Surveyor
California No. 8395

December 15, 2025
Date

Exhibit "B-2"

TEMPORARY CONSTRUCTION EASEMENT

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	3596.13'	114.84'	1°49'47"
C2	3604.50'	13.29'	0°12'41"
C3	3596.13'	88.92'	1°25'00"
C4	3620.63'	47.75'	0°45'20"
C5	3620.63'	122.26'	1°56'05"

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N12°28'55"E	4.77'
L2	S12°15'33"W	4.77'
L3	N10°28'17"W	26.29'
L4	S00°05'49"W	16.87'
L5	N00°28'24"E	7.75'
L6	S00°05'16"W	12.95'
L7	S89°54'44"E	10.51'
L8	S14°58'13"W	14.50'

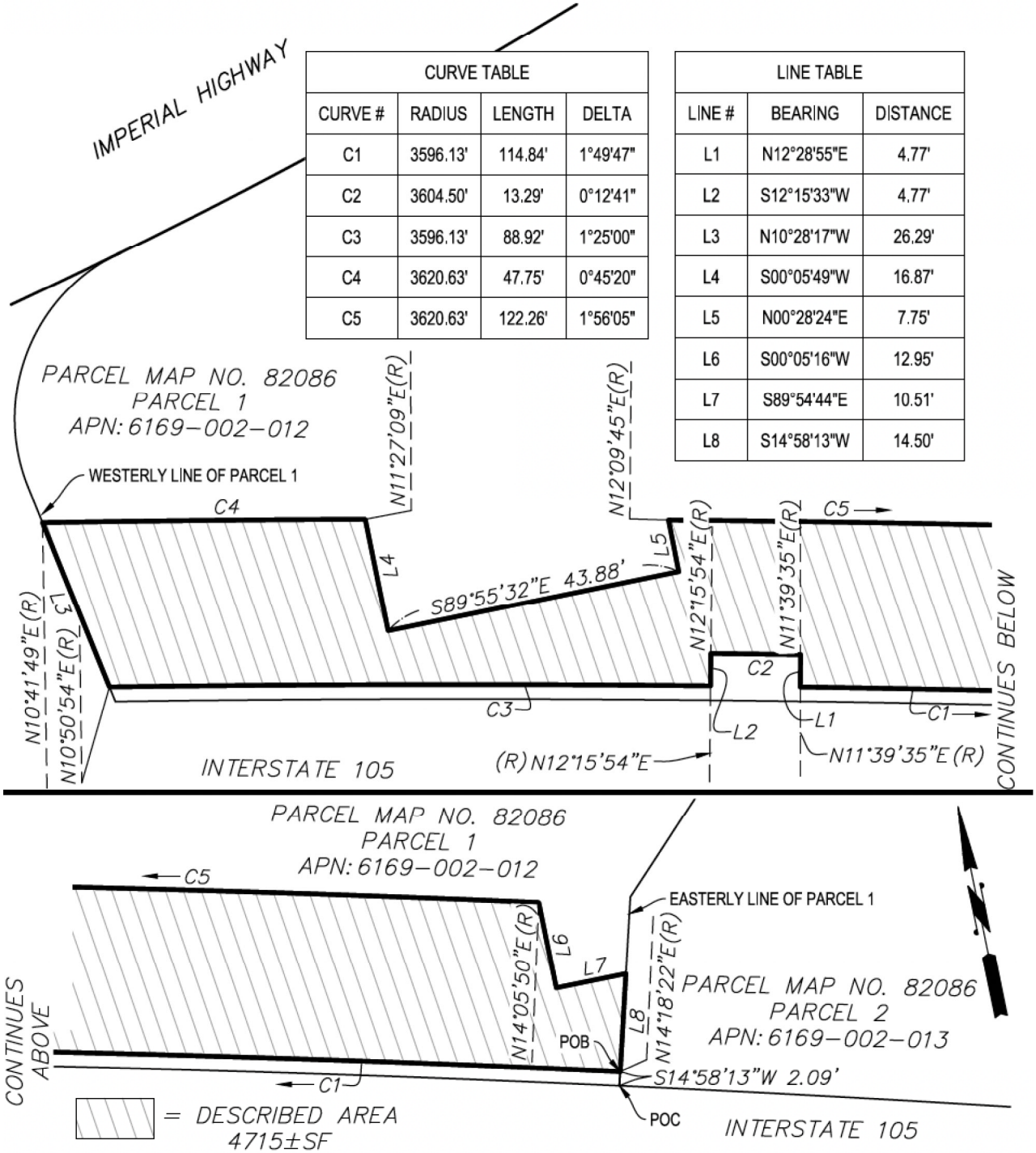


Exhibit "A-3"

Legal Description
APN 6169-002-012
Utility Easement

In the City of Lynwood, County of Los Angeles, State of California, being a portion of Parcel 1, as shown in Parcel Map No. 82086, Book 412, Pages 64 and 65, filed on August 24, 2021, in the Office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the most southerly corner of said Parcel; thence along the easterly line of said Parcel, North 14°58'13" East, 10.00 feet to the northerly line of Parcel C, as described in the Amendment to Grant of Easement to Southern California Gas Company, recorded as Document Number 20220159996, Official Records, in said Recorder's Office, to the beginning of a non-tangent curve concave southwesterly having a radius of 3604.00 feet, through which a radial line bears North 14°17'21" East and the **POINT OF BEGINNING;** thence northwesterly along said southerly line, 206.72 feet along said curve through a central angle of 3°17'11"; thence departing said southerly line North 12°32'57" East, 2.16 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3606.13 feet, through which a radial line bears North 11°01'19" East; thence southwesterly 30.01 feet along said curve through a central angle of 0°28'36"; thence South 0°05'49" West, 2.08 feet; thence South 89°40'29" East, 10.43 feet to the beginning of a non-tangent curve concave southwesterly, having a radius of 3130.97 feet, through which a radial line bears North 11°38'21" East; thence southeasterly 23.91 feet along said curve through a central angle of 0°26'15"; thence North 12°01'46" East, 2.86 feet to the beginning of a non-tangent curve concave southwesterly, having a radius of 3609.00 feet, through which a radial line bears North 12°01'46" East; thence southeasterly 3.67 feet along said curve through a central angle of 0°03'30"; thence North 12°15'33" East, 1.91 feet to the beginning of a non-tangent curve concave southwesterly, having a radius of 3614.50 feet, through which a radial line bears North 12°06'23" East; thence southeasterly 33.33 feet along said curve through a central angle of 0°31'42"; thence South 12°28'55" West, 1.89 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3609.00 feet, through which a radial line bears North 12°37'00" East; thence southeasterly 3.01 feet along said curve through a central angle of 0°02'52", thence South 12°39'52" West, 2.88 feet to the beginning of a non-tangent curve concave southwesterly having a radius of 3606.13 feet, through which a radial line bears North 12°40'58" East; thence southeasterly 102.28 feet along said curve through a central angle of 1°37'30" to said easterly line of Parcel 1; thence along said easterly line South 14°58'13" West, 2.09 feet to the **POINT OF BEGINNING**.

CONTAINING: 607 square feet, more or less.

Exhibit "B" attached herewith and made a part hereof.

This legal description and exhibit have been prepared by me, or under my direction, in conformance with the Professional Land Surveyor's Act.

Craig D. Wilson
Licensed Land Surveyor
California No. 7142



05/15/2026
Date

Exhibit "B-3"
Plat Map of Utility Easement

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	3604.00'	206.72'	3°17'11"
C2	3606.13'	30.01'	0°28'36"
C3	3130.97'	23.91'	0°26'15"
C4	3609.00'	3.67'	0°03'30"
C5	3614.50'	33.33'	0°31'42"
C6	3609.00'	3.01'	0°02'52"
C7	3606.13'	102.28'	1°37'30"

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N12°32'57"E	2.16'
L2	S00°05'49"W	2.08'
L3	N89°40'29"W	10.43'
L4	N12°01'46"E	2.86'
L5	N12°15'33"E	1.91'
L6	S12°28'55"W	1.89'
L7	S12°39'52"W	2.88'
L8	S14°58'13"W	2.09'

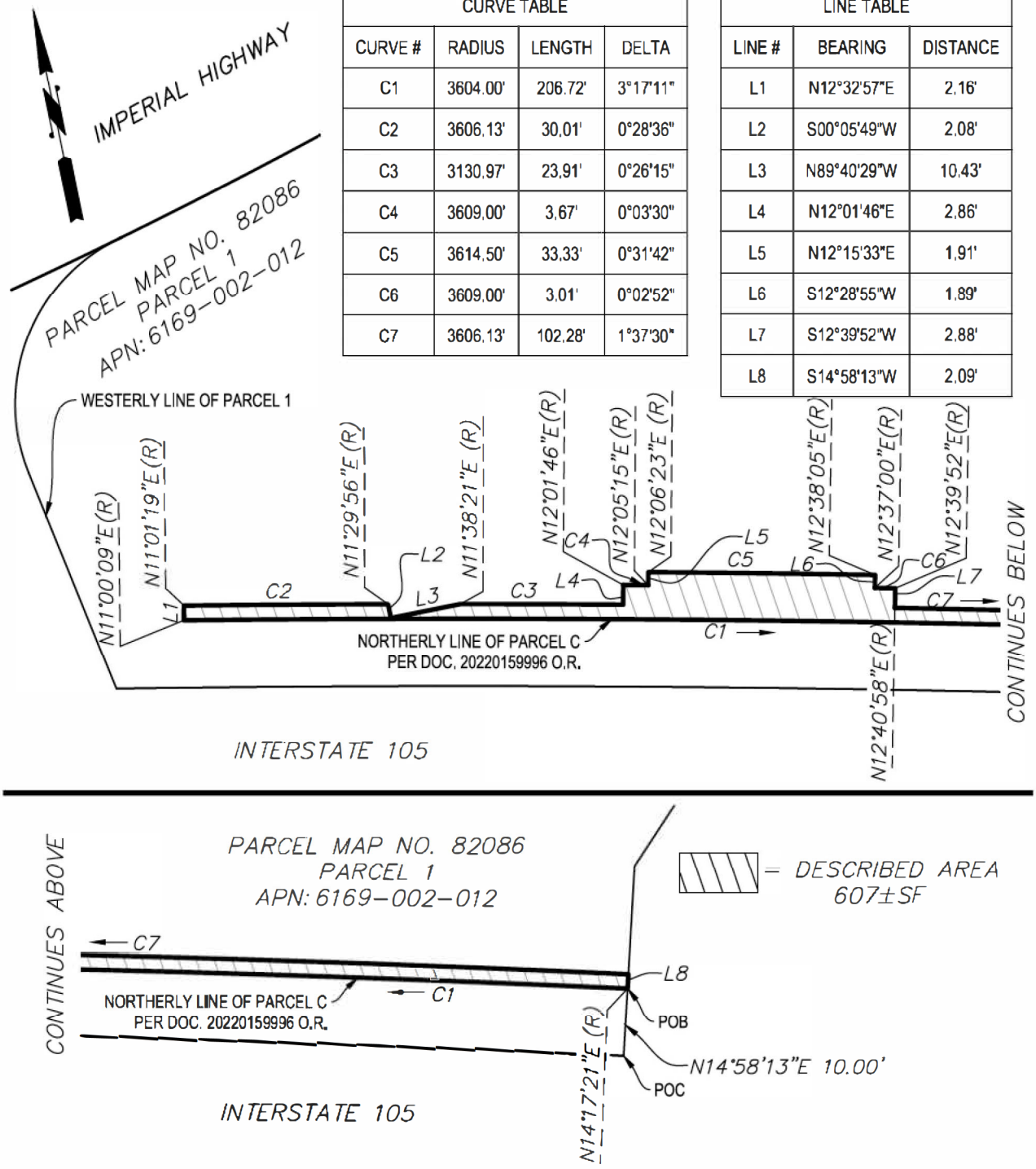


Exhibit "C-1"
Utility Easement Deed Language

FOR VALUABLE CONSIDERATION, Grantor hereby grants to Grantee, its successors and assigns ("Grantee"): a permanent, non-exclusive easement ("Easement") to excavate for, lay, construct, reconstruct, relocate, reconfigure, use, inspect, maintain, operate, repair, replace, patrol, change the size of, add to, abandon in place, or remove from time to time, as Grantee deems necessary, pipelines and conduits, together with metering, measuring, monitoring, regulating, cathodic protection, and other appurtenances (all hereinafter referred to as the "Facilities") for the transportation and distribution of gas, as Grantee deems necessary, convenient, or beneficial, in, on, over, under, through, and along, and for all other purposes connected therewith, and together with the reasonable right of ingress and egress to and from the Easement to access Facilities, including the right to use Grantor's abutting property during construction and maintenance of the Facilities, that strip of land located in the City of Lynwood, County of Los Angeles, California, described in Exhibit A and depicted in Exhibit B attached hereto and made a part hereof.

Grantor agrees that no change of grade of the Easement shall be made, that it shall not be inundated with water, that it shall be kept free of trees, deep-rooted shrubs, buildings, and structures of all kinds (except for Grantee's Facilities), and that nothing shall be done that interferes with or impairs Grantee's use of or access to or along the Easement. Grantee shall have the right, but not the duty, to trim or remove trees, brush, roots, or material from the Easement whenever Grantee deems it necessary. Said right shall not relieve Grantor of the duty as owner to trim or remove trees, brush, or material to prevent danger or hazard to property or persons.

Grantor reserves the right to (1) use any surface or subsurface areas, provided such use does not interfere with Grantee's use of the Easement; (2) improve the Easement area surface with landscaping (except trees and deep-rooted shrubs), paved driveways, parking surfaces, sidewalks, curbs, and gutters; provided, however, that before making any such improvements involving a change of grade, Grantor and its successors, heirs, and assigns, shall notify the Grantee in advance and comply with DigAlert notification requirements pursuant to Government Code Sections 4216 to 4216.9.

Grantor has full legal right, power, and authority to grant and convey and be bound by the easement interest herein.

This Easement shall be binding upon and inure to the benefit of the successors, heirs, and assigns of Grantor and Grantee.

Public Hearing on Resolutions of Necessity for I-105 Express Lanes Project

Agenda Item #2026-0683

Metro

Regular Board Meeting
October 22, 2026

Public Hearing on Resolutions of Necessity for I-105 Express Lanes Project

Project:
The Project will ease traffic and enhance safety on the Interstate 105 (I-105) freeway through the conversion of the existing High Occupancy Vehicle (HOV) lane into two Metro Express Lanes in each direction on the I-105 freeway. Metro Express Lanes are available for use by all motorists, as a toll-free option to carpools and buses and by paying a toll for single occupant drivers.

Property Impacts:
Two parcels, each with a Permanent Aerial Easement (PAE); Permanent Utility Easement (PUE); and a 24-month Temporary Construction Easement (TCE).

Property Locations:
See next slide for Property Interest location and description.

Safety Impacts:
The Board action will not have an impact on LACMTA's safety standards.

Metro

Public Hearing on Resolutions of Necessity for I-105 Express Lanes Project

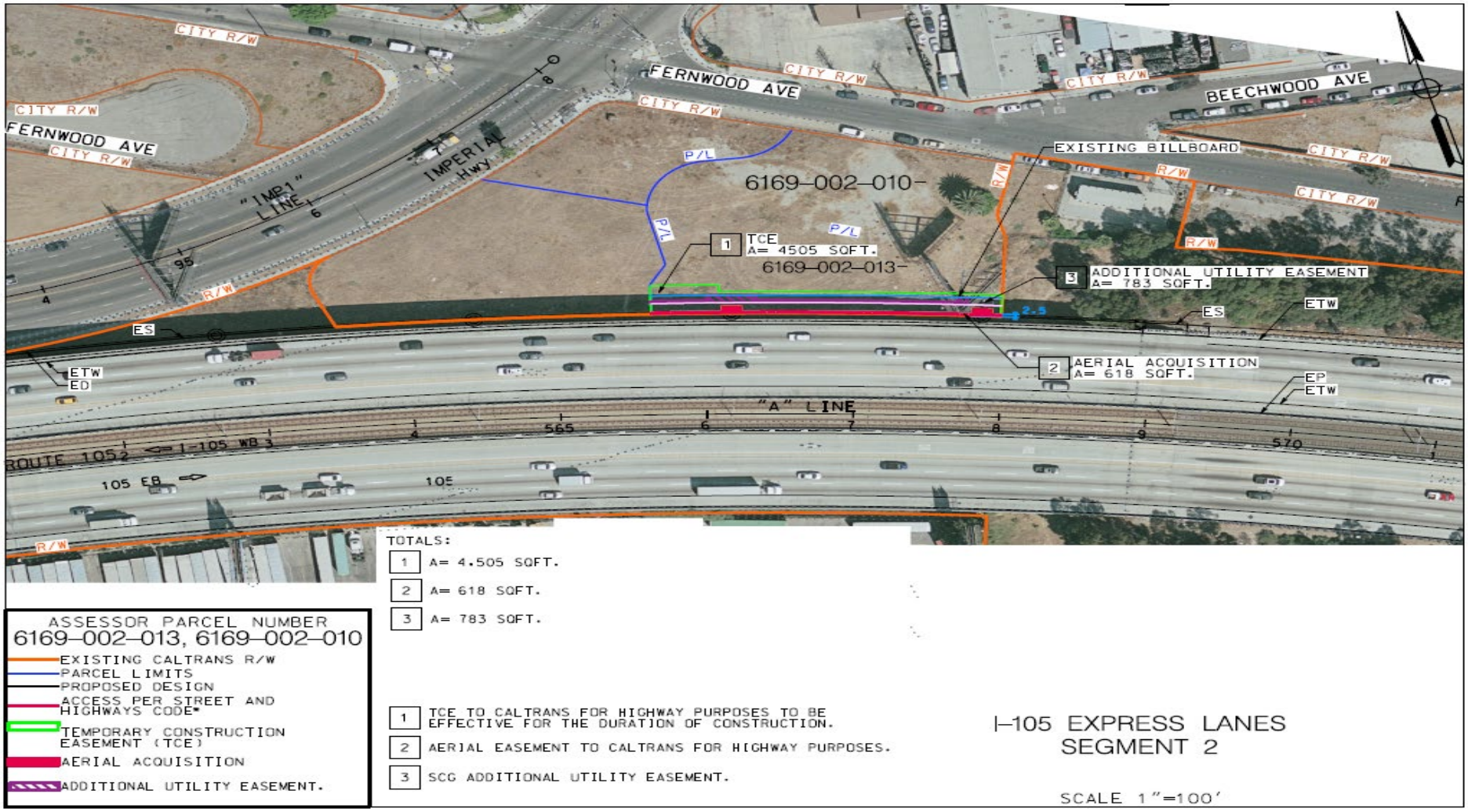
PARCELS OVERVIEW

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner	Property Interest(s) Sought
CPN:86909	6169-00-013	2900 Fernwood Ave., Lynwood, CA 90262	Nar Narayan, LLC (owner)	PAE PUE TCE TCE duration is 24 months.
CPN:86910	6169-002-012	2800 Fernwood Ave., Lynwood, CA 90262	B&R Lynwood, LLC. (owner)	PAE PUE TCE TCE duration is 24 months.

Metro

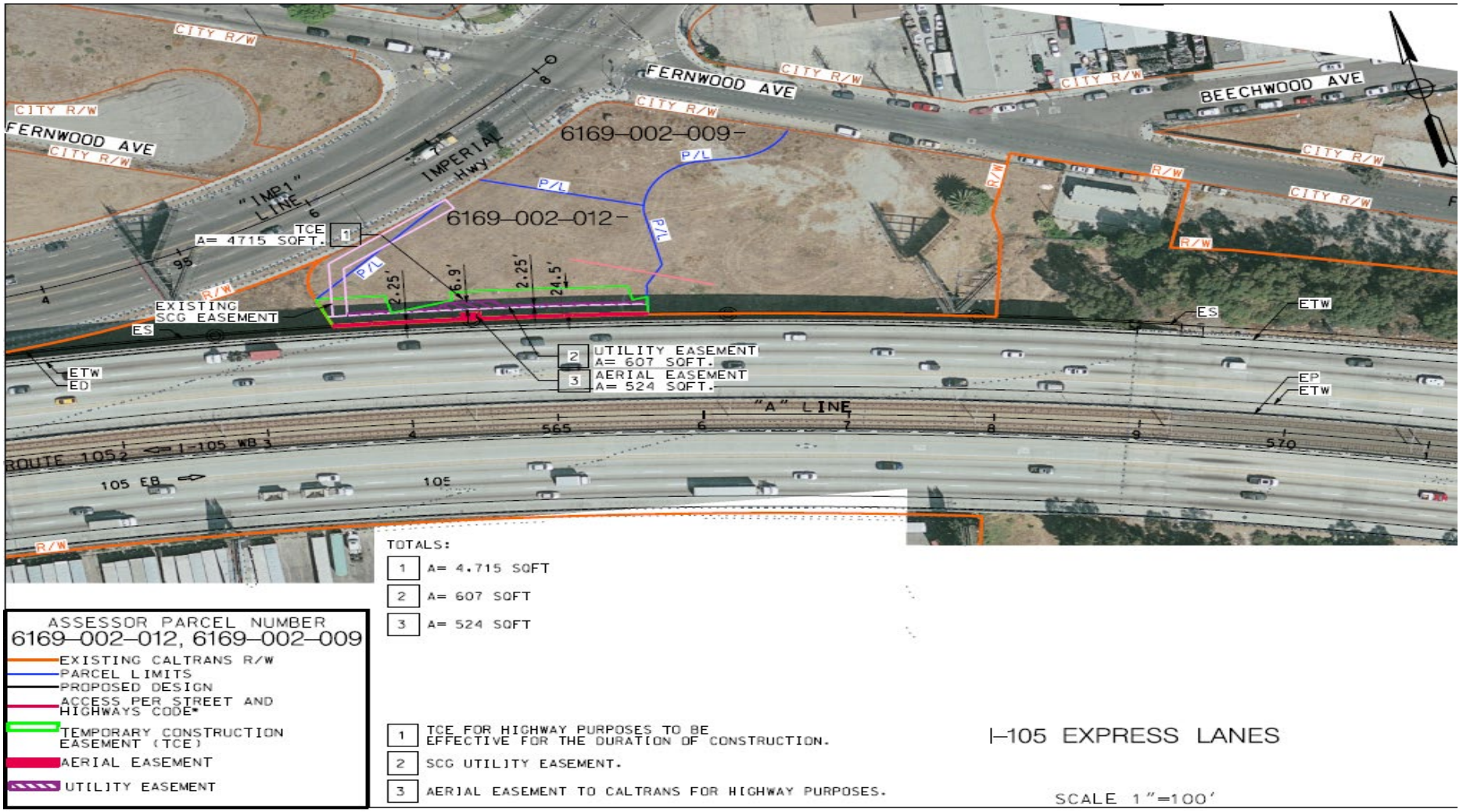
Public Hearing on Resolutions of Necessity for I-105 Express Lanes Project

PARCELS OVERVIEW: CPN 86909



Public Hearing on Resolutions of Necessity for I-105 Express Lanes Project

PARCELS OVERVIEW: CPN 86910



Public Hearing on Resolutions of Necessity for I-105 Express Lanes Project

Staff recommends the Board make the following findings and adopt the Resolutions of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- The offer required by Section 7267.2 of the Government Code has been made to the Owners; and
- Whether the statutory requirements necessary to acquire the property or property interest by eminent domain have been complied with by LACMTA.
- LACMTA has the authority, pursuant to CCP §§ 1240.510 and 1240.610, to condemn property appropriated to a public use, where LACMTA seeks to put that property to a compatible public use or a more necessary public use.
- LACMTA is empowered to condemn substitute property (PUEs) under CCP § 1240.330.

Metro

Thank you

Metro

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

Metro

Board Report

File #: 2026-0776, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
OCTOBER 22, 2026

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 24, 2026.

powered by Legistar™

MINUTES

Thursday, September 24, 2026

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:
Karen Bass, Chair
Kathryn Barger, 1st Vice Chair
Tim Sandoval, 2nd Vice Chair
James Butts
Jacquelyn Dupont-Walker
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Rex Richardson
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:10 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 11, 13, 14, 17, 19, 20, 21, 23, 25, ~~26~~, ~~27~~, 29, 32, 34, 35, 36, 39, and 40.

Consent Calendar items were approved by one motion except items 26 and 27, which were held by a Director for Discussion and/or separate action.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	A	Y

Voting Deviations:
Item 17 – the following Director was conflicted: KRB
Item 19 – the following Director was conflicted: KRB
Item 21 – the following Directors were conflicted: RR and KRB
Item 32 – the following Director was conflicted: KRB
Item 39 – the following Director was conflicted: KRB

2. SUBJECT: MINUTES **2026-0698**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held July 23, 2026 and the Special Board Meeting held September 16, 2026.

3. SUBJECT: REMARKS BY THE CHAIR **2026-0694**

RECEIVED remarks by the Chair.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
P	P	P	P	A	P	P	P	P	P	P	A	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2026-0695**

RECEIVED report by the Chief Executive Officer.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
P	P	P	P	A	P	P	P	P	P	P	A	P

****

KB = K. Barger	JH = J. Hahn	AJN = A.J. Najarian	KY = K. Yaroslavsky
KRB = K.R. Bass	LH = L. Horvath	RR = R. Richardson	
JB = J. Butts	HJM = H.J. Mitchell	TS = T. Sandoval	
JDW = J. Dupont Walker	IP = I. Padilla	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

5. SUBJECT: AMENDMENT TO THE CHAVEZ/FICKETT PROJECT JOINT DEVELOPMENT AGREEMENT **2026-0407**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or their designee to execute an amendment to the Joint Development Agreement (JDA) with Chavez Fickett, L.P. (Developer), an affiliate of Abode Communities, to extend the term for one year, from October 19, 2026 to October 19, 2027, with an option to extend for one additional year for the joint development of a mixed-use, affordable housing project on 1.56 acres of Metro-owned property located at the corner of Cesar E. Chavez Avenue and Fickett Street in Boyle Heights (Project).

6. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE – NORTH COUNTY SUBREGION **2026-0532**

APPROVED ON CONSENT CALENDAR:

A. the programming of an additional $5,183,184 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, and reprogramming project funds previously approved to meet the project schedule; and

B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

7. SUBJECT: COUNTYWIDE CALL FOR PROJECTS **2026-0585**

APPROVED ON CONSENT CALENDAR:

A. DEOBLIGATING $2.23 million of previously approved Call for Projects (Call) funding, and held in reserve;

B. changes to the scope of work for the City of Long Beach - 1st Street Pedestrian Gallery (#F9628);

C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

D. RECEIVING AND FILING time extensions for 46 projects.

.

8. SUBJECT: CAP-AND-INVEST LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) **2026-0467**

APPROVED ON CONSENT CALENDAR the Resolution that:

A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of $58,909,350 in California Cap-and-Invest (formerly California Cap-and-Trade) proceeds, accumulated in State Fiscal Year (FY) 2025-26, disbursed through LCTOP for A-Line Operations;

B. CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and

C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

9. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE – SOUTH BAY SUBREGION **2026-0584**

AUTHORIZED ON CONSENT CALENDAR:

A. APPROVING:

1. PROGRAMMING an additional $96,574,573 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), and reprogramming $29,828,100 project funds previously approved to meet the project schedule;

2. PROGRAMMING an additional $8,700,000 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63);

3. PROGRAMMING an additional $5,400,600 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including reprogramming $19,733,000 project funds previously approved and inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50);

4. PROGRAMMING an additional $4,000,000 within the capacity of Measure R South Bay Transit Investments Program, including reprogramming $11,420,661 project funds previously approved to meet the project schedule; and

(continued on next page)

(Item 9 – continued from previous page)

B. the Chief Executive Officer or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

10. SUBJECT: LONG BEACH-EAST LA CORRIDOR MOBILITY INVESTMENT PLAN HIGHWAY CAPITAL FUNDING **2026-0662**

APPROVED ON CONSENT CALENDAR:

A. PROGRAMMING an amount not-to-exceed $35 million in Measure M I-710 South Corridor Project (now the LB-ELA CMIP) Highway Capital Funds as funding augmentation for the Shoreline Drive Realignment Project, subject to contingencies including partial repayment;

B. AMENDING the FY 2027 Budget to accommodate this programming action; and

C. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements with the City of Long Beach.

11. SUBJECT: A & E LINE INTERLOCK PROJECT - CONSTRUCTION MANAGER / GENERAL CONTRACTOR **2026-0563**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed price Contract No. PS140835000 to RailWorks Track Services, LLC**,** for Phase 1 Preconstruction Services of the Construction Manager/General Contractor contract for the A&E Line Interlock Project (Project) in the amount of $1,000,000, subject to the resolution of any properly submitted protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $27,290,000; and

C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

12. SUBJECT: ENVIRONMENTAL ENGINEERING AND CONSULTING SERVICES **2026-0480**

AUTHORIZED the Chief Executive Officer to:

A. AWARD an Indefinite Delivery/Indefinite Quantity Cost Plus Fixed Fee Contract No. EN 136012EN089, to Veridian Transit Solutions, for Environmental Engineering and Consulting services, in the Not-To-Exceed (NTE) amount of $44,772,922 for a three-year base term, and two, one-year options in the NTE amounts of $14,787,002 and $14,808,572, respectively, for a total NTE amount of $74,368,496, subject to resolution of protest(s), if any;

B. EXECUTE Contract Modifications within the Board-approved funding; and

C. APPROVE Contract Modification Authority for Contract No. EN136012EN089 in the amount of $4,477,000, or 10% of the base term total Board-approved NTE funding amount, to cover the costs of any unforeseen services.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
Y	Y	C	Y	A	Y	Y	Y	Y	Y	Y	Y	C

13. SUBJECT: DORAN STREET GRADE SEPARATION PROJECT LIFE OF PROJECT BUDGET **2026-0529**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. ESTABLISH a Life-of-Project (LOP) budget for the Doran Street Grade Separation Project (Project) in the amount of $116,242,594;

B. NEGOTIATE and EXECUTE all contracts, modifications, and agreements up to the authorized LOP budget for the Doran Street Grade Separation Project; and

C. AMEND the FY27 budget for the Doran Street Grade Separation Project by $8,497,108 for a total of $30,348,345.

14. SUBJECT: VERMONT TRANSIT CORRIDOR BUS RAPID TRANSIT PROJECT **2026-0658**

APPROVED ON CONSENT CALENDAR:

A. ESTABLISHING a Life-of-Project budget for the Vermont Transit Corridor Bus Rapid Transit (BRT) Project in the amount of $413,786,609; and

(continued on next page)

(Item 14 – continued from previous page)

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

17. SUBJECT: AMENDMENT TO LEASE AGREEMENT WITH DOWNTOWN PROPERTIES, LLC FOR THE OFFICE OF INSPECTOR GENERAL LOCATED AT 818 WEST 7TH STREET IN LOS ANGELES **2026-0386**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or their designee to execute Amendment No. 9 to the Lease Agreement with Downtown Properties, LLC ("Lessor"), for the Office of the Inspector General ("OIG") located at 818 West 7th Street in Los Angeles, extending the lease term for 65 months (5 years, 5 months), commencing August 1, 2027, at an initial rate of $39,274 per month with 3% annual escalations, for a total of $2,521,267.65 over the 65-month term.

19. SUBJECT: PHARMACY BENEFIT MANAGEMENT FOR THE WORKERS' COMPENSATION PROGRAM **2026-0601**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. PS134759000 to Matrix Healthcare Services, Inc., dba MyMatrixx, to administer and manage pharmacy benefits, and process and pass through prescription medications for Metro's Workers' Compensation Program (the "Program") in the Not-To-Exceed (NTE) amount of $9,672,000 for the initial three-year base term, $3,256,000 for the first, one-year option, and $3,320,000 for the second, one-year option, for a total NTE amount of $16,248,000, effective October 5, 2026, subject to the resolution of any properly submitted protest(s), if any.

20. SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTION **2026-0229**

APPROVED ON CONSENT CALENDAR the following recommendations for the Measure M Independent Taxpayer Oversight Committee (MMITOC):

A. Jay Gandhi, the recommended nominee for the area of expertise A, a retired federal or state judge; and

B. Daniel Freeman, the recommended nominee for the area of expertise F, a licensed architect or engineer.

21. SUBJECT: GROUP INSURANCE PLANS **2026-0606**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to renew existing group insurance policies covering Non-Contract and American Federation of State, County and Municipal (AFSCME) employees, including long term disability coverage for Teamsters employees, and life insurance for all full-time Los Angeles County Metropolitan Transportation Authority (Metro) employees, for the one-year period beginning January 1, 2027.

22. SUBJECT: METROLINK FISCAL YEAR 2026 CONTINUING RESOLUTION AND FISCAL YEAR 2027 PASSENGER RAIL SUPPORTIVE ACTIONS **2026-0140**

APPROVED AS AMENDED:

A. AUTHORIZING the Chief Executive Officer or their designee to execute Metrolink's second continuing resolution to extend Fiscal Year 2026 (FY26) budget authorization through the second quarter of Fiscal Year 2027 (FY27) until January 1, 2027, and execute all necessary agreements between Metro and the Southern California Regional Rail Authority (SCRRA or Metrolink) based on the continuing resolution;

B. additional funding in the amount of up to $365,202 for Metro's share of the San Bernardino Line 25% Fare Reduction Program using Proposition C 10%/Measure M 1% SCRRA dedicated funds and extending the program from June 30, 2025, to June 30, 2030;

C. Burbank Airport-South Metrolink station safety improvements using Measure R 3% SCRRA dedicated funds in the amount up to $1.3 million;

D. Pomona-Downtown Metrolink station Americans with Disabilities Act (ADA) improvements using Measure R 3% SCRRA dedicated funds in the amount up to $256,720;

E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for 12 State of Good Repair and capital project Memoranda of Understanding (MOU); and

F. RECEIVING AND FILING an update on Metrolink Station Planning and Updates.

(continued on next page)

(Item 22 – continued from previous page)

SANDOVAL AMENDMENT: Direct the CEO to request Metrolink to conduct a full, transparent, and comprehensive audit of the following:

A. Train parts/locomotives and safety concerns at Metrolink;

B. A ~~forensic~~ comprehensive audit to explain the March 2026 service reduction; and

C. A review of Alstom's performance in maintaining and operating Metrolink's locomotives, under both their current and prior contract.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	A	Y

23. SUBJECT: METRO OFFSITE ADVERTISING MOTION 2026-0690

APPROVED ON CONSENT CALENDAR Motion by Yaroslavsky, Bass, Padilla, Mitchell, and Horvath to direct the Chief Executive Officer, in consultation with any relevant County or City of Los Angeles departments, to:

A. EVALUATE the feasibility of temporary advertising on construction walls or solid fencing at one Metro-owned property within the City of Los Angeles, including but not limited to the Metro-owned lots on (1) the southwest corner of Wilshire Boulevard and La Brea Avenue; and (2) relevant East San Fernando Valley line parcels. The evaluation should rank candidate sites based on financial feasibility and identify any additional properties that may be well suited for this use;

   1. This evaluation should include an estimate of gross advertising revenue, projected net revenue, vendor costs, maintenance costs, permitting costs, enforcement costs to determine whether the program is likely to generate net revenue sufficient to justify implementation. If the analysis shows promise, identify options for dedicating net revenue to Metro priorities such as station maintenance, public safety, graffiti abatement, customer experience, construction mitigation, or service support;

B. IDENTIFY all existing policies and regulations related to advertising content, Olympic and Paralympic Games rules, public agency advertising standards, land use approvals, joint development agreements, federal funding requirements, or existing Metro advertising contracts; and

(continued on next page)

(Item 23 – continued on next page)

C. REPORT BACK in 90 days to the Finance, Budget, and Audit Committee with the findings from the evaluation, and if financially feasible, a proposed pilot framework, including recommended site or sites, legal findings, permitting pathway, revenue projections, maintenance and enforcement plan, community outreach plan, and timeline for implementation.

25. SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT **2026-0562**

APPROVED ON CONSENT CALENDAR the appointment of the Chinese American Construction Professionals (CACP) to the Transportation Business Advisory Council (TBAC) membership.

26. SUBJECT: OPEN AND SLOW STREETS PROGRAM UPDATE **2026-0583**

APPROVED:

A. the use of $1 million of previously deobligated local Proposition C 25% Call for Projects funding set aside in reserve for capital projects to fund Open and Slow Streets Cycle 8 operational events between September 2026 and March 2028;

B. AMENDING the FY27 Budget by $1,000,000 to authorize expenditures for Recommendation A; and

C. AUTHORIZING the Chief Executive Officer or their designee to award eligible Cycle 8 events that meet the requirements and process.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	A	Y

27. SUBJECT: OPEN STREETS - CRITERIA FOR 2027 REQUEST FOR PROPOSALS MOTION **2026-0688**

APPROVED AS AMENDED Motion by Bass, Yaroslavsky, Padilla, Butts, Solis and Horvath to direct the CEO to:

A. ENSURE the following criteria will be applied when evaluating the grant applications for Open Streets events held ~~in FY 2027~~ between January 2027 - July 2028;

1. Establish a maximum grant amount of $250,000, while maintaining the existing minimum local match requirement;

(continued on next page)

(Item 27 – continued from previous page)

2. ~~A minimum of 3 consecutive miles of street closure per event~~ No minimum route length requirement shall apply;

3. Applications should prioritize events that bring multiple communities and local businesses together around a unifying theme; and

B. REPORT BACK to the Board within 120 days to formalize the request made in Board Report - 2025-0854, with alternatives that identify funding to support Open Streets programming and events beginning in FY 2028 and continuing thereafter.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	A	Y

28. SUBJECT: RAIL STATION NAMES – WESTSIDE PURPLE (D LINE) EXTENSION, SECTION 3 **2026-0621**

WITHDRAWN:

~~RECOMMENDATION~~

~~ADOPT the staff recommendation for the following official and operational station names for the two stations that comprise Metro Rail's D Line Extension, Section 3:~~

~~**Official Station Name:** Wilshire/UCLA~~
~~**Operational Station Name:** Wilshire/UCLA~~

~~**Official Station Name:** Wilshire/VA Medical Ctr~~
~~**Operational Station Name:** Wilshire/VA Medical Ctr~~

29. SUBJECT: KEEPING METRO AFFORDABLE, EXPANDING METRO'S SUBSIDIZED FARE AND FARELESS PROGRAMS MOTION **2026-0689**

APPROVED ON CONSENT CALENDAR Motion by Bass, Dupont-Walker, Richardson, Mitchell, Solis and Sandoval to direct the CEO to:

A. DEVELOP a plan to increase participation in Metro's subsidized fare and fareless programs by at least 30 percent, including the LIFE Program, GoPass, U-Pass, the Employer Program and all existing programs that provide free or reduced-cost transit to eligible riders. The plan should include strategies to increase employer participation and encourage more employers to subsidize or provide free or reduced-cost transit with their employees;

(continued on next page)

(Item 29 – continued from previous page)

B. REPORT BACK to the Board within 90 days with recommendations for achieving the 30 percent expansion for calendar year 2027, including but not limited to;

   1. Current enrollment and utilization levels for each subsidized or fareless fare program;

   2. An assessment of eligible riders consistent with an equity lens who are not currently enrolled or regularly utilizing available benefits;

   3. Strategies to increase enrollment, retention, and utilization;

   4. Identification of administrative, technological, or other barriers to participation;

   5. Opportunities to simplify enrollment and eligibility verification;

   6. Opportunities to expand digital access to fare benefits through the TAP app and other TAP system enhancements;

   7. Recommendations for measuring the impact of the expansion on ridership, customer access, public safety, and other relevant outcomes.

   8. Gather data that analyzes the demographics and ridership in the City of Los Angeles, the 87 cities, and unincorporated areas of Los Angeles County;

   9. An assessment of the resources necessary to sustain increased participation, including potential federal, state, local, philanthropic, and other funding sources and fare recovery;

C. EXPAND outreach and enrollment efforts, in coordination with community-based organizations, schools, local governments, social service agencies, and other community partners, with an emphasis on reaching eligible residents who are not currently participating in Metro's subsidized fare programs; and

D. ANALYZE the 2021 Fareless System Initiative Study to identify opportunities for potential implementation, including consideration of operational, financial, equity, and regional impacts.

32. SUBJECT: P2000 LIGHT RAIL VEHICLE (LRV) OVERHAUL PROGRAM CONSULTANT SUPPORT SERVICES **2026-0063**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 34 to Contract No PS20113000, a cost plus fixed-fee contract with CH2M Hill, Inc. for the P2000 Light Rail Vehicle (LRV) Overhaul Program Consultant Support Services, increasing the Not-To-Exceed (NTE) contract price by $810,985.32, from $11,012,090.20 to $11,823,075.52, and extending the period of performance from September 30, 2026 through June 30, 2034. This requested increase to the NTE contract price is within the current P2000 LOP budget.

34. SUBJECT: HI RAIL SWING LOADERS **2026-0564**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed price contract, Contract No. DR135489 for six swing loaders with hi-rail gears to SWNG Inc. (DBA Swingmaster), the lowest responsive and responsible bidder, for a total contract amount of $2,573,400, plus applicable California's use tax, subject to the resolution of any properly submitted protest(s), if any.

35. SUBJECT: UNIFORM RENTAL SERVICES **2026-0566**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. OP44851-20008370 with Prudential Overall Supply for uniform rental services, to exercise the one, three-year option in the Not-To-Exceed (NTE) amount of $3,575,446, increasing the total contract NTE amount from $3,256,271 to $6,831,717, and extending the period of performance from December 1, 2026 to November 30, 2029.

36. SUBJECT: STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES REGIONS 1 THROUGH 3 **2026-0567**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 4 to Contract No. OP964830008370 with Graffiti Shield, Inc. for stainless steel anti-graffiti film installation and replacement services for Regions 1, 2, and 3, to exercise the first one-year option in the Not-To-Exceed (NTE) amount of $5,737,859, increasing the total NTE contract amount from $15,722,845 to $21,460,704, and extending the period of performance from December 1, 2026, to November 30, 2027.

39. SUBJECT: METRO C-LINE TRACTION POWER SUBSTATION (TPSS) REPLACEMENT PROJECT **2026-0569**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to increase the Life of Project Budget (LOP) for the Project 205670 - Metro C Line Traction Power Substations Replacement by $63,000,000 increasing the Life of Project from $98,500,000 to $161,500,000.

40. SUBJECT: METRO BIKE SHARE **2026-0672**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 25 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc., DBA Revolution, to implement and support the grant funded expansion of the Metro Bike Share (MBS) system in the Not-To-Exceed (NTE) amount of $7,550,000, increasing the total contract value from $139,830,029 to $147,380,029.

46. SUBJECT: BUS ACQUISITION OF 220 FORTY-FOOT BATTERY ELECTRIC BUSES **2026-0577**

AUTHORIZED AS AMENDED the Chief Executive Officer to:

A. AWARD Contract No. OP118576(2)000 with El Dorado National (California), Inc. (ENC), for the manufacturing and delivery of 220 Battery Electric Buses (BEBs) in the amount of $337,698,727.58 for the base contract, including taxes and delivery; exclusive of any contract option buses, subject to the resolution of any properly submitted protest(s), if any;

B. INCREASE the Life-Of-Project (LOP) for Capital Project 201078 from $52,000,000, established to purchase up to 40 BEBs under the Washington State contract, by $382,355,185 to purchase up to 220 Battery Electric Buses (BEBs) and provide funding for professional and technical support, internal labor, and contingencies, for a total LOP of $434,355,185; and

C. NEGOTIATE AND EXECUTE future contract modifications to the contract up to $1,000,000.

BASS AMENDMENT: Direct the CEO to:

A. AWARD the base contract of 220 Battery Electric Buses (BEBs) to El Dorado Nation Inc.;

(continued on next page)

(Item 46 – continued from previous page)

B. REQUIRE that the exercise of any contract option(s) for the purchase of Battery Electric Buses beyond the 220-bus base order ("Option Vehicles") be subject to Board approval;

C. DIRECT that the exercise of an option to purchase the remaining 1,600 Option Vehicles be structured for purposes of Board authorization in increments not to exceed 300 BEBs. The Board reserves the right to not exercise any option and to rebid the first option and any subsequent options presented;

D. Any request to the Board to approve the purchase of Option Vehicles shall include an evaluation regarding contractor's performance with respect to the following;

1. Adherence to established vehicle delivery timelines aligned with;

   i. Fleet replacement requirements;
   ii. Depot electrification;
   iii. Infrastructure readiness;
   iv. Retirement schedules for aging compressed natural gas (CNG) buses;

2. Demonstrated operational reliability, range, efficiency, and technical performance of delivered BEBs in revenue service; and

3. Compliance with US Employment Program commitments, including:

   i. Contract specific labor values forms
   ii. Job creation/retention metrics
   iii. Workforce training
   iv. Commitment to hire disadvantage workers
   v. Certified payroll reporting
   vi. Compliance with labor standards and Metro's Manufacturing Careers Policy.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
Y	Y	Y	Y	A	Y	Y	N	Y	Y	Y	A	Y

47. SUBJECT: CLOSED SESSION **2026-0697**

A. <u>Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)</u>

1. Trell Walker v. LACMTA, LASC Case No. 23STCV08553

   APPROVED settlement in the sum of $900,000.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	A	Y

2. Raul Estrada v. LACMTA, LASC Case No. 23STCV30173

   APPROVED settlement in the sum of $700,000.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	A	Y

3. Justin Chanski v. LACMTA, et al., LASC Case No. 23STCV26187

   APPROVED settlement in the sum of $250,000.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	A	Y

4. Genoveva Estrada Morales v. LACMTA, LASC Case No. 22STCV36213

   APPROVED settlement in the sum of $1,500,000.

KB	TS	RR	AJN	HS	KY	HJM	JH	JDW	IP	LH	JB	KRB
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	A	Y

5. LACMTA v. California Drop Forge, Inc., et al.,USDC, C.D. Cal., Case No. 2:23-cv-01728

   No report.

6. Jharlinn Avelar, et al. v. LACMTA, et al., LASC Case No. 19STCV11537

   No report.

B. <u>Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)</u>
Initiation of Litigation (Two cases)

No report.

(continued on next page)

(Item 47 – continued from previous page)

C. Conference with Labor Negotiator - Government Code 54957.6
Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins
Employee organizations: SMART, AFSCME, ATU, TCU and Teamsters

No report.

D. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)
Title: Chief Executive Officer, Board Clerk, General Counsel, Inspector General, Chief Ethics Officer

No report.

ADJOURNED AT 1:50 P.M.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration



Collette Langston, Board Clerk

From: Leya Luo
To: Board Clerk
Subject: (EXTERNAL) General Public Comment
Date: Wednesday, September 23, 2026 4:42:36 PM

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To whomever it may concern,

My name is Leya Luo and I am opposed to further Metrolink service cuts. I am a UCLA neuroscience graduate student whose partner is pursuing a PhD at UC Riverside, and neither of us own a car. Therefore, Metrolink service cuts would be financially prohibitive to both of us, along with anyone else who depends on Metrolink trains for their commute. In addition, cutting Metrolink services will just lead to its former customers using alternate forms of transportation that are more reliable and lessen the revenue produced by Metrolink, causing a death spiral for the program.

Thank you.

From: Luke Mawhinney
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, September 22, 2026 12:58:21 PM

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Metro Board Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, gas, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making transit a better option for everyone.

The State of California routinely underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our poorly connected communities. At the same time, families across California who have access to reliable transit are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming transit service cuts.

Metrolink is an essential lifeline connecting communities across the Southern California megaregion, but a $30M budget deficit threatens service cuts that will make it harder for everyone to get around. OCTA and Metro must reverse their misguided cuts to Metrolink operational support. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Luke Mawhinney
[redacted]

From: Michael Keshish
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, September 22, 2026 11:11:49 AM

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We deserve better.

Thank You, M

Michael Keshish
[redacted]

From: Huzail Hassan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, September 22, 2026 9:08:56 AM

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We deserve better.

Thank You,

Huzail Hassan
[redacted]

From: JUAN CORNEJO
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, September 22, 2026 7:05:28 AM

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We deserve better.

Thank You,

JUAN CORNEJO
[redacted]

From: Stan Oklobdzija
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, September 21, 2026 7:26:44 PM

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Metro Board Clerk,

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We deserve better.

Thank You,

Stan Oklobdzija
[redacted]

From: Alan Zhang
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, September 21, 2026 12:28:35 PM

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We deserve better.

Thank You,

Alan Zhang
[redacted]

From: Emily Klapman
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, September 23, 2026 12:52:12 AM

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Metro Board Clerk,

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We deserve better.

Thank You,

Emily Klapman
[redacted]

From: Laura Krull
To: Board Clerk
Cc: Mark Roberts; Caroline Samponaro
Subject: (EXTERNAL) LA Metro Board Meeting 9/24: Public Comment — Metro Bike Share (Consent Calendar Item 40)
Date: Wednesday, September 23, 2026 3:10:48 PM
Attachments: ATT00001.png

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LA Metro Board Meeting Public Comment — Consent Calendar Item 40 (Metro Bike Share)

My name is Laura Krull. I am submitting this comment on behalf of Lyft Urban Solutions. We raised concerns about Item 40 before the Operations, Safety, and Customer Experience Committee on September 17th, and are writing again ahead of the full Board's vote to urge that Metro pull this item from the consent agenda to allow for robust discussion about the future of bikeshare in LA and the region, and ultimately to defer this item for the reasons outlined below.

LA deserves an upgraded bike share system. By approving the 60 station expansion as contemplated in Item 40, Metro will unintentionally lock the region and the Agency into a suboptimal and expensive approach, a system with a history of underperformance, and one that Metro staff and Board Members noted last week includes an app, software and equipment that is out of date.

Extending the Existing Contract Is Costly to Taxpayers Today and in the Future
The Contract Modification/Change Order Log attached to the Committee's agenda for Item 40 shows that the incumbent operator has charged Metro $1.1 million per month for operations, consistently, for more than three years of extensions beyond the contract's original term. That is over $13 million a year. That rate is significantly more expensive than what the competitive procurement would have delivered. In fact, Lyft's own bid on the RFP Metro canceled last week would have replaced and expanded the program with all new equipment and state of the art technology for significantly lower cost.

Given that bike share equipment is not compatible between platforms, by funding 60 new stations using the existing provider's equipment, Item 40 inadvertently consigns Metro to continue operating the 225 existing stations for the foreseeable future, or undertake the same replacement process that the cancelled RFP contemplated.
By approving Item 40 and funding expansion using the existing equipment Metro is all but closing the door on the opportunity to get a new operator and better service for the region.

A Future Operations-Only Procurement Will Not Be Competitive
Because bike share companies typically specialize in operating their own equipment, any future RFP focused on making use of the existing Metro Bike Share equipment will likely attract only a small handful of qualified bidders, if any, who are capable of servicing this

specific legacy equipment. A decision today to expand the program with this equipment all but guarantees a non-competitive operations procurement tomorrow.

Next Steps for Metro Bike Share
We understand Metro is preparing to issue an RFI to explore new models for funding and operating bike share regionally. As Metro's own Scope of Services for the cancelled RFP acknowledged, MBS "relies upon the use of non-dedicated and scarce public resources to support its operation," making it "imperative that MBS demonstrate its value, success and financial sustainability to ensure its continued operation." A fiscal cliff will require difficult decisions and trade-offs, but bike share does not need to be one.

A low or no subsidy bike share model offers a solution that can both work within Metro's current fiscal realities while also providing a world class regional transit service that Angelenos deserve. We believe there is a clear path to a bike share program in Los Angeles that requires no operating subsidy at all. While the RFP that was cancelled explored the concept of achieving operational cost neutrality within 5 years, we believe that Metro can go even further. A properly constructed RFP that allows the Contractor to access multiple revenue sources, including rider revenue, advertising, sponsorship, and state grants, can allow the program to cease operating subsidies beginning on day one. We know this because we deliver this model of bike share in other large cities today. A modern, regional, self-sustaining bike share program is the right path forward for LA, not locking in another generation of subsidized operations under Item 40.

We respectfully urge the Board to reconsider Item 40, which doubles down on a broken model, and instead pursue a competitive path toward a bike share system that costs Los Angeles taxpayers nothing to operate.

Thank you,
Laura Krull

--
Laura Krull
Senior Policy Manager, West Coast
She/Her/Hers

San Francisco Office, PST



EARTHJUSTICE

September 23, 2026

Chair Karen Bass and Members of the Board
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Support for Agenda Item No. 46 – Bus Acquisition of 220 Forty-Foot Battery Electric Buses

Dear Chair Bass and Members of the Board:

On behalf of Earthjustice, we write to support Agenda Item No. 46 and urge the Board to approve the proposed contract for the acquisition of 220 forty-foot battery electric buses. This purchase would be a major step forward in Metro's transition to a zero-emission fleet and is critical to sustaining Metro's leadership on bus electrification. By approving one of the largest battery electric bus orders in the U.S., the Board can accelerate the retirement of polluting buses, deliver cleaner air to communities across Los Angeles County, and demonstrate that Metro is prepared to turn its ambitious electrification commitments into action.

Metro has repeatedly affirmed its commitment to cleaning up air pollution by electrifying its bus fleet. Battery-electric buses eliminate harmful tailpipe emissions, reduce noise impacts, and advance our climate and clean air goals. These benefits are especially important for communities located near major bus routes and operating divisions, as well as for Metro's riders and bus operators.

This bus purchase comes at the right time and would demonstrate real progress towards Metro's electrification goals. It has been nine years since Metro made its landmark commitment to transition to a 100 percent zero-emission bus fleet by 2030, but today less than 7 percent of Metro's buses are zero-emission vehicles. The proposed acquisition of 220 battery electric buses would put Metro within striking distance of electrifying 20 percent of its fleet, representing a major step towards eliminating harmful tailpipe pollution from bus operations. Approving the contract would support the continued retirement of polluting CNG buses while helping to align new electric bus deliveries with depot electrification projects that are currently underway.

This purchase is particularly urgent as Los Angeles prepares for the 2028 Olympic and Paralympic Games. The Games present a once-in-a-generation opportunity to demonstrate that Los Angeles is building a clean, modern transit system. Approving this purchase will help Metro

provide cleaner, quieter service during the Games while delivering lasting public health benefits to the riders and operators that depend on the buses, long after the Games are over.

An electric bus purchase of this size will also support the continued development of California's zero-emission transit bus market. Metro's purchasing decisions influence manufacturers, suppliers, and transit agencies across California and the nation. By proceeding with a battery electric bus purchase of this scale, Metro will send a clear signal that demand for battery electric buses is strong and will continue to grow.

But we cannot stop here. Metro must continue to make swift progress towards eliminating tailpipe pollution from its buses by reaching a 100 percent electric bus fleet. That continued progress will improve environmental justice, deliver strong outcomes for workers, and reflect the priorities of affected workers and communities. Following this initial base buy of 220 buses, Metro should work directly with labor and community organizations to ensure that options for up to 1,600 additional buses are exercised in a way that advances high-quality jobs, recognizes enforceable community and labor agreements, and applies transparent and consistently documented evaluation criteria. That process should ensure that future bus orders advance the Manufacturing Careers Policy's goals of supporting high-quality jobs and meaningful workforce opportunities.

We urge the Board to approve Agenda Item No. 46 and move forward with the acquisition of 220 battery electric buses. We also encourage the Board to direct staff to continue work towards a zero-emissions future, following through on the Board's commitment to a 100 percent electric fleet. Thank you for your leadership and continued commitment to protecting communities from harmful air pollution by transitioning to nonpolluting electric buses.

Sincerely,

Candice Youngblood
Kjellen Belcher
Adrian Martinez
Earthjustice

GREATER RIVERSIDE
CHAMBERS OF COMMERCE
The Chamber… Building a stronger local economy

September 23, 2026

Mayor Karen Bass, City of Los Angeles, and Chair of the Board of Directors
Los Angeles County Metropolitan Transportation Authority (Metro)
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

RE: El Dorado National-California (ENC) – A Premier Manufacturer of High-Quality Transit Buses Based in Inland Southern California

Dear Honorable Chair Bass and Members of the Board:

On behalf of the Greater Riverside Chambers of Commerce, I am writing to express my appreciation for El Dorado National-California (ENC) and its commitment to manufacturing innovative transit vehicles in Southern California. ENC is a valued partner of the Chamber and an important contributor to our regional economy. Operating from its advanced manufacturing facility in the greater Riverside area, ENC is truly a hidden gem of Southern California. The company has established itself as a premier manufacturer of transit buses powered by clean diesel, compressed natural gas (CNG), electric, and electric-hybrid technologies, serving transit agencies throughout the nation while creating quality jobs here in our region.

I recently had the opportunity to tour ENC's facility and was impressed by several aspects of the operation. First, I was struck by the scale, precision, and quality of the manufacturing environment. The facility utilizes state-of-the-art equipment and processes within a safe and well-organized workplace to produce high-quality transit vehicles that meet the evolving needs of public transportation systems.

Second, I had the opportunity to observe many of the company's more than 300 employees at work. The professionalism, expertise, and energy demonstrated by the team reflected a culture of excellence and pride in craftsmanship. It was evident that ENC's employees are deeply committed to delivering reliable and innovative transportation solutions.

Third, I was able to ride one of ENC's all-electric, zero-emission transit buses. The experience reinforced my confidence in the company's products. The vehicle provided a remarkably smooth ride, featured comfortable passenger amenities, and exhibited the quality construction one would expect from a leading American manufacturer.

Beyond its manufacturing capabilities, ENC represents the type of advanced manufacturing employer that plays a critical role in building our region's future workforce. The Chamber looks forward to expanding our partnership with ENC to help develop stronger workforce pathways for local students and young adults. By introducing youth to careers in advanced manufacturing, engineering, and skilled trades, we can help cultivate the next generation of talent while supporting high-value employers that are investing in our community.

ENC's commitment to innovation, quality, workforce development, and regional economic growth makes the company an exceptional representative of Southern California manufacturing. We are proud to partner with ENC and look forward to supporting its continued success for years to come.

Please do not hesitate to contact me at (951) 683-7100 ext. 210 or nadcock@riverside-chamber.com if you have any questions or if we can be of further assistance. Thank you for your time and attention.

Respectfully,

[redacted]

Nicholas Adcock
President/CEO



September 24, 2026

Los Angeles County Metropolitan Transportation Authority
Board of Directors
1 Gateway Plaza
Los Angeles, CA 90012

Re: Item 46 – Procurement of 220 Battery Electric Buses

Dear Chair Bass, CEO Wiggins, and Members of the Board:

On behalf of IBEW Local 11 and the Los Angeles Chapter of the National Electrical Contractors Association (LA NECA), we support Metro's proposed procurement of 220 battery-electric buses and encourage Metro to continue moving forward with the electrification of its bus fleet.

The transition to zero-emission transportation represents an important investment in Los Angeles County's infrastructure and creates opportunities for skilled electrical contractors, electricians, and apprentices. As Metro continues to make these investments, we encourage the agency to ensure that they **create high-road career opportunities that provide family-sustaining wages and benefits, access to apprenticeship training, and pathways for career advancement.**

Metro has long recognized that its recurring bus procurements can be an opportunity to strengthen the local workforce. Its 2017 Strategic Plan for the transition to zero-emission buses specifically identified local hiring and recurring bus procurement as opportunities to bolster the region's labor force and create career paths in clean-energy technologies.

We appreciate Metro's continued investment in zero-emission buses and encourage the agency to maintain that momentum. We also encourage Metro to continue incorporating strong workforce standards into its fleet electrification investments, including the electrical infrastructure necessary to support them.

IBEW Local 11 and LA NECA look forward to continuing to work with Metro to advance a zero-emission bus system while ensuring that these investments create lasting economic and career opportunities for workers.

Sincerely,

Joe Sullivan
Director of Energy and Workforce Solutions
IBEW Local 11 and the LA Chapter of the National Electrical Contractors Association

LOS ANGELES AREA
CHAMBER OF COMMERCE

September 23, 2026

Los Angeles County Metropolitan Transportation Authority
Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Re: Support for Agenda Item 46 — Zero-Emission Bus Procurement (220 Battery Electric Buses)

Dear Chair and Members of the Board:

On behalf of the Los Angeles Area Chamber of Commerce, the largest business organization in the Los Angeles region, I write to respectfully urge the Board to approve Agenda Item 46, awarding the contract for the manufacture and supply of 220 battery electric buses. This procurement is essential to Metro's transition to a zero-emission fleet and the replacement of the agency's aging CNG buses, and we ask that the Board act to advance it without further delay.

The Chamber commends Metro staff for their diligence throughout this procurement. The agency's recommendation to award the contract to ElDorado National (California), Inc. follows a competitive RFP process and reflects the staff's determination that ENC's proposal offers the highest rating and the best value to Metro and its ratepayers. **We urge the Board to honor that process and the staff recommendation it produced.**

We note that the award has withstood scrutiny. A protest filed against the contract award was reviewed and denied by Metro on August 28, 2026, and a subsequent appeal was reviewed and denied on September 10, 2026. The protest period has now expired. With the competitive process complete and the integrity of the award confirmed, the Board has a clear path to proceed.

Beyond the environmental benefits of fleet electrification, this procurement carries substantial economic value for the region. It will support Southern California manufacturing and approximately a dozen local suppliers and vendors, sustaining as many as 1,000 direct, indirect, and induced regional jobs. **These are public dollars, and the Chamber believes Metro should maximize the share of this investment that returns to Southern California workers, businesses, and communities.**

Approving this item allows Metro to support local jobs, strengthen the region's manufacturing base, secure the best value for taxpayers, and accelerate the transition to clean transportation. We respectfully ask the Board to approve this item.

Thank you for your consideration.

Sincerely,

[redacted]

Carlos Singer
Senior Vice President & Chief Policy Officer

Accredited Chamber
U.S. Chamber of Commerce

350 S. Bixel St. | Los Angeles, CA 90017 | P: 213.580.7500 | F: 213.580.7511 | lachamber.com

September 23, 2026

Board of Directors
Los Angeles County Metropolitan Transportation Authority (Metro)
VIA ELECTRONIC MAIL

RE: Support - Agenda Item 46: Bus Acquisition of 220 Forty-Foot Battery Electric Buses

Dear Members of the Metro Board:

On behalf of the Los Angeles Cleantech Incubator (LACI), we urge the Board to approve and advance Metro's pending battery-electric bus procurement without further delay and preserve the opportunity to put more electric buses into service before the 2028 Olympic and Paralympic Games to advance cleaner air for Angelenos - in particular those most vulnerable in frontline communities - for decades to come.

To advance LACI's mission of creating an inclusive green economy, our Transportation Electrification Partnership (TEP) set a target in 2018 of 100% electric buses by the 2028 Games. As such, LACI and TEP have consistently advocated for accelerating electrified transit across the region - along with last and first mile solutions, active transit, and other investments - including support for Metro's transition to an all-electric bus fleet.

In December 2024, LACI released *Going for Gold: A Blueprint to Catalyze Medium- and Heavy-Duty Charging Infrastructure Investments in the Los Angeles Region Preceding the 2028 Games*, which specifically calls for accelerating Metro depot electrification and finalizing engineering and procurement decisions to maximize electric transit service during the 2028 Games.[1] This work is essential to improving air quality, particularly in communities disproportionately burdened by transportation pollution.

We commend Metro's efforts to fulfill its 2035 fleet electrification target and urge the agency to electrify as much of the fleet as possible by 2028. The Games provide a key opportunity to accelerate investments that will serve as a legacy for decades. Every additional electric bus in service can help reduce pollution along Metro routes, deliver quieter transportation for riders, and generate economic benefits to our communities.

Metro's Board report anticipates deliveries of the 220 battery-electric buses beginning in spring 2028. Further procurement delays risk limiting the buses available to showcase electrified transit as Los Angeles welcomes the world for the 2028 Games. We urge the Board to resolve any outstanding issues expeditiously and move to advance procurement promptly, and protect the delivery schedule, including for related charging infrastructure to ensure reliable service and maximize electric-bus deployment.

Thank you for your leadership and partnership. LACI looks forward to continuing our work with Metro to make clean air a lasting legacy of the 2028 Games.

Sincerely,

[redacted]

Matt Petersen, CEO
Los Angeles Cleantech Incubator

[1] Los Angeles Cleantech Incubator. *Going for Gold: A Blueprint to Catalyze Medium- and Heavy-Duty Charging Infrastructure Investments in the Los Angeles Region Preceding the 2028 Games.* December 2024, p. 7, "Transit Electrification."

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0058
(916) 319-2058

DISTRICT OFFICE
391 NORTH MAIN STREET, SUITE 210
CORONA, CA 92878
(951) 371-6860

EMAIL
Assemblymember.Castillo@assembly.ca.gov

Assembly
California Legislature

LETICIA CASTILLO, MA, LMFT, LPCC
ASSEMBLYMEMBER, FIFTY-EIGHTH DISTRICT

COMMITTEES
VICE-CHAIR, HUMAN SERVICES
VICE-CHAIR, ECONOMIC DEVELOPMENT, GROWTH, AND HOUSEHOLD IMPACT
EDUCATION
COMMUNICATIONS AND CONVEYANCE
ENVIRONMENTAL SAFETY AND TOXIC MATERIALS

September 11, 2026

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

Dear Chair and Directors,

I am proud to represent California's 58th Assembly District, which includes Jurupa Valley, home to ENC's bus manufacturing facility. I also serve as Vice Chair of the Assembly Committee on Economic Development.

I write again in strong support of ENC as the Los Angeles County Metropolitan Transportation Authority considers the anticipated procurement of more than 200 electric transit buses, expected to come before the Metro Board on September 24. This procurement represents an important opportunity to advance clean transportation while supporting high-quality California manufacturing jobs.

Earlier this year, I had the opportunity to tour ENC's facility and witness firsthand the skilled California workers building these buses from end to end. It is precisely the kind of American manufacturing we should be championing.

ENC has been manufacturing transit buses in California since 1975 - for more than 50 years - and builds every bus entirely in the United States at its 227,000-square-foot, ISO 9001-certified facility on 17 acres in Jurupa Valley. Under its new ownership by Rivaz since 2024, the company has invested more than $50 million in facility upgrades, workforce development, and planned expansion.

ENC now employs more than 300 people and continues to hire and grow. A Metro award of this scale would help sustain and expand those direct manufacturing jobs in Southern California while also supporting ENC's network of local and regional suppliers.

Awarding this procurement to ENC would keep a significant public investment working here in California. It would support skilled jobs while putting safe, reliable, zero-emission, American-made buses on Metro's streets. Every ENC bus is Buy America compliant, Altoona-tested, and FTA-approved, helping ensure that transit investments strengthen California manufacturing and California workers.

ENC also operates its own manufacturing training center and partners with UC Riverside, Cal Poly Pomona, and local community colleges to develop skilled local talent. These partnerships create career pathways and strengthen the region's manufacturing workforce for the long term.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0058
(916) 319-2058

DISTRICT OFFICE
391 NORTH MAIN STREET, SUITE 210
CORONA, CA 92878
(951) 371-6860

EMAIL
Assemblymember.Castillo@assembly.ca.gov

Assembly
California Legislature

LETICIA CASTILLO, MA, LMFT, LPCC
ASSEMBLYMEMBER, FIFTY-EIGHTH DISTRICT

COMMITTEES
VICE-CHAIR, HUMAN SERVICES
VICE-CHAIR, ECONOMIC DEVELOPMENT, GROWTH, AND HOUSEHOLD IMPACT
EDUCATION
COMMUNICATIONS AND CONVEYANCE
ENVIRONMENTAL SAFETY AND TOXIC MATERIALS

For these reasons, I am proud to support ENC and respectfully urge the Board to move forward with a procurement that recognizes ENC's proven manufacturing capacity, growing workforce, and commitment to building clean transit vehicles here in Southern California.

Thank you for your time and for your leadership in building a stronger, cleaner transit system for Los Angeles County.

Sincerely,

[redacted]

Leticia Castillo
Assemblywoman, 58th District
Vice Chair, Assembly Committee on Economic Development

City of Jurupa Valley

Mayor
Brian Berkson

Mayor Pro Tem
Chris Barajas

Council Members
Armando Carmon
Guillermo Silva
Veronica Sanchez

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

Dear Chair and Directors,

On behalf of the Jurupa Valley City Council, I am writing to express my strong support for awarding the bus contract to El Dorado National (ENC).

As Mayor of Jurupa Valley, I am proud to represent a community that is home to ENC's manufacturing facility and hundreds of skilled employees. I recently had the opportunity to tour ENC's Jurupa Valley facility, and I was impressed firsthand by the company's manufacturing capabilities, the quality of its operations, and its commitment to its employees.

During my visit, I witnessed the highly skilled workforce involved in manufacturing transit buses from end to end. It was clear that ENC is not simply operating a manufacturing facility in Jurupa Valley, it is investing in its employees, developing skilled workers, and contributing to the strength of our local economy.

ENC has been manufacturing transit buses in California since 1975 and has established a significant presence in Jurupa Valley. Since its acquisition by Rivaz in 2024, the company has invested more than $50 million in facility upgrades, workforce development, and planned expansion. The company now employs more than 300 people at its Jurupa Valley facility and continues to grow.

Awarding this contract to ENC would help sustain and expand these investments while supporting quality manufacturing jobs here in Jurupa Valley and throughout Southern California. It would also ensure that public transit investments help support American manufacturing and California workers.

ENC's commitment to workforce development is particularly noteworthy. The company operates its own manufacturing training center and works with educational institutions to develop the skilled workforce necessary to support advanced manufacturing careers. These efforts provide meaningful opportunities for local residents and contribute to the long-term economic

strength of our region.

Having personally toured the facility, I can attest to ENC's manufacturing capabilities and, equally important, its commitment to the people who make its operations successful. ENC is an important employer and corporate partner in Jurupa Valley, and we are proud to have the company as part of our community.

For these reasons, I respectfully urge LA Metro to award the bus contract to ENC. This decision would support a proven California manufacturer, protect and create quality jobs, and reinforce our shared commitment to strengthening domestic manufacturing and the Southern California economy.

Thank you for your consideration and for your continued leadership in providing safe, reliable, and high-quality public transportation throughout our region.

Sincerely,

[redacted]

Brian Berkson
Mayor

8930 Limonite Ave., Jurupa Valley, CA 92509-5183
Phone: (951) 332-6464 | Fax: (951) 332-6995 | www.jurupavalley.org

City of Jurupa Valley

Mayor
Brian Berkson

Mayor Pro Tem
Chris Barajas

Council Members
Armando Carmon
Guillermo Silva
Veronica Sanchez

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

Dear Chair and Directors,

On behalf of the City of Jurupa Valley, I am writing to express our strong support for awarding the bus contract to El Dorado National (ENC).

ENC has been an important part of Jurupa Valley's business community and manufacturing base for more than five decades. Since 1975, ENC has manufactured transit buses in California, with its 227,000-square-foot, ISO 9001-certified manufacturing facility located right here in Jurupa Valley. The company's continued investment in its facility and workforce represents the type of high-quality manufacturing and economic opportunity that the City is committed to supporting.

Since Rivaz acquired ENC in 2024, the company has invested more than $50 million in facility improvements, workforce development, and planned expansion. ENC's workforce has also grown significantly, with more than 300 employees currently working at the Jurupa Valley facility. These investments have a direct and meaningful impact on our local and regional economy.

Awarding this contract to ENC would help sustain and expand these investments in Southern California while supporting quality manufacturing jobs and ensuring that transit dollars contribute to domestic manufacturing. ENC buses are Buy America compliant, Altoona-tested, and FTA-approved, further demonstrating the company's commitment to meeting the standards necessary to support a safe and reliable transit system.

The City is also encouraged by ENC's commitment to workforce development. Through its manufacturing training center and partnerships with institutions such as UC Riverside, Cal Poly Pomona, and local community colleges, ENC is helping develop the skilled workforce needed to support advanced manufacturing and the broader Inland Empire economy.

8930 Limonite Ave., Jurupa Valley, CA 92509-5183
Phone: (951) 332-6464 | Fax: (951) 332-6995 | www.jurupavalley.org

As a growing city and a significant employment center within the Inland Empire, Jurupa Valley strongly values partnerships that create quality jobs, strengthen local manufacturing, and expand economic opportunities for our residents. ENC's continued presence and growth in our community directly supports these priorities.

For these reasons, the City of Jurupa Valley respectfully urges LA Metro to move forward with awarding the contract to ENC. We believe this investment will provide meaningful benefits not only to Los Angeles County's transit system, but also to Jurupa Valley, the Inland Empire, and California's manufacturing workforce.

Thank you for your consideration and for your continued commitment to strengthening Southern California's transportation network and economy.

Sincerely,

[redacted]

Rod Butler
City Manager

8930 Limonite Ave., Jurupa Valley, CA 92509-5183
Phone: (951) 332-6464 | Fax: (951) 332-6995 | www.jurupavalley.org

September 23, 2026

LACMTA Board of Directors
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

Re: OP118576(2) – Battery-Electric Bus Procurement

Dear CEO Wiggins and Honorable Members of the Board:

We, the undersigned community and labor organizations, write regarding Metro's proposed award of OP118576(2) for battery-electric buses and continuing concerns with Metro's evaluation process and implementation of the Manufacturing Careers Policy ("MCP").

In July, Metro withdrew the proposed award from the Board agenda after concerns were raised about unexplained disparities in U.S. Employment Plan ("USEP") scoring. Metro then reevaluated the proposals and produced materially different results, including more than doubling one bidder's USEP score. Yet Metro has not disclosed the

criterion-by-criterion scoring, evaluator analysis, or methodology necessary to explain either evaluation.

The lack of transparency is particularly concerning because the questions extend beyond USEP. ENC, the recommended awardee, has never delivered a battery-electric bus, yet received past-performance and project-management scores comparable to more established electric bus manufacturers. Taken together, these issues make it difficult to determine whether Metro applied the solicitation's stated criteria consistently.

There is no longer a reliable basis for confidence that the proposals are being scored fairly or against a consistent standard. The criteria and evaluation process used to make an investment of this magnitude should be one Metro is prepared not only to defend, but to repeat.

We have three areas of concern:

1. **The current proposed award has revealed numerous problems. Metro should engage with stakeholders to make sure there is a fair process moving forward so that this never happens again.**

   If the current proposed contract is awarded, Metro should monitor it carefully and learn from its mistakes so that companies are given an opportunity to put forth their strongest commitments to community-labor partnerships. The proposed award to ElDorado shows the many problems in Metro's application of the MCP and in its overall scoring. ElDorado proposes low wages and benefits and no real commitment to disadvantaged hiring and apprenticeship programs. While there is more ElDorado can do to be more like its competitors, they were awarded high points for the USEP. Metro's materials obtained less than 2 weeks ago provide general descriptions of bidder strengths and weaknesses but do not disclose how evaluators applied the individual scoring criteria. Then the scores were inexplicably revised between committee consideration and the July board meeting.

   Similar questions arise in other portions of the evaluation. "Experience and Past Performance," worth 200 points, specifically called for experience with similar buses, "particularly BEB propulsion systems." Yet ENC received a nearly 70% score on past performance even though Metro's July 2026 Board Report identifies its prior Metro experience only as CNG buses, identifies no comparable completed battery-electric bus delivery, and notes that ENC paused production in late 2024 before restarting under new ownership in 2025. The current materials do not explain how Metro weighed those facts under the stated criteria.

2. **Amend the MCP so enforceable community or labor agreements can satisfy duplicative commitment and reporting requirements.**

   This procurement also exposed a problem with how the MCP treats existing legally enforceable workforce agreements. Metro's revised Procurement Summary indicates that New Flyer received limited USEP credit largely because it relied on existing labor agreements instead of making new contract-specific commitments and completing contract-specific Labor Value Forms.

   The MCP should be amended to allow existing enforceable workforce agreements to satisfy reporting requirements. Where manufacturers fulfill multiple contracts in the same facility, requiring them to separately track labor hours attributable to Metro buses creates unnecessary burdens when the same workforce obligations are already established through collective bargaining agreements, community benefits agreements, and comparable enforceable labor agreements.

   Bidders have raised this issue in prior procurements, but Metro has not addressed it. As a result, the current structure can disadvantage bidders precisely because they rely on existing enforceable agreements that already advance the MCP's substantive goals. Allowing equivalent agreements to satisfy corresponding USEP requirements would correct that misalignment without otherwise changing the MCP.

3. **Establish a clearer and more objective scoring and documentation process that can be applied consistently across procurements.**

   Metro should revise its scoring and evaluation procedures so solicitations clearly identify what commitments will receive credit, evaluators apply those criteria consistently, and the procurement record documents the basis for material scoring decisions and revisions. Metro should develop these reforms in consultation with community and labor organizations and other stakeholders with experience implementing the MCP and Best Value procurements overall.

We strongly support Metro's transition to zero-emission buses and the MCP's goal of ensuring that major public investments support high-quality jobs and workforce opportunities. Both goals depend on a procurement process that is competitive,

transparent, consistently administered, and capable of producing a defensible result. We support future contract awards or options going to companies who have raised their standards for workforce investments beyond the status quo.

We therefore urge Metro to rebid the procurement for the options for OP118576(2) and allow bidders to submit revised proposals under clear and corrected criteria; amend the MCP so enforceable community or labor agreements can satisfy duplicative commitment and reporting requirements; and establish a transparent, documented, and consistently applied scoring process for future best value procurements.

Sincerely,

Claude Cummings
President
Communications Workers of America

Yvonne Wheeler
President
Los Angeles County Federation of Labor

Frank Arce
Vice President
CWA District 9

Matt Lelou
President
CWA Local 7304 (MN)

Mel Taylor
President
IUE-CWA Local 83600 (KY)

Madeline Janis
Executive Director
Jobs to Move America

Carl Kennebrew
President
IUE-CWA

Mike Miller
Director
UAW Region 6

Erica Ericson
President
IUE-CWA Local 81500 (NY)

Marcus King
President
IUE-CWA Local 83700 (AL)

Trina Traylor
Senior Campaign Coordinator
Los Angeles Black Worker Center

From: Christy Schauf
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Sunday, September 20, 2026 9:45:28 AM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear LA Metro Board,

I am writing to urge you to expand upon your 2017 and 2020 plans to electrify 12% of your buses by 2030.

This decision was momentous at the time and has moved us in the right direction. But as one of the largest cities in the country, and one that is rendered difficult to navigate without a personal vehicle, it is imperative that:
-We make the majority of our bus lines electric
-Our buses are made more accessible across all income levels
-We provide safe, lit-up, and shady bus stops that give bus riders the dignity they deserve

As Metro has worked to make the J Line electric, your ridership -- consisting of mostly working-class and communities of color -- has been forced to inhale the emissions coming from these diesel-fueled bus lines, both in their neighborhoods along major bus routes and in the buses (as passengers).

It's beyond time to move us into the future with buses running on clean energy. And given that the LA Metro is backed by taxpayer money, you owe us, your daily passengers, a healthy, safe mode of transportation.

The wheels of time won't be as forgiving to entities that ignored the needs of their communities. Make the right decision today -- fund the transition to electric buses now!

Sincerely,

Christy Schauf


This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: Gabe Barr
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, September 15, 2026 7:22:08 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

Dear LA Metro Board,

I am writing to urge you to expand upon your 2017 and 2020 plans to electrify 12% of your buses by 2030.

This decision was momentous at the time and has moved us in the right direction. But as one of the largest cities in the country, and one that is rendered difficult to navigate without a personal vehicle, it is imperative that:
-We make the majority of our bus lines electric
-Our buses are made more accessible across all income levels
-We provide safe, lit-up, and shady bus stops that give bus riders the dignity they deserve

As Metro has worked to make the J Line electric, your ridership -- consisting of mostly working-class and communities of color -- has been forced to inhale the emissions coming from these diesel-fueled bus lines, both in their neighborhoods along major bus routes and in the buses (as passengers).

It's beyond time to move us into the future with buses running on clean energy. And given that the LA Metro is backed by taxpayer money, you owe us, your daily passengers, a healthy, safe mode of transportation.

The wheels of time won't be as forgiving to entities that ignored the needs of their communities. Make the right decision today -- fund the transition to electric buses now!

Sincerely,

Gabe Barr



This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: Rafael Barr
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, September 15, 2026 7:21:43 PM

CAUTION: This email originated from outside of the organization. Help Metro protect against cyber threats. Verify the sender's email address carefully. Do not click links or attachments unless you trust the sender. Be aware of phishing signs such as urgent requests, unexpected links, or offers that seem too good to be true. Be cautious of spoofed emails that appear to come from trusted sources. Report suspicious emails. Follow Metro policies and update accounts only through official channels.

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Sincerely,

Rafael Barr



This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: Alicia Barr
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, September 15, 2026 7:21:26 PM

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Sincerely,

Alicia Barr



This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: Rose Barr
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, September 15, 2026 7:21:08 PM

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Sincerely,

Rose Barr



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From: Patrice Strong
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, September 14, 2026 9:50:22 PM

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From: Christy Schauf
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, September 14, 2026 2:10:41 PM

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Sincerely,

Christy Schauf


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From: Carlos Arnold
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, September 14, 2026 12:34:05 AM

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Sincerely,



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From: B Chan
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Saturday, September 12, 2026 10:36:15 PM

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Sincerely,

B Chan


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From: Dennis Landi
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Wednesday, September 9, 2026 8:24:04 AM

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Sincerely,

Dennis Landi


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From: Llll D
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, September 7, 2026 12:39:53 PM

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Sincerely,

Llll D



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From: Jan Palchikoff
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Friday, September 4, 2026 10:53:06 AM

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Sincerely,

Jan Palchikoff



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From: Ryan Dell
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, August 31, 2026 12:47:44 PM

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Sincerely,

Ryan Dell


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From: Don Lukenbill
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, August 11, 2026 3:16:00 PM

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Sincerely,

Don Lukenbill


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From: C. Y
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Saturday, August 8, 2026 2:40:21 AM

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Sincerely,

C. Y



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From: Edwin Wallum
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, August 4, 2026 11:52:05 AM

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Sincerely,

Edwin Wallum
[redacted]

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From: Gary Corda
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, August 3, 2026 3:49:48 PM

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Sincerely,

Gary Corda


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From: Jacob Mcnevin
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Monday, August 3, 2026 7:21:46 AM

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It's beyond time to move us into the future with buses running on clean energy. And given that the LA Metro is backed by taxpayer money, you owe us, your daily passengers, a healthy, safe mode of transportation.

The wheels of time won't be as forgiving to entities that ignored the needs of their communities. Make the right decision today -- fund the transition to electric buses now!

Sincerely,

Jacob Mcnevin



This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at member.care@sierraclub.org or (415) 977-5673.

From: Karen Sutton
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Sunday, August 2, 2026 4:38:45 PM

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Dear LA Metro Board,

I am writing to urge you to expand upon your 2017 and 2020 plans to electrify 12% of your buses by 2030.

This decision was momentous at the time and has moved us in the right direction. But as one of the largest cities in the country, and one that is rendered difficult to navigate without a personal vehicle, it is imperative that:
-We make the majority of our bus lines electric
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Sincerely,

Karen Sutton


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From: Stephen Fitch
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Wednesday, July 29, 2026 5:50:38 PM

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From: Ree Whitford
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Wednesday, July 29, 2026 7:16:45 AM

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Ree Whitford



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From: John Rand
To: Board Clerk
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!
Date: Tuesday, September 22, 2026 2:46:08 PM

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John Rand



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Rampart Village neighborhood council

Alberto Veloso, President / Ronee Reece, Vice President
Lara Morrison, Treasurer / VACANT, Secretary
Quazi Huda, Community Interest Rep / Robert Reyes Villagómez, At-Large Rep
Kahlinah Garrett, Resident Tenants Rep / Gaines Newborn, Business Rep
Philip Armstrong, At-Large Rep / Luna Watanabe, Student Youth Rep
Shafi Ahmed, Community Based Organization Rep

Community Impact Statement
Position: SUPPORT #25-1295; OPPOSE LA ART.

September 15, 2026

To: California Department of State Parks Commissioners

CC: Los Angeles City Council, Los Angeles City Mayor's Office, Los Angeles Metro Board

RE: Community Impact Statement opposing proposed LA ART project

Los Angeles State Historic Park (LASHP) is a "A State Park for the People by the People" and the only State Park created from community organizing from the Chinatown Yard Alliance that advocated and won public park space instead of an industrial warehouse.[1] This is an example of how environmental justice, if pursued and funded, can enrich our communities as well as how public agencies should act on behalf of the public. Just 3.5 miles away from Rampart Village, many of our constituents celebrate the park which is a space for relaxation, recreation and connection. The proposed Los Angeles Aerial Rapid Transit (LA ART) project threatens LASHP through an aerial gondola that, if approved, would degrade LASHP, negatively impact surrounding communities and violate public trust and intergovernmental relations through discarding meaningful tribal and public engagement to advance private transit funded by billionaire interests. This project has no meaningful funding plan and is not evidence based – it is more akin to a Disneyland transit option than serious infrastructure that will alleviate the traffic issues that Dodger Stadium has incurred for decades.

While outside of the boundaries of Rampart Village, we move to oppose this development in solidarity with the Historic Cultural North Neighborhood Council which moved to oppose the project in April 2024. Since then, the Highland Park, Elysian Valley Riverside, Pico Union, Bel-Air Beverly, Greater Toluca Lake, Hermon, Studio City, and Silverlake Neighborhood Councils have submitted opposing community impact statements relating to this project.

Above all, we recognize that the City of Los Angeles stands on unceded Tongva, Tataviam, Serrano, Kizh, and Chumash lands. All development and land use decisions should move to shared stewardship and repatriation with Los Angeles first people. On August 18, 2026, the San Gabriel Band of Mission Indians reaffirmed their opposition to the project, citing lack of legally required government to government engagement regarding the State Parks General Plan Amendment process. We stand with their call for the State Parks and Recreation Commission to not approve the proposed General Plan Amendment at the upcoming October 29 meeting and meaningfully consult with the tribe who had blessed the park upon opening.

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[1] Thousands Celebrate Grand Opening of Los Angeles State Historic Park https://www.parks.ca.gov/NewsRelease/809. Accessed: August 20, 2026

We call for the Los Angeles Mayor's Office, California State Parks Department and LA ART to listen to the surrounding communities who have rejected this plan for 8 years and shut down this project. We oppose the LA ART project for the following reasons:

1. **Environmental destruction**: To build the proposed development, more than 200 trees must be cut down, including in L.A. State Historic Park, Historic Olvera Street, Elysian Park and along the route.[2] The surrounding community would lose shade providing trees that would increase the urban heat island effect, deteriorate the urban environment and drive-up energy costs for cooling. Additionally, State Parks staff and community groups have cultivated native plant communities that serve the needs of local flora and fauna, including endangered species. LASHP trees have established themselves over the past 20 years. With an exacerbating climate crisis, we need to preserve mature trees, not cut them down for a self-serving transit project.
2. **Inequitable development**: The surrounding neighborhoods of Chinatown, Solano Canyon, William Mead, and El Pueblo are working class neighborhoods that are some of the most park poor in the city. This project would displace an existing farmers market, community events such as the Kite Festival, and disrupt daily activities such as birthdays, community sports and collective art. This disruption would be both temporary with construction impacts and permanent with gondolas flying overhead during park operation hours and one of the gondola towers occupying the park entrance.
3. **Flawed public participation process:** Over the past 8 years since the project has been proposed, there has not been meaningful, accessible or authentic public engagement regarding this plan. There has never been a public hearing at the park. Most recently, a State Parks virtual town hall for the was found to be largely inaccessible to residents who use screen readers, adaptive tech or are unfamiliar with technology.[3] Important to note is the ethical and legally dubious way that developer has been allowed to fund, organize and prepare materials for official State Parks public input events despite having a direct stake in the project; obstructing the ability for the public to objectively consider the pros and cons of the project.
4. **Lack of financing plan:** LA ART proposes that the project will be privately financed, however there is no publicly available financing plan. Frank McCourt, the billionaire developer and former Dodger owner, is central to funding supporting non-profit organizations such as LA ART and Zero Emissions Transit (ZET) behind this project. Somehow, this project will be "donated" from LA ART to ZET while McCourt Partners funds the lobbying, engineering and design processes.[4] As the City of Los Angeles is cutting budgets, faces possible fiscal responsibility for the Olympics, we find it irresponsible for public agencies and representatives to consider a project with such nebulous organizational accountability and without a concrete financing plan.

We appreciate the continued opposition of L.A. City Council and request continued opposition to this project and any project that threatens public park space and well-being for private interests. We support Councilmember Eunisses Hernandez' traffic study that will identify solutions to the areas traffic and access issues using evidence based methods, rather than this project that has been pushed through by

---

[2] Supplemental Environmental Impact Report. https://www.metro.net/documents/2025/12/la-art-draft-supplemental-environmental-impact-report.pdf/. Accessed: August 21, 2026.
[3] LA residents criticize 'deceptively maze-like' public comment process for Dodger Stadium gondola https://lapublicpress.org/2026/05/la-dodgers-gondola-state-park/. Accessed: August 20, 2026.
[4] https://mccourtpartners.com/portfolio/los-angeles-aerial-rapid-transit/ Accessed: August 20, 2026.

billionaire interests that have spent more than a million dollars in lobbying over the past two years at the state and local level.[5] In the context of the cost of prime downtown Los Angeles real estate, this amount of money for acres of public land should be recognized as theft and struck down as such.

We request that our public agencies and officials oppose this project and advance proposals that address the real problems of inequitable park access, traffic congestion and quality jobs without sacrificing the quality of life of communities that would be most impacted by this project.

In service,

The Rampart Village Neighborhood Council

PRESENTED BY: Ronee Reece
SECONDED BY: Quazi Huda
YES: 8 NO: 0 ABSTAIN: 0 ABSENT: 2 INELIGIBLE: 0
ON THIS DATE: September 15, 2026

[5] MCCOURT PARTNERS REAL ESTATE LLC AND ITS AFFILIATES, CHAVEZ RAVINE LAND COMPANY LLC AND AERIAL RAPID TRANSIT TECHNOLOGIES LLC. https://cal-access.sos.ca.gov/Lobbying/Employers/Detail.aspx?id=1473970&session=2025&view=activity. Accessed: August 20, 2026.

From:	LA City SNow
To:	Board Clerk; Clerk.CIS@lacity.org; sailasya.nwwnc@gmail.com; JGlickman@bos.lacounty.gov
Subject:	(EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S72
Date:	Monday, September 21, 2026 11:31:39 PM
Attachments:	CIS Re CF 15-0989-S72 (1).pdf

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A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

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We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

******** This is an automated response, please DO NOT reply to this email. ********

Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty
Email: sailasya.nwwnc@gmail.com
The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 08/05/2026
Type of NC Board Action: For

Impact Information
Date: 09/22/2026
Update to a Previous Input: No
Directed To: City Council and Committees, Ad Hoc 2028 Olympic & Paralympic Games Committee, Los Angeles Homeless Services Authority Commission
Council File Number: 15-0989-S72
City Planning Number:
Agenda Date:
Item Number:
Summary: Please see attached Community Impact Statement.

- COMMUNITY IMPACT STATEMENT -

Council File: 15-0989-S72

Title: 2028 Olympic and Paralympic Games / Homeless Encampment Resolution / Unhoused Outreach / Housing Placement

Position: For

Summary:

The North Westwood Neighborhood Council ("NWWNC") supports Council File 15-0989-S72, which requests a coordinated plan addressing homeless encampment resolution, outreach to unhoused individuals, and housing placement during the 2028 Olympic and Paralympic Games (the "Games").

With UCLA serving as the site of the Olympic and Paralympic Village, North Westwood will be directly affected by preparations for and operations during the Games. Coordination among the City Administrative Officer, Chief Legislative Officer, Los Angeles World Airports, Los Angeles Metro, and the Los Angeles Homeless Services Authority is therefore essential to ensuring that outreach and housing services are adequately planned, funded, and implemented around venues, transit hubs, and major transportation corridors.

NWWNC emphasizes, however, that the initiatives developed pursuant to this motion should not be treated merely as temporary measures intended to improve appearances during an international event. The City's objective should be to reduce homelessness and resolve encampments humanely and sustainably throughout Los Angeles, independent of the Games. Accordingly, any resulting plan should establish long-term solutions that begin well before 2028, continue throughout the Games, and remain in place afterward.

The requested report should include a detailed timeline of how implementation of relevant initiatives will occur and explain how the City will preserve the progress made through these initiatives after the Games conclude, including the funding, staffing, interagency coordination, housing capacity, and accountability mechanisms necessary for their continuation. It should also address upstream causes

of homelessness and identify interventions that can prevent individuals from becoming unhoused or returning to homelessness.

Encampment resolution must be centered on meaningful offers of services and appropriate housing rather than the displacement of unhoused people from areas surrounding Olympic venues or the movement of encampments from one neighborhood to another. At a minimum, outreach efforts should connect individuals with safe and accessible shelter, including a bed in which to sleep, as well as supportive services and pathways to stable permanent housing. Plans should also provide for continuity of care and sustained engagement when an individual cannot immediately be placed in permanent housing.

The 2028 Games present an opportunity to expand Los Angeles's capacity to address homelessness in a lasting and humane manner. NWWNC urges the City to use this planning process to create durable programs and infrastructure that benefit unhoused residents and communities across Los Angeles before, during, and long after the Olympic and Paralympic Games.

From: LA City SNow
To: Board Clerk; Clerk.CIS@lacity.org; erb@lacity.org; sailasya.nwwnc@gmail.com
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 26-0743
Date: Monday, September 21, 2026 11:38:06 PM
Attachments: Item 10 - CIS Re CF 26-0743.pdf

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Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty
Email: sailasya.nwwnc@gmail.com
The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 08/05/2026
Type of NC Board Action: For

Impact Information
Date: 09/22/2026
Update to a Previous Input: No
Directed To: City Council and Committees, Ad Hoc 2028 Olympic & Paralympic Games Committee, Employees Relations Board
Council File Number: 26-0743
City Planning Number:
Agenda Date:
Item Number:
Summary: Please see attached Community Impact Statement.

- COMMUNITY IMPACT STATEMENT -

Council File: 26-0743

Title: Strengthening Second Chance Employment Through City Contracting / Comprehensive Implementation Framework / Executive Directive 20

Position: For

Summary:

The North Westwood Neighborhood Council ("NWWNC") supports Council File 26-0743 and commends the City for advancing a more coordinated and accountable framework for workforce development, contracting, and second-chance employment initiatives.

NWWNC agrees with the motion's underlying premise that stable employment is essential to economic mobility, public safety, and successful reintegration into society. The City has adopted numerous workforce and contracting policies (including First Source Hiring, Fair Chance Hiring, Targeted Local Hire, Bridge to Jobs, and the Local Business Preference Program) to expand opportunities for Angelenos facing systemic barriers. However, these initiatives have too often operated independently, limiting the City's ability to translate public investments into lasting employment outcomes and fully align procurement spending with workforce and second-chance hiring goals.

The Council is particularly encouraged by the motion's emphasis on creating a comprehensive implementation framework that improves coordination among City departments, integrates workforce and procurement systems, develops standardized compliance metrics, and establishes centralized tracking and reporting mechanisms. NWWNC believes these measures will strengthen accountability while ensuring that workforce investments deliver measurable benefits to residents throughout Los Angeles.

NWWNC also strongly supports the motion's focus on aligning workforce and procurement opportunities associated with the 2028 Olympic and Paralympic Games with the City's Second Chance hiring goals. The Games represent a

once-in-a-generation economic opportunity, and their benefits should be broadly shared among Angelenos from all communities and backgrounds.

As the City develops and implements this framework, NWWNC respectfully urges that the following considerations be incorporated:

1. **Partnerships with Educational Institutions and Community Organizations**

Given North Westwood's proximity to UCLA and other educational and employment centers, the City should encourage partnerships that connect students, recent graduates, justice-impacted individuals, and other residents to career pathways created through these initiatives.

2. **Transparency and Public Accountability**

The City should publicly report hiring and contracting outcomes, including geographic distribution of opportunities and participation rates, so that neighborhood councils and residents can evaluate whether programs are producing equitable and meaningful results.

3. **Equitable Geographic Access**

Workforce training, transitional employment programs, and contracting opportunities created through City initiatives and Olympic- and Paralympic-related investments should be accessible to residents throughout Los Angeles, including Westside communities such as North Westwood.

4. **Support for Small Businesses and Local Employers**

NWWNC supports efforts to increase participation by small businesses and employers committed to second-chance hiring, provided that such programs remain transparent, competitive, and accountable to taxpayers.

5. **Long-Term Community Benefits**

Workforce and contracting investments associated with the 2028 Olympic and Paralympic Games should create a lasting legacy of inclusive economic opportunity and workforce development that extends beyond the Games themselves and benefits neighborhoods across the City.

6. **Incentive-Based Versus Mandate-Based Hiring Strategies**

NWWNC supports the City's goal of expanding employment opportunities for justice-impacted individuals and encourages the use of meaningful incentives that promote second-chance hiring among contractors and employers. However, the Council believes these policies should remain incentive-based rather than requirement-based. The City should encourage participation through preferences, technical assistance, workforce development partnerships, recognition programs, and other positive incentives that reward employers who successfully provide

opportunities to justice-impacted individuals. At the same time, the City should avoid policies that unnecessarily disqualify otherwise qualified contractors from competing for City work solely because they do not employ a specified number or percentage of formerly incarcerated individuals. NWWNC further believes that workforce policies should maintain appropriate performance and accountability standards for all employees. In other words, efforts to expand opportunity should not create circumstances in which employers are unable to address legitimate performance concerns, nor should they require hiring decisions that disregard qualifications, skills, or job readiness. Overall, successful second-chance employment programs should expand access to opportunity while preserving employers' ability to maintain productive workplaces and deliver quality services. Accordingly, NWWNC encourages the City to pursue a balanced approach that strongly incentivizes second-chance hiring, workforce training, and successful reentry outcomes while preserving flexibility for employers and ensuring that City contracting programs remain competitive, effective, and focused on performance.

NWWNC believes that reducing barriers to employment while strengthening accountability and coordination will improve outcomes not only for justice-impacted individuals, but for the City as a whole. We therefore support Council File 26-0743 and encourage the City Council to implement this framework in a manner that promotes transparency, equitable access, and long-term community benefit for all Angelenos.

From: LA City SNow
To: Board Clerk; Clerk.CIS@lacity.org; sailasya.nwwnc@gmail.com
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S68
Date: Monday, September 21, 2026 10:52:00 PM
Attachments: Item 10 - CIS Re CF 15-0989-S68 (Continued).pdf

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Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty
Email: sailasya.nwwnc@gmail.com
The Board approved this CIS by a vote of: Yea(13) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 09/02/2026
Type of NC Board Action: For

Impact Information
Date: 09/22/2026
Update to a Previous Input: No
Directed To: City Council and Committees, Ad Hoc 2028 Olympic & Paralympic Games Committee
Council File Number: 15-0989-S68
City Planning Number:
Agenda Date:
Item Number:
Summary: Please see attached Community Impact Statement.

- COMMUNITY IMPACT STATEMENT -

Council File: 15-0989-S68

Title: 2028 Olympic and Paralympic Games / Enhanced City Resources Master Agreement (ECRMA) / Games Agreement / Amendment

Position: For

Summary:

The North Westwood Neighborhood Council ("NWWNC") supports the motion to instruct the City Administrative Officer ("CAO"), Chief Legislative Analyst ("CLA"), and City Attorney to finalize and present an Enhanced City Resources Master Agreement ("ECRMA") between the City of Los Angeles and the Los Angeles Organizing Committee for the 2028 Olympic and Paralympic Games ("LA28").

NWWNC supports the motion's focus on ensuring full cost recovery for all Enhanced City Resources ("ECR"), including public safety, transportation, sanitation, and other essential services required for the Games. The City must not bear financial responsibility for services or infrastructure improvements requested by LA28 that exceed normal and customary operations.

This issue is of particular importance to North Westwood given the proximity of the University of California, Los Angeles ("UCLA"), the planned site of the Olympic and Paralympic Village. The presence of the Village will generate substantial operational demands on the surrounding area, including along key corridors such as Wilshire Boulevard, Westwood Boulevard, and Le Conte Avenue, which provide critical access to campus, medical facilities, residential neighborhoods, and commercial districts in the area. These corridors already experience high levels of congestion and activity, and will be significantly impacted during the Games.

NWWNC supports provisions to:

- Require advance payment for anticipated ECR costs;
- Ensure reimbursement for all LA28-requested infrastructure improvements;
- Prioritize the City's financial protections before any declaration or distribution of surplus funds; and

- Make LA28 contingency funds available to cover any unreimbursed Games-related expenses.

NWWNC also supports the requirement that the Games Footprint reflect the unique characteristics of surrounding communities, including high-density residential areas, commercial corridors, and critical institutional access points such as those along Le Conte Avenue.

NWWNC urges the City Council to adopt this motion to protect the City's fiscal integrity and minimize impacts on local communities, including but not limited to North Westwood.

From: LA City SNow
To: Board Clerk; Clerk.CIS@lacity.org; sailasya.nwwnc@gmail.com
Subject: (EXTERNAL) Your Community Impact Statement Submittal - Council File Number: 15-0989-S72
Date: Monday, September 21, 2026 10:48:01 PM
Attachments: CIS Re CF 15-0989-S72.pdf

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A Neighborhood Council Community Impact Statement (CIS) has been successfully submitted to your Commission or City Council. We provided information below about CISs and attached a copy of the CIS.

We encourage you to reach out to the Community Impact Statement Filer to acknowledge receipt and if this Community Impact Statement will be scheduled at a future meeting. Neighborhood Council board members are volunteers and it would be helpful if they received confirmation that you received their CIS.

The CIS process was enable by the to Los Angeles Administrative Code §Section 22.819. It provides that, "a Neighborhood Council may take a formal position on a matter by way of a Community Impact Statement (CIS) or written resolution." NCs representatives also testify before City Boards and Commissions on the item related to their CIS. If the Neighborhood Council chooses to do so, the Neighborhood Council representative must provide the Commission with a copy of the CIS or rResolution sufficiently in advance for review, possible inclusion on the agenda, and posting on the Commission's website.Any information you can provide related to your agenda setting schedule is helpful to share with the NC.

If the CIS or resolution pertains to a matter *listed on the Commission's agenda*, during the time the matter is heard, the designated Neighborhood Council representative should be given an opportunity to present the Neighborhood Council's formal position. We encourage becoming familiar with the City Councils rules on the subject. At the Chair's discretion, the Neighborhood Council representative may be asked to have a seat at the table (or equivalent for a virtual meeting) typically reserved for City staff and may provide the Neighborhood Council representative more time than allotted to members of the general public. They are also permitted up to five (5) minutes of time to address the legislative body. If the CIS or resolution pertains to a matter *not listed on the agenda*, the designated Neighborhood Council representative may speak during General Public Comments.

We share this information to assist you with the docketing neighborhood council items before your board/commission. If you have questions and/or concerns, please contact the Department of Neighborhood Empowerment at empowerla@lacity.org.

******** This is an automated response, please DO NOT reply to this email. ********

Contact Information
Neighborhood Council: North Westwood

Name: Sailasya Munamarty
Email: sailasya.nwwnc@gmail.com
The Board approved this CIS by a vote of: Yea(12) Nay(0) Abstain(0) Ineligible(0) Recusal(0)
Date of NC Board Action: 09/02/2026
Type of NC Board Action: For

Impact Information
Date: 09/22/2026
Update to a Previous Input: No
Directed To: City Council and Committees, Ad Hoc 2028 Olympic & Paralympic Games Committee
Council File Number: 15-0989-S72
City Planning Number:
Agenda Date:
Item Number:
Summary: Please see attached Community Impact Statement.

- COMMUNITY IMPACT STATEMENT -

Council File: 15-0989-S72

Title: 2028 Olympic and Paralympic Games / Homeless Encampment Resolution / Unhoused Outreach / Housing Placement

Position: For

Summary:

The North Westwood Neighborhood Council ("NWWNC") supports Council File 15-0989-S72, which requests a coordinated plan addressing homeless encampment resolution, outreach to unhoused individuals, and housing placement during the 2028 Olympic and Paralympic Games (the "Games").

With UCLA serving as the site of the Olympic and Paralympic Village, North Westwood will be directly affected by preparations for and operations during the Games. Coordination among the City Administrative Officer, Chief Legislative Officer, Los Angeles World Airports, Los Angeles Metro, and the Los Angeles Homeless Services Authority is therefore essential to ensuring that outreach and housing services are adequately planned, funded, and implemented around venues, transit hubs, and major transportation corridors.

NWWNC emphasizes, however, that the initiatives developed pursuant to this motion should not be treated merely as temporary measures intended to improve appearances during an international event. The City's objective should be to reduce homelessness and resolve encampments humanely and sustainably throughout Los Angeles, independent of the Games. Accordingly, any resulting plan should establish long-term solutions that begin well before 2028, continue throughout the Games, and remain in place afterward.

The requested report should include a detailed timeline of how implementation of relevant initiatives will occur and explain how the City will preserve the progress made through these initiatives after the Games conclude, including the funding, staffing, interagency coordination, housing capacity, and accountability mechanisms necessary for their continuation. It should also address upstream causes

of homelessness and identify interventions that can prevent individuals from becoming unhoused or returning to homelessness.

Encampment resolution must be centered on meaningful offers of services and appropriate housing rather than the displacement of unhoused people from areas surrounding Olympic venues or the movement of encampments from one neighborhood to another. At a minimum, outreach efforts should connect individuals with safe and accessible shelter, including a bed in which to sleep, as well as supportive services and pathways to stable permanent housing. Plans should also provide for continuity of care and sustained engagement when an individual cannot immediately be placed in permanent housing.

The 2028 Games present an opportunity to expand Los Angeles's capacity to address homelessness in a lasting and humane manner. NWWNC urges the City to use this planning process to create durable programs and infrastructure that benefit unhoused residents and communities across Los Angeles before, during, and long after the Olympic and Paralympic Games.

From: Diana Vicente
To: President of RVNC; Kyle Hickey; Helen Campbell
Cc: SPR.Commission@parks.ca.gov; Susana Cervantes; Councilmember.Hernandez@lacity.org; Board Clerk; [redacted]
Subject: (EXTERNAL) Re: Rampart Village Neighborhood Council CIS Opposing LA ART Project
Date: Tuesday, September 22, 2026 5:35:44 PM

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Alberto,

Thank you for sending this over. We confirm receipt. +Kyle Hickey +Helen Campbell for visibility.

On Fri, Sep 18, 2026 at 4:52 PM President of RVNC <rampartvillage@gmail.com> wrote:

> Dear California State Parks Commissioners,
>
> On behalf of the Rampart Village Neighborhood Council (RVNC), I am writing to submit the attached Community Impact Statement expressing our opposition to the proposed Los Angeles Aerial Rapid Transit (LA ART) project.
>
> Although the project is outside the boundaries of Rampart Village, Los Angeles State Historic Park is an important regional public resource that is used and valued by our constituents. The RVNC has therefore voted to oppose the project in solidarity with neighboring communities and Neighborhood Councils that have raised concerns regarding its potential environmental, community, and public park impacts.
>
> Our CIS outlines our concerns regarding the removal of mature trees, impacts to Los Angeles State Historic Park and surrounding communities, the adequacy of public and Tribal engagement, and the transparency of the project's financing and accountability.
>
> We respectfully request that the California State Parks Commission consider the concerns raised by the RVNC and the surrounding communities as it considers the proposed project and related General Plan Amendment.
>
> Thank you for your consideration. The full CIS is attached for your review.
>
> Sincerely,
>
> Alberto Veloso
> President
> Rampart Village Neighborhood Council

CC: Los Angeles City Council District 1; Los Angeles Mayor's Office; Los Angeles Metro Committee; RVNC Parks, Planning, Public Works, and Land Use Committee

--

Diana Vicente Santiago, MBA
Senior Field Deputy
Council District 1
[redacted]

https://councildistrict1.lacity.gov/
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File #: 2026-0660, **File Type:** Project **Agenda Number:** 21.

FINANCE, BUDGET, AND AUDIT COMMITTEE
OCTOBER 15, 2026

SUBJECT: LOS ANGELES UNION STATION (LAUS) WEST ADA IMPROVEMENTS PROJECT LIFE-OF-PROJECT BUDGET INCREASE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVE an increase in Life-of-Project (LOP) budget for the Los Angeles Union Station West ADA Improvements Project #210191 (Project) by a total of $4,350,000, from $10,500,000 to $14,850,000; and

B. AMEND the FY27 budget to increase funding for Project #210191 by $3,500,000 from $3,500,000 to $7,000,000.

ISSUE

The Project currently has a Board-approved LOP budget of $10.5 million. The LOP was established in 2025 from a feasibility-level estimate based on conceptual design, five anticipated construction phases, preliminary assumptions regarding Metro environmental requirements, and no subcontractor pricing. As the design advanced to 95% construction documents, the Project incorporated additional stakeholder and operational requirements, expanded from 5 to 13 construction phases to maintain station operations and access during construction, incorporated full Metro environmental specifications, and experienced approximately 10% construction market escalation. The July 2026 pricing established a total Project cost of $14.85 million, resulting in a $4.35 million funding gap.

The Project implements Americans with Disabilities Act (ADA) corrective work required under an April 21, 2023, settlement agreement between the U.S. Department of Justice (DOJ) and Metro. The settlement agreement requires completion of applicable ADA corrective work by October 2026. Metro submitted a request for DOJ approval of a revised schedule allowing completion of the Project by May 2028. Approval of the LOP increase is necessary to maintain the proposed schedule and complete the Project by May 2028. Any revised deadline remains subject to DOJ approval.

BACKGROUND

Early Planning and Programming
Following execution of the DOJ settlement in April 2023, Metro, Union Station property management (Morlin), Civil Rights, County Counsel, LAUS Operations and Management, the project architect, and community stakeholders evaluated ADA deficiencies at LAUS. The initial Project cost estimate, based on an early program-level evaluation, produced an estimated cost of approximately $50 million. In December 2023, Metro then used alternative construction packaging and phasing, scope prioritization, and historic-resource analysis to reduce the project cost estimate to approximately $21.3 million.

Between December 2023 and October 2024, as a condition of the DOJ settlement, Dubar Architecture, an Independent Licensed Architect (ILA), was hired to conduct a Certified Accessibility Specialist (CASp) survey to identify ADA deficiencies and to oversee Metro's progress in correcting the deficiencies. Concurrently, Metro engaged community stakeholders to help further refine the scope through accessibility prioritization, historic-resource review, phasing, and stakeholder input. These efforts help reduce the cost estimate to the current LOP, which the Board approved as part of the FY26 budget.

Feasibility Study and Cost Estimate Development
The $10.5 million LOP approved with the FY26 budget was a feasibility-level planning estimate developed from conceptual design. It assumed five construction phases, preliminary Metro environmental requirements, less complex construction sequencing, and it preceded subcontractor pricing. The estimate reflected the information available at that preliminary stage, it was not based on construction-level design or pricing.

Over the subsequent two-year design and engineering process, the Project scope, quantities, and delivery requirements became more fully defined. Stakeholder, tenant, and station operations coordination required increasing the construction sequence from 5 to 13 phases, losing contractor efficiencies, so LAUS could remain operational and accessible during construction. The advanced design also incorporated full Metro environmental specifications, while construction-market costs increased approximately 10%. Pricing completed in July 2026 using the 95% construction documents and detailed sequencing established the current $14.85 million Project cost. These factors are the principal drivers of the $4.35 million increase.

DISCUSSION

Project Scope
The Project includes four principal exterior work areas and a package of interior improvements. As shown in Attachment A, the exterior work areas consist of the North Frontage, Center Frontage & North Patio, South Frontage, and rear parking area. The interior improvements are distributed within the station. The Project details are:

- North Frontage: Correct brickwork and slopes to address ADA deficiencies and improve path of travel from the Cesar Chavez sidewalk entrance and crosswalk, Bike Hub exterior and arcade, and the Ride Share Pick-up/Drop-off. An approximate total of 38 ADA deficiencies will

be corrected.

- Center Frontage & North Patio: Correct brickwork and slopes to address ADA deficiencies and improve path of travel in front of the Ticket Concourse, Main Station Entry, and center entry sidewalk from Alameda St. An approximate total of 19 ADA deficiencies will be corrected.
- South Frontage: Correct brickwork, slopes and perform crosswalk improvements to address ADA deficiencies and improve path of travel improvements along the Fred Harvey Room/Everywhere Beer, Metropolitan Water District, and First 5 LA frontage. An approximate total of 19 ADA deficiencies will be corrected.
- Rear parking area: Accessible parking and an accessible path of travel between the parking area and the station, including restriping and reconfiguration of parking stalls, and installation of ADA compliant safeguards for passenger and vehicle path of travel. An approximate total of 50 ADA deficiencies will be corrected.
- Interior: Complete corrections to doors, expansion joints, restroom hardware, and stairwells to address identified ADA deficiencies. An approximate total of 133 ADA deficiencies will be corrected.

Collectively, these improvements address ADA deficiencies with paths of travel, slopes, walkways, doors, signage, parking, drop-off areas, and other accessibility deficiencies included in the Project's 95% construction documents. This Board action applies only to Project #210191; ADA improvements outside the Project scope are not included in the requested LOP increase. All five Project work areas address ADA deficiencies being corrected pursuant to the DOJ settlement. Completing the frontage and interior corrections before LA28 will also support Games readiness. The North Patio and rear parking-area improvements will provide settlement-related accessible paths of travel and improve access between the parking area and the station.

Findings

Staff finds that the July 2026 pricing establishes that $14.85 million is required to complete the Project scope described above, resulting in a $4.35 million funding gap.

Staff further finds that completing the Project as one coordinated effort will provide continuous accessible routes along the station frontage and between the rear parking area and the station, correct priority interior barriers, and avoid the cost and schedule impacts of deferring portions of the work.

Considerations

The Project must be sequenced within an active historic transportation facility while maintaining passenger circulation, tenant access, station operations, and accessible routes. Retaining the South Frontage and rear parking-area accessible path of travel in the current contract preserves contractor continuity, avoids the risks of a separate future phase, and maintains a single project team through completion.

Completion of the Project by May 2028 remains dependent on DOJ approval of Metro's proposed schedule extension and appropriation of the remaining $4.35 million in FY28.

Basis for LOP Increase and Cost Savings

The $4.35 million increase reflects the maturation of the Project from a feasibility-level LOP estimate to construction-level LOP pricing (see breakdown below). The principal cost drivers are the increase from 5 to 13 construction phases required to maintain station operations and stakeholder access, incorporation of full Metro environmental specifications, refinement of quantities and construction requirements through 95% design, and approximately 10% construction-market escalation.

Increase Cost Drivers	Amount
Approved - FY26 feasibility-level LOP	**$10,500,000**
Additional construction phasing	$ 3,134,552
Full Metro environmental specifications	$ 77,036
Design and quantity refinement	$ 161,912
Construction-market escalation	$ 976,500
Proposed- Construction-level LOP	**$14,850,000**

Despite the increase, the recommended $14.85 million LOP remains $6.45 million below the December 2023 preliminary estimate of $21.3 million. The reduction reflects scope prioritization, historic-resource analysis, phased delivery, and other efficiencies developed during feasibility and design. Maintaining the full Project scope in the current construction effort also preserves contractor continuity and avoids additional demobilization, remobilization, escalation, and project-management costs.

Staff evaluated value engineering, scope reductions, and project phasing. Remaining within the current $10.5 million LOP would require deferral of the South Frontage and rear parking-area accessible path of travel which would undermine the coordinated path-of-travel solution and create additional demobilization, remobilization, escalation, and project-management costs. Therefore staff does not recommend further scope reduction.

Alignment with U.S. Department of Justice (DOJ) Settlement Agreement

The 2022 DOJ settlement identifies pedestrian paths of travel and related accessibility barriers as significant areas of noncompliance at LAUS. Completing the North Frontage, Center Frontage & North Patio, South Frontage, rear parking-area accessible path of travel, and interior corrections as one coordinated project will improve accessibility throughout LAUS West. The frontage improvements and interior corrections support LA28 readiness, while the North Patio and rear parking-area improvements resolve corrective work required under the DOJ settlement.

Project Schedule and Funding Plan

Construction began during the week of September 7, 2026 following approval by the Los Angeles Union Station Joint Management Council (JMC). The JMC retains Morlin to manage LAUS and administer the construction work on its behalf. Morlin is delivering the Project through Pankow Builders, the Construction Manager/General Contractor. The JMC approval allowed construction to begin within the Project's existing authority and available funding but did not increase the Board-approved LOP. The requested Board actions are necessary to fund uninterrupted construction and complete the full Project scope.

Advancing the $3.5 million previously programmed for FY28 into FY27 will sustain construction through June 2027 without a funding-driven interruption. This is a more efficient use of the existing Project budget because it avoids contractor demobilization and remobilization, reduces schedule and escalation risks, and maintains continuity of the construction team. Based on current estimates, the acceleration is expected to avoid approximately $530,000 in demobilization and remobilization costs and allow Metro to correct 29 additional ADA deficiencies during FY27.

Metro anticipates requesting and expending the remaining $4.35 million in FY28 to complete the Project in May 2028, before LA28.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have a positive safety impact. Correcting noncompliant paths of travel, slopes, walkways, doors, signage, parking areas, and drop-off areas will improve safe and predictable movement through LAUS West and reduce the potential for trips, falls, and conflicts between pedestrians and vehicles. The improvements will particularly benefit people with disabilities, people using mobility devices, older adults, and other customers requiring accessible routes.

Construction will be performed in accordance with applicable Metro safety standards and will include appropriate traffic control, temporary wayfinding, and maintenance of accessible pedestrian routes.

FINANCIAL IMPACT

Approval of the recommendation will increase the LOP budget for Project #210191 by $4.35 million, from $10.5 million to $14.85 million.

The proposed cash-flow plan consists of $3.5 million in FY26, a revised $7 million in FY27, and $4.35 million to be requested in FY28, for a total LOP of $14.85 million.

Impact to Budget

The current FY27 budget for Project #210191 is $3.5 million and is budgeted in Cost Center 4520, Project #210191, Account 50399. Approval of the recommendation will amend the FY27 budget by $3.5 million, increasing the FY27 budget for Project #210191 from $3.5 million to $7 million. The current source of funds for this action is TDA Article 4 funds. These funds are eligible for Bus and Rail Capital expenses.

The additional $4.35 million required to complete the remaining funded Project scope will be

requested through the FY28 budget process and remains subject to future appropriation.

EQUITY PLATFORM

Approval of the recommendation is expected to provide positive equity benefits by removing physical barriers at LAUS, a major regional transit hub serving customers across Los Angeles County. The improvements particularly benefit people with disabilities, older adults, people using mobility devices, and others who are disproportionately affected by inaccessible paths, entrances, parking, and wayfinding.

In Spring 2025, Metro partnered with four disability-focused community-based organizations to conduct Walk/Roll Audits across the historic West and East campuses of LAUS. The organizations were selected based on their experience serving people with disabilities, readiness to conduct the audits, and trusted relationships within the disability community. The audits documented and ranked barriers affecting people with mobility, sensory, and neurodivergent disabilities.

Key barriers identified through the Walk/Roll Audits included inaccessible restrooms, heavy manual doors, insufficient tactile and Braille signage, obstructed pathways and curb ramps, malfunctioning accessibility buttons, and inadequate wayfinding to accessible parking. Staff considered these community recommendations alongside the technical findings of Metro’s Independent Licensed Architect and Certified Access Specialist team when prioritizing the West-side improvements included in this Project. The current project addresses a prioritized subset of the identified West-side deficiencies; other findings will require separate corrective work.

During construction, temporary impacts will be mitigated through phased work, maintained accessible routes, temporary wayfinding, advance notice, and continued coordination with Metro Civil Rights, LAUS Operations and Management, and affected stakeholders.

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 and further encourage transit ridership. Removing physical barriers and providing a continuous accessible path of travel supports use of regional rail, subway, bus, and other multimodal connections, consistent with Metro's customer-experience and maintenance strategies. 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 recommendation supports Strategic Plan Goals 2 and 3: delivering outstanding trip experiences for all users of the transportation system and enhancing communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the LOP increase and FY27 funding amendment. Staff does not recommend this alternative because it would require deferral of the South Frontage and rear parking-area accessible path of travel, jeopardize completion of the LA28-critical frontage improvements, weaken Metro's ability to support its DOJ extension request with a funded and achievable Project schedule, and increase compliance risk under the existing settlement deadline. The related cost and phasing consequences are described in the Discussion section. As previously stated, Metro intends to seek a DOJ extension with a proposed completion in May 2028 for the Project. The Board action would not change the settlement deadline; but it would support Metro’s extension request by demonstrating Metro’s commitment to complete the Project by May 2028. Any revised deadline will remain subject to DOJ approval.

NEXT STEPS

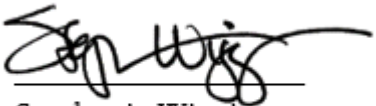
Upon Board approval, staff will amend the Project LOP and FY27 budget, continue construction under the revised cash-flow plan, coordinate with County Counsel on the DOJ extension request, seek the remaining $4.35 million through the FY28 budget process, and manage the Project toward May 2028 completion.

ATTACHMENT

Attachment A - Union Station West ADA Scope and Phasing Map

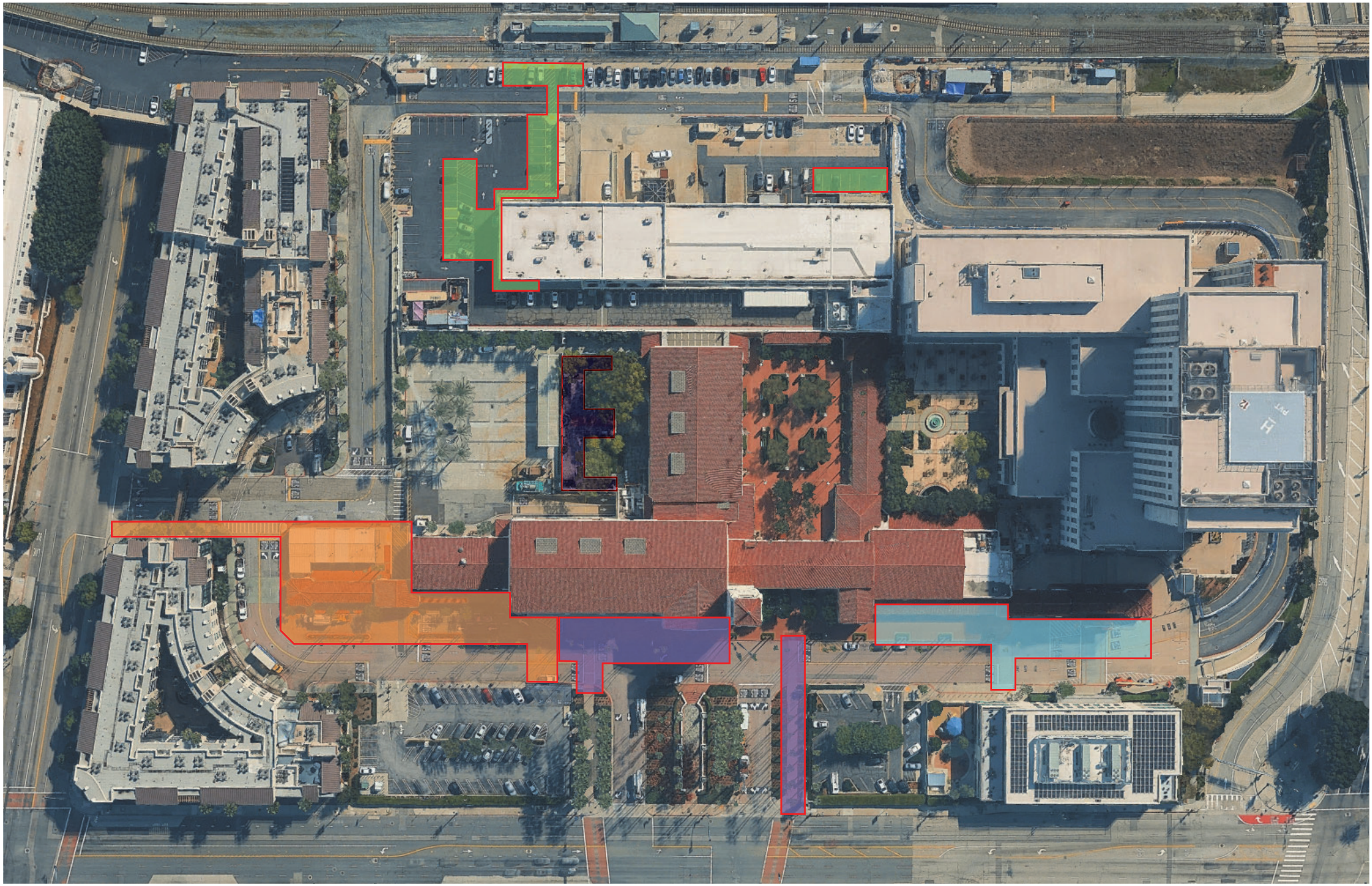
Prepared by: Michael Luna, Senior Manager, Real Estate (213) 922-2332
Steve Jaffe, Deputy Executive Officer, Real Estate, (213) 922-6284
Craig Justesen, Interim Senior Executive Officer, Real Estate, (213) 922-7051

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920



Stephanie Wiggins
Chief Executive Officer

Los Angeles Union Station West ADA Improvements Project #210191



North: September 2026 - February 2027

Center: February 2027 - August 2027

South: September 2027 - April 2028

Rear of Station: September 2027 - April 2028

**Interior scope at doors, expansion joints, and stairwells are not shown; will run concurrent with North and Center scope*

LOS ANGELES UNION STATION (LAUS) WEST ADA IMPROVEMENTS PROJECT LIFE-OF-PROJECT BUDGET INCREASE



FINANCE, BUDGET, AND AUDIT COMMITTEE
OCTOBER 15, 2026

Recommendation

CONSIDER:

A. APPROVING an increase in Life-of-Project (LOP) budget for the Los Angeles Union Station West ADA Improvements Project #210191 (Project) by a total of $4,350,000, from $10,500,000 to $14,850,000; and

B. AMENDING the FY27 budget to increase funding for Project #210191 by $3,500,000 from $3,500,000 to $7,000,000.

Metro

Issue

The $4.35 million increase is needed to keep the full Westside ADA scope on a funded path for completion before LA28.

- **Pricing:** July 2026 pricing at 95% design established a $14.85 million total LOP versus $10.5 million approved.
- **DOJ: Project implements** corrective work required under an April 21, 2023 settlement agreement between the U.S. Department of Justice (DOJ)
- **If not approved:** South Frontage and the rear parking-area path of travel would be deferred, leaving the funded Westside scope incomplete.
- **Why now:** Board action supports accessible frontage before LA28 and a funded, credible corrective-action plan.

Metro

Background

The estimate evolved as Metro defined the corrective scope.

- **April 2023:** DOJ settlement executed.
- **Early evaluation:** Approximately $50 million program-level estimate.
- **December 2023:** Approximately $21.3 million after packaging, phasing, scope prioritization, and historic-resource analysis.
- **FY26:** Board approved a $10.5 million LOP based on feasibility-level assumptions.
- **July 2026:** 95% documents and subcontractor pricing established $14.85 million for the refined Westside scope, still $6.45 million below the December 2023 estimate.

Metro

Discussion

Approval preserves the most efficient delivery path while advancing DOJ and LA28 commitments.

- **Funding continuity:** The FY27 budget grows from $3.5 million to $7 million, accelerating construction through June 2027.
- **Avoided cost:** Acceleration avoids approximately $530,000 in demobilization and remobilization costs and allows 29 additional ADA corrections in FY27.
- **Coordinated scope:** North, Center, and South Frontage plus an accessible path from the rear parking area to the station.
- **Equity:** Technical findings and Spring 2025 Walk/Roll Audits with four disability-focused CBOs informed priorities.
- **Schedule:** May 2028 completion, subject to FY28 appropriation.

Metro

Next Steps

Upon Board approval, staff will:

1. Amend the LOP to $14.85 million and the FY27 budget to $7 million.

2. Continue construction without a funding-driven interruption.

4. Include the remaining $4.35 million through the FY28 budget process.

5. Manage the project toward May 2028 completion before LA28.

Metro

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

File #: 2026-0699, **File Type:** Budget **Agenda Number:** 22.

FINANCE, BUDGET AND AUDIT COMMITTEE
OCTOBER 15, 2026

SUBJECT: METROLINK FY 2026-27 ANNUAL WORK PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

WITHDRAWN:

~~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 the FY 2026-27 (FY27) budget to the JPA member agencies on October 9, 2026, following approval by its Board (Attachment A). SCRRA plans to adopt its FY27 budget on October 23, 2026. While adoption of the budget is contingent upon each SCRRA member agency adopting its share of the SCRRA budget subsidy, the new Metrolink service plan funded by the budget is expected to commence on November 16, 2026, 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 Budget.

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 through LA County and southern California between local communities and regional destinations.

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 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 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.

DISCUSSION

RECOMMENDATION A

Recommendation A will approve $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 30.6% lower than the service budgeted for FY26. In FY26, SCRRA's budget supported 940 trains per week (164 weekday/60 weekend); the FY27 proposed budget supports 652 trains per week (116 weekday/36 weekend).

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), IT 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.

RECOMMENDATION B

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 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 ain parts issues, provide an 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

Recommendation A 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. Recommendation B 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.

Continuing to operate at existing service levels, however, would result in higher subsidy costs incurred in FY27 due to the existing level of service being operated and would delay the realization of cost savings in the proposed FY27 budget.

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.

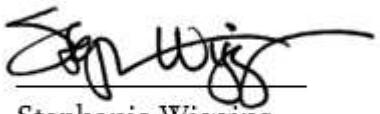
Staff will work with Metro's representatives on the Metrolink Board to communicate the intent of the Sandoval motion that the comprehensive audit is a contingency of Metro's approval of the second Continuing Resolution and work with the Metrolink Board to take action to include the comprehensive audit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

ATTACHMENT

Attachment A - SCRRA FY 2026-27 Budget Transmittal

Prepared by: Yvette Ford, Senior Manager, Transportation Planning, (213) 418-3176
Michael Cano, Executive Officer, Countywide Planning and Development, (213) 418-3010
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Irene Fine, Deputy Chief Financial Officer, (213) 922-4420

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274
Michelle Navarro, Chief Financial Officer (interim), (213) 922-3056



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

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

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Times are departure times.

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

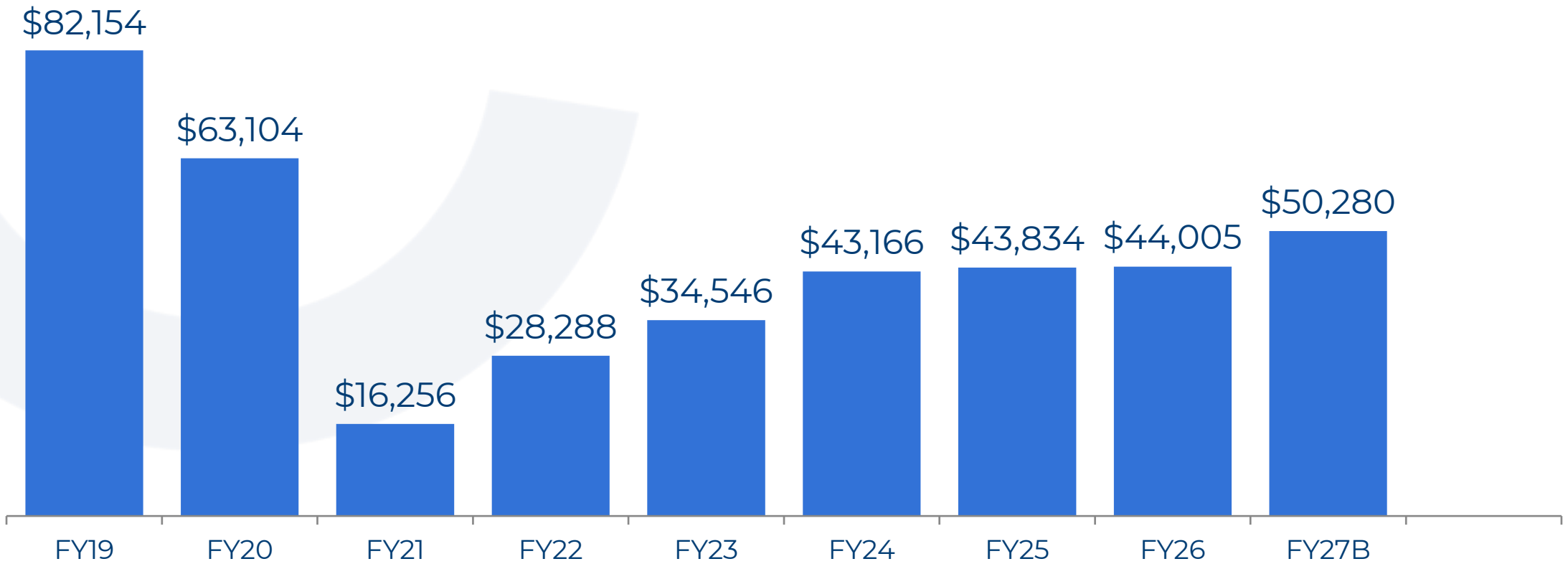
Member Support

-3.5% under FY26 Budget



METROLINK

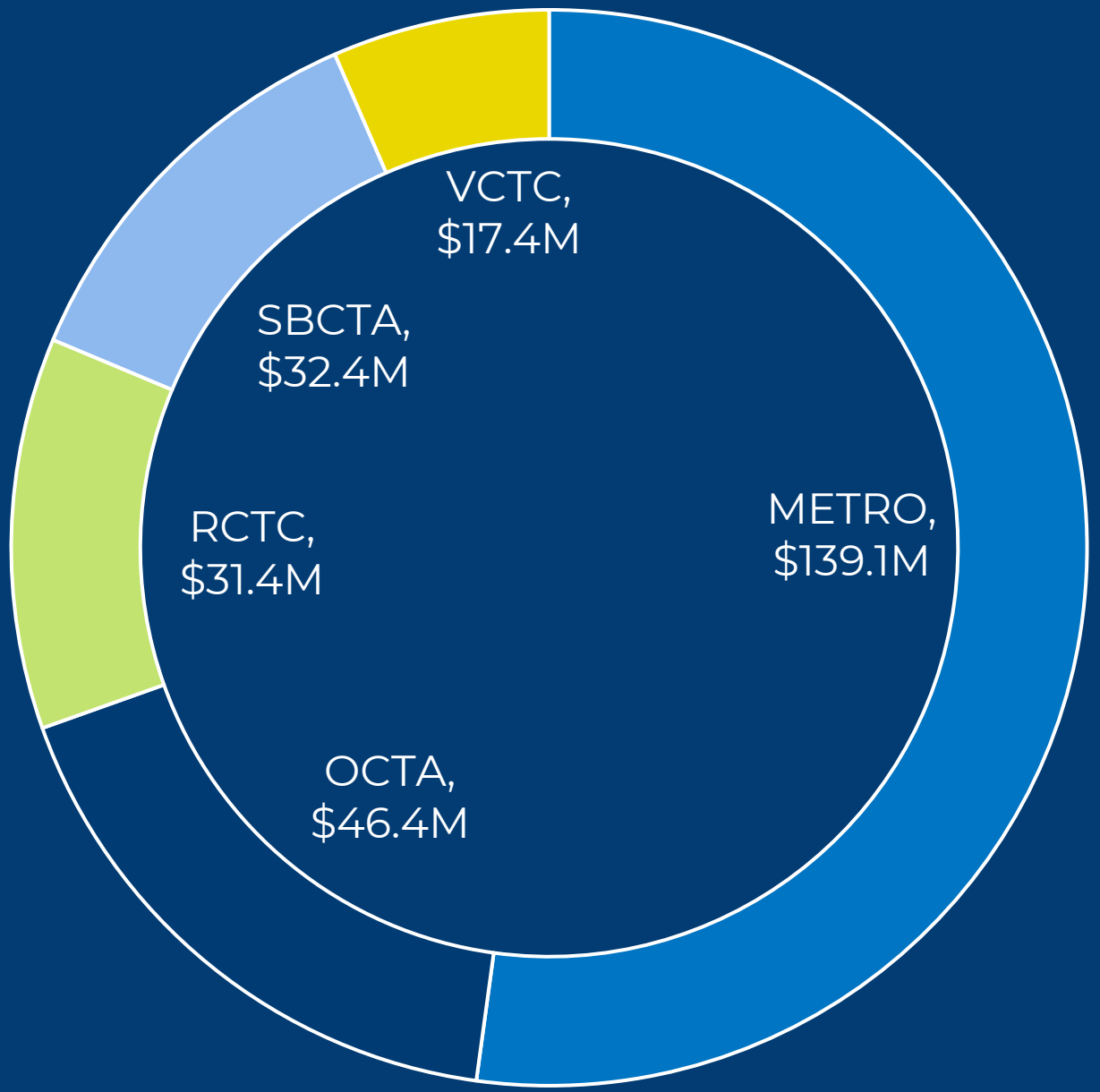
Fare Revenue
FY19 – FY27 Proposed



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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

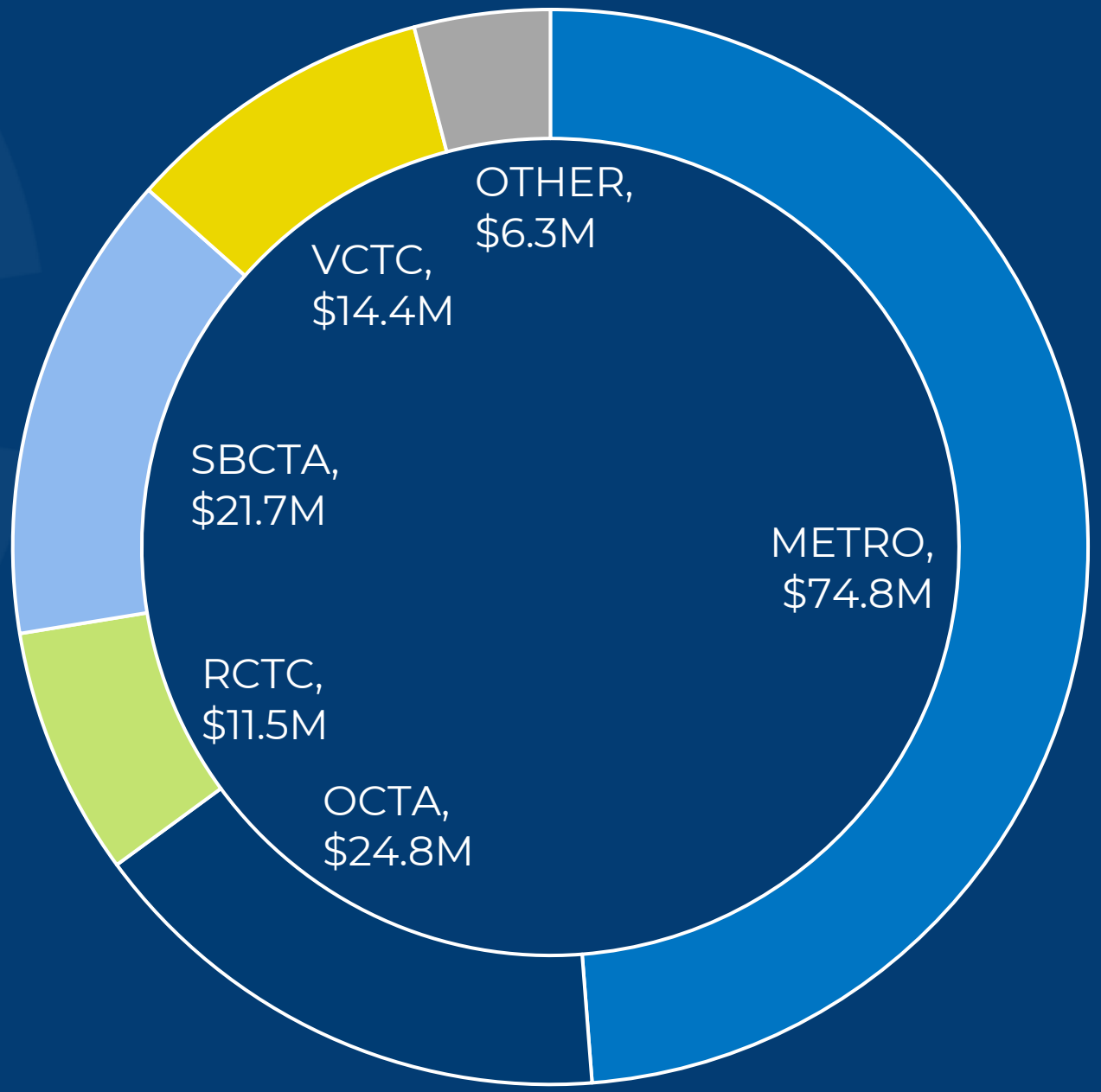
+0.3% over FY26 Budget



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

October 15, 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

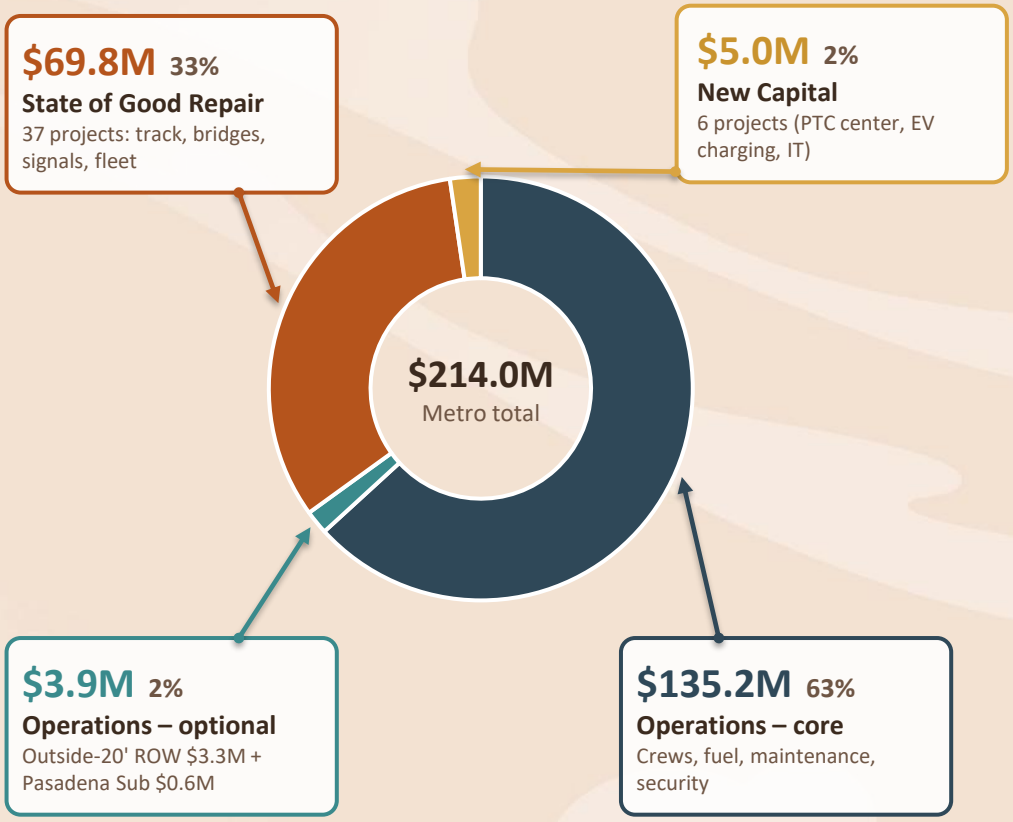
$214.0M
Metro's total FY27 share (Recommendation A)
Operations + State of Good Repair + New Capital

$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)

652
Weekly trains in FY27 service plan
Down 30.6% 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

Southern California Regional Rail Authority
FY27 Budget

Finance, Budget and Audit Committee

October 15, 2026



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Metro

FY27 SCRRA Budget – Metro Subsidy

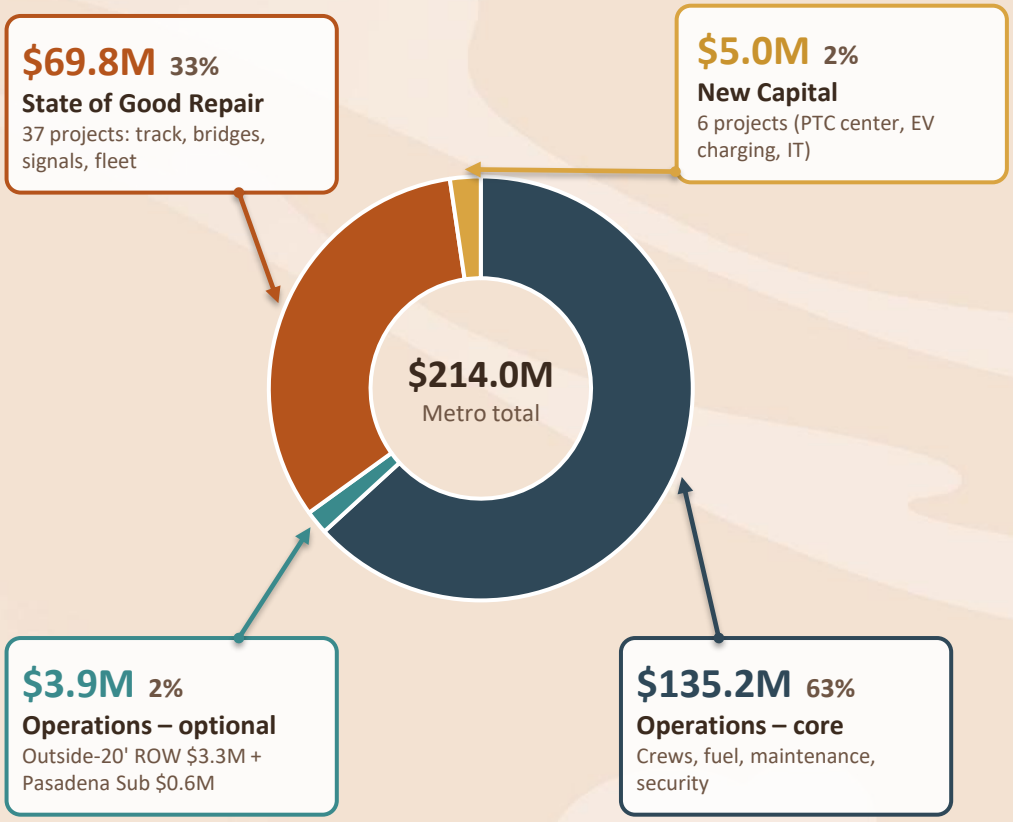
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Metro

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

File #: 2026-0497, **File Type:** Program **Agenda Number:** 23.

FINANCE, BUDGET, AND AUDIT COMMITTEE
OCTOBER 15, 2026

SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the Resolution in Attachment A that:

A. AUTHORIZE the Chief Executive Officer (CEO) or their designee to claim $45,745,590 in fiscal year (FY) 2026-27 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;

B. APPROVE the regional SGR Project List for FY2026-27 in Attachment B; and

C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SB1 SGR Certification and Assurances document, applicable statutes, regulations and guidelines.

ISSUE

In order to receive SB1 SGR grant funds for Metro and other eligible operators in Los Angeles County, Metro, as the Regional Entity, is required to submit an adopted Board resolution approving the combined project list and certifying that Metro will comply with all conditions and requirements set forth in the Certifications and Assurances documents. The recommendation, if approved, would allow Metro to meet program requirements and ensure SB1 SGR funds are available for eligible Los Angeles County agencies.

BACKGROUND

As defined in The Road Repair and Accountability Act of 2017, known as Senate Bill 1 (SB1), the SGR Program provides approximately $141 million in this cycle to transit operators in California for eligible transit repair, rehabilitation, and capital projects to help keep transit systems in a state of good repair. These new investments will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions.

Pursuant to PUC Section 99312.1, the funds for the SGR Program are distributed to eligible agencies using the State Transit Assistance formula. This formula distributes half of the funds based on

population and half according to transit operator revenues. Within Los Angeles County, the revenues will be distributed according to the Metro Board-adopted Measure R 20% Bus Operations formula.

DISCUSSION

Caltrans guidelines state that eligible transit operators shall submit their own project requests directly to Caltrans and provide a list of those projects to their Regional Entity, as defined by Public Utilities Code (PUC) Sections 99313 and 99314. For Los Angeles County, Metro is both the Regional Entity and a direct recipient of these funds.

Program requirements and deadlines are discussed at Bus Operations Subcommittee (BOS) meetings. Metro staff are available to provide guidance if requested. However, each individual agency is ultimately responsible for selecting their own projects and submitting their requests to Caltrans' online SMART system. Caltrans staff reviewed all submittals, asked follow-up questions if necessary, and sent the final list of county projects to Metro in early September. The 2026-2027 project list is included in Attachment B. Examples of capital improvements contained in the project list include replacement vehicle purchase, bus and rail preventive maintenance, rehabilitation of bus and facility equipment, replacement of bus stop shelters, electrification of bus maintenance facility and transit facility improvements.

Metro is required to submit the combined project list to Caltrans by September 1, 2026. The submittal package must include an adopted Board resolution approving the Project List and certifying that Metro will comply with all conditions and requirements set forth in the Certifications and Assurances documents. The final project list was not received by Metro until September 3, 2026, too late to include in the September Board cycle. Caltrans has accepted a draft resolution with the project list submittal pending receipt of a Board-adopted resolution. Therefore, staff is seeking Board approval of the resolution contained in Attachment A.

DETERMINATION OF SAFETY IMPACT

The requested actions will provide additional funding for state of good repair activities that will enhance the safety of Metro's and the Municipal Operators' customers and employees.

FINANCIAL IMPACT

Adoption of the SGR resolution would positively impact the region by making an estimated $45.7 million available to support state of good repair efforts for Metro and the Municipal Operators. The actual amount is dependent upon SB1 revenues received during the year.

Impact to Budget

Claiming SGR funds will have a positive impact on the FY27 Budget, as Metro is one of the regional recipients of these funds. These funds are only eligible for capital projects.

EQUITY PLATFORM

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This program helps fund rehabilitation and state of good repair activities for Metro and the Municipal Operators throughout Los Angeles County. Projects include bus stop shelter replacements, zero emission vehicles, charging facilities and repairs to existing vehicles and facilities. The SB1 SGR funded projects will focus on reducing greenhouse gas emissions while enhancing the customer experience in Equity-Focused Communities (EFCs). Transit riders in EFCs will benefit significantly from much needed service and capital improvements such as bus replacements projects and improved air quality.

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 maintenance activities that will maintain and further encourage transit ridership. This item is a funding requirement and provides transparency and accountability. 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 recommendation supports the following Metro Strategic Plan Goal:

Goal # 5**:** Provide responsive, accountable, and trustworthy governance within the Metro Organization.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of the region's FY26-27 SGR fund allocation.

NEXT STEPS

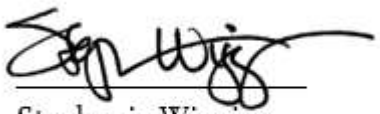
Upon approval, staff will submit the Resolution to Caltrans.

ATTACHMENTS

Attachment A - Resolution to Accept and Distribute Los Angeles County SGR Funds
Attachment B - Submitted Project Listing From Metro & Municipal Operators

Prepared by: Hasmig Chilingarian, Senior Manager, Local Programming, (213) 922 3066
Rufus E. Cayetano, Senior Director, Finance, (213) 922-2379
Cosette Stark, Executive Officer, Finance, (213) 922-2822

Reviewed by: Michelle Navarro, Chief Financial Officer (Interim), (213) 922-3056



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A
RESOLUTION TO ACCEPT AND DISTRIBUTE LOS ANGELES COUNTY SGR FUNDS

RESOLUTION # _____

APPROVING THE PROJECT LIST FOR FY 2026-27

FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

WHEREAS, Metro will be distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, Metro concurs with and approves the attached project list for the State of Good Repair Program funds:

NOW, **THEREFORE, BE IT RESOLVED,** that Metro hereby approves the SB1 State of Good Repair Project List for FY 2026-27; and

NOW, **THEREFORE, BE IT RESOLVED,** by the Board of Directors of Metro that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW, **THEREFORE, BE IT RESOLVED,** that the CEO is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.

AGENCY BOARD DESIGNEE:

BY: _____

Attachment B
Submitted Project Listing From Metro and Municipal Operators

Agency	Project Title	Project Description	FY 26/27 Estimated 99313 Costs	FY 26/27 Estimated 99314 Costs
Antelope Valley Transit Authority	Fleet/Bus Replacement Project	Replacement of buses in fleet needed beginning in FY2030 for buses ending their useful lives, for local and commuter services.		$ 407,070
City of Commerce	Security Equipment and Systems Replacement	The SGR funds will be used to replace security equipment and systems within the city's transit fleet and facilities.		$ 33,262
City of Culver City	Transit Vehicle Repair	Repair of heavy-duty transit bus vehicle fleet. Does not include oil changes and other activities associated with the standard preventive maintenance checklist. Added 26/27 funds to this project.		$ 349,109
City of Gardena	Capital Bus Components and facility equipment 21/22 Funds	Replacement bus components and facility equipment. Such as: - Sensor Fuel Temp/Pressure ISL-G - Valve Pressure Regulator I9N - Reserve for Mobile Devises ORI - Shut off Valve 3M - Wheel Alum 40’22.5x8.25		$ 335,458
City of Los Angeles	Electrical Infrastructure for Bus Charging at LADOT Bus Yard in Sylmar	The City of Los Angeles owns the bus yard in Sylmar, CA. LADOT will use the SGR money to install electrical infrastructure related to bus charging for the DASH and Commuter Express bus fleets.		$ 922,191
City of Montebello	Purchase Replacement CNG Buses	Local match for the replacement of 10 CNG buses with CNG buses 40 ft, 39 passengers.		$ 505,078
City of Norwalk	Transit Facility Improvements	Repurposing a portion of FY19/20 funding toward operational and ped improvements. The pedestrian safety walkway will extend from the Transit Center's MetroLink platform around the existing parking lots/bus route to avoid any accidents. In addition, the southend access gate will be replaced with a functional RFID gate as the current gate is broken and can only be operated by hand. HVAC system for customer service area to allow for increased protection from COVID.		$ 195,297
City of Redondo Beach	CAD/AVL System Replacement and Modernization	Replace & modernize its existing Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) system. The existing system has experienced reliability, usability, and operational challenges that affect daily transit operations. The replacement project will maintain existing fixed-route transit service and provide a reliable operational platform before the current GMV contract expires in June 2027. The project will acquire and deploy Swiftly CAD/AVL platform and supporting onboard equipment.		$ 40,889

Attachment B
Submitted Project Listing From Metro and Municipal Operators

Agency	Project Title	Project Description	FY 26/27 Estimated 99313 Costs	FY 26/27 Estimated 99314 Costs
City of Santa Clarita	Transit Maintenance Facility Hydrogen Fueling Station	Replace and/or upgrade the existing fueling station to accommodate Hydrogen fuel to meet the California 100% Zero Emission Bus (ZEB) rule.		$ 248,135
City of Santa Monica	Bus Replacement	Purchase approximately 103 Zero-Emission Vehicles to replace CNG buses that have reached it's useful life of 12 years.		$ 1,270,779
City of Torrance	Torrance Transit SB1 State of Good Repair Rehab & Repair Vehicles	Repair and maintenance of the vehicles after an accident or through wear and tear during prolonged service. Funds will also be used to maintain the physical exterior of the buses such as decals, paint, molding, etc. to ensure protection from the elements and maximum usage during the vehicles expected useful operating life.		$ 409,235
Foothill Transit	Bus Repair and Rehabilitation	Activities, supplies, materials, labor, services, and associated costs required to repair and rehabilitate the rolling stock to preserve or extend the functionality and serviceability of the buses.		$ 1,816,274
Long Beach Public Transportation Company	Bus Replacement	Request for funding to support the next group of bus replacements for vehicles that have reached the end of their useful life. Project funding supports the purchase of up to 20 CNG vehicles, 40-ft vehicles that are fully ADA-compliant with a passenger count of up to 38 passengers.		$ 1,538,125
Los Angeles County	Bus Stop Shelters Replacement Throughout LA County	Replace up to 240 bus stop shelters located throughout the Los Angeles area. Each bus stop shelter will consists of a bench, a trash receptacle and illumination from dusk to dawn. This project will have two phases. Phase 1 started Dec 2025 with 17/18 and 18/19 funds. Phase 2 still in development possibly starting 2027 - working with multiple districts within LA County.		$ 78,312
Los Angeles County Metropolitan Transportation Authority	Metro Bus Vehicle Repair and Rehab	Repair and rehabilitation expenses at all Metro Bus Operating Divisions and the Central Maintenance Facility.		$ 18,207,158
Los Angeles County Metropolitan Transportation Authority	Metro Rail Vehicle and Wayside Rehabilitation and Repair Preventive Maintenance	Rehabilitation and repair preventive maintenance expenses of Metro Light and Heavy Rail rolling stock and wayside facilities. This is non-routine maintenance to maintain safety and reliability of the system.	$ 19,389,218	
Los Angeles County Total			**$ 19,389,218**	**$ 26,356,372**



Item #2026-0497

California SB1 State of Good Repair Program

Finance, Budget & Audit Committee

October 15, 2026



Background

- Road Repair and Accountability Act of 2017 Senate Bill 1 (SB1)
  - Provides $141 million in FY27 transit capital funding statewide through the State of Good Repair (SGR) Program
- Eligible for transit repair, rehabilitation & other capital projects to help maintain systems in a state of good repair
- LA County's share of FY27 SB1 SGR funds is approximately $45.7 million
- To receive funds, Metro, as regional entity, must submit an adopted resolution that:
  - Approves Metro & other eligible operator projects
  - Certifies SB1 program compliance

Metro



Recommendation

APPROVE the Resolution in Attachment A that:

A. AUTHORIZE the Chief Executive Officer (CEO) or designee to claim $45,745,590 in fiscal year (FY) 2026-27 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;

B. APPROVE the regional SGR Project List for FY2026-27 in Attachment B; and

C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SB1 SGR Certification and Assurances document, applicable statutes, regulations and guidelines

Metro

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

File #: 2026-0718, **File Type:** Contract **Agenda Number:** 24.

EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 15, 2026

SUBJECT: REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES BENCH

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 3 to the Regional Rail Strategic Financial Advisory On-Call Services Bench Contract Nos. PS66571-2000 through PS66571 -2005 to exercise the second, one-year option term in the amount of $2 million, increasing the total Not-To-Exceed (NTE) cumulative contract amount from $7.4 million to $9.4 million and extending the period of performance from December 7, 2026, to December 6, 2027.

ISSUE

The Regional Rail Strategic Financial Advisory On-Call Services (SFAOCS) Bench period of performance expires December 6, 2026, and its remaining capacity is insufficient to meet anticipated needs. Board authority to exercise the second option term is required to continue issuing task orders for financial and strategic advisory services that support regional rail capital projects, competitive grant pursuits, and executive leadership decision-making. Although Countywide Planning & Development (CP&D) manages the bench, multiple departments rely on it for high-priority and mission-critical work.

BACKGROUND

At its October 2020 meeting, the Board approved the award of the SFAOCS Bench contracts for a five-year base term in the funding amount of $6 million, and two, one-year options in the funding amount of $1 million for each option year, for an NTE cumulative total funding amount of $8 million. The Board authorized the CEO to award and execute task orders within the total approved NTE funding limit of $6 million. In May 2025, Modification No. 1 was approved for $400,000, increasing the overall NTE funding limit to $6.4 million. At its July 2025 meeting, the Board approved Modification No. 2 to exercise the first, one-year option term in the amount of $1 million, increasing the NTE funding limit to $7.4 million and extending the period of performance to December 6, 2026.

The SFAOCS Bench supports the funding and delivery of capital projects under the Metro Regional Rail Program. Contracts were awarded under two disciplines:

1. Financial Advisory Support Services

2. Strategic Advisory/Advocacy Services

The Bench provides financial and strategic support for projects not funded under Measure M, such as Link Union Station Phase B and various grade separation and double-track projects. Task orders are funded through existing project budgets previously approved by the Board. The on-call structure allows Metro to secure these services quickly, helping close funding gaps and accelerate project delivery in collaboration with passenger and freight rail stakeholders.

DISCUSSION

Metro has used the SFAOCS Bench for a range of financial and strategic advisory work supporting planning, operations, and executive leadership including:

- High Desert Intercity Rail Corridor Service Development Plan;
- Cost comparison of in-house and contracted services;
- Strategic roadmap to stakeholder engagement;
- Support for Station Activation Models
- Climate and Sustainability efforts
- Strategic advisory services and thought leadership for the CEO; and
- Strategic financial advisory support for Strategic Financial Planning.

The remaining capacity is insufficient to support anticipated financial and strategic advisory needs in the coming fiscal year.
Staff anticipates a need for grant evaluation support as Metro pursues competitive funding opportunities to close capital project funding gaps (Attachment E). SFAOCS consultants also provide financial and strategic advice to inform decision-making on complex funding and delivery strategies, supporting executive leadership in aligning regional rail investments with long-term strategic objectives and navigating a shifting funding landscape. The contracts further support legislative coordination, policy analysis, and interagency engagement in partnership with Metro's Government Relations team, ensuring a consistent and informed approach to external advocacy.
Exercising the option term secures continued access to these specialized advisory services, prevents disruption to active and planned work, and preserves Metro's ability to respond quickly to new funding opportunities and Board directives.

DETERMINATION OF SAFETY IMPACT

Approval of the staff recommendation will not impact the safety of Metro customers or employees.

FINANCIAL IMPACT

Approval of the staff recommendation will have no impact on the FY27 budget. Task orders are funded through existing project budgets previously approved by the Board, and each new task order will have an approved funding source before it is initiated. The Chief Planning Officer will be responsible for budgeting costs in FY27 and FY28.

Impact to Budget
Funding for each task order will vary based on its specific scope of work and the project it supports.

Because the Bench serves projects outside the Measure M Expenditure Plan, funding is drawn from individual project budgets the Board has already approved.

EQUITY PLATFORM

The proposed contract modification will support the continued availability of strategic and financial advisory services to assist in evaluating financial strategies and funding approaches that advance the planning and delivery of transportation investments throughout the region. These services will help inform financial planning and decision-making that supports the effective and sustainable implementation of regional transportation priorities. By supporting the development and delivery of transportation investments, the proposed action contributes to Metro's broader goals of improving mobility, enhancing access to transportation options, and addressing the diverse transportation needs of communities it serves.

For this Regional Rail Strategic Financial Advisory On-call Services bench, the Diversity & Economic Opportunity Department (DEOD) established an overall 17% 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 five (5) prime consultants; one (1) 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 eight (8) task orders have been awarded to four (4) different prime contractors.

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 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 carbon neutrality by 2045. All Board items are assessed for their potential impact on VMT.
This item is expected to contribute to further VMT reductions. Continued access to financial and strategic advisory services will help secure funding for and advance regional rail capital projects, expanding transit options and encouraging ridership across Los Angeles County.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation is consistent with the following Strategic Plan goals:

- Goal 1.1: Expand the transportation network and increase mobility for all users;
- Goal 4.1: Work with partners to build trust and make decisions that support the goals of the Strategic Plan;
- Goal 5.1: Leverage funding and staff resources to accelerate the achievement of goals and initiatives prioritized in the Strategic Plan; and
- Goal 5.2: Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendation. Staff does not recommend this alternative. The SFAOCS Bench expires December 6, 2026. Without the option term, Metro would lose the ability to issue on-call task orders for mission-critical financial and strategic advisory work, and each need would require a separate procurement that could take many months to complete.

NEXT STEPS

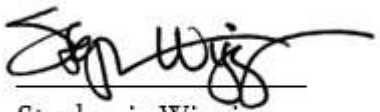
Upon Board approval, staff will execute Modification No. 3 to the SFAOCS Bench Contract Nos. PS66571-2000 through PS66571-2005.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Elba Higueros, Deputy Chief of Staff, (213) 922-6820
Carolina Coppolo, Deputy Chief, Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950
Mat Antonelli, Chief Vendor/Contract Management Officer, (213) 893-7114



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES / PS66571-2000 - PS66571-2005

1.	**Contract Number**: PS66571-2000 - PS66571-2005			
2.	**Contractors**: Deloitte Transactions and Business Analytics LLP, Ernst & Young Infrastructure Advisors, LLC, InfraStrategies LLC, Sperry Capital, Inc., and WSP USA, Inc.			
3.	**Mod. Work Description** : Exercise second, one-year option.			
4.	**Contract Work Description** Provide financial advisory and strategic advisory/advocacy on-call services.			
5.	**The following data is current as of**: 9/30/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	10/22/20	**Contract Award Amount:**	Not-to-Exceed (NTE) $6,000,000
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$1,400,000
	Original Complete Date:	12/6/25	**Pending Modifications (including this action):**	$2,000,000
	Current Est. Complete Date:	12/6/27	**Current Contract Value (with this action):**	NTE $9,400,000
7.	**Contract Administrator**: Samira Baghdikian		**Telephone Number**: (213) 922-1033	
8.	**Project Manager**: Nicole Englund		**Telephone Numbers**: (213) 922-7950	

A. Procurement Background

This Board Action is to execute Modification No. 3 to the Regional Rail Strategic Financial Advisory On-Call Services Contracts No. PS66571-2000 through PS66571-2005 to exercise the second, one-year option extending the period of performance from December 7, 2026 through December 6, 2027. This Contract Modification will increase the NTE cumulative contract amount by $2,000,000 from $7,400,000 to $9,400,000.

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

On October 22, 2020, the Board approved award of task order-based on-call Contract Nos. PS66571-2000 through PS66571-2005 for Regional Rail Strategic Financial Advisory On-Call Services in the cumulative NTE amount of $6,000,000.

Two modifications have been issued to date.

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

B. Cost Analysis

Work will be performed through the issuance of separate task orders. Firm fixed hourly rates were negotiated and established when the contracts were awarded. Proposals submitted for each task order will be subject to cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES / PS66571-2000 - PS66571-2005

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Increase cumulative not-to-exceed contract amount.	Approved	5/19/25	$400,000
2	Exercise first, one-year option extending the period of performance (POP) through 12/6/26.	Approved	7/24/25	$1,000,000
3	Exercise second, one-year option extending the POP through 12/6/27.	**Pending**	**Pending**	**$2,000,000**
	Modification Total:			**$3,400,000**
	Original Contract:		**10/22/20**	**$6,000,000**
	Total:			**$9,400,000**

DEOD SUMMARY

REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES BENCH/ PS66571-2000 THROUGH PS66571-2005

A. Small Business Participation

For this Regional Rail Strategic Financial Advisory On-call Services bench, the Diversity & Economic Opportunity Department (DEOD) established an overall 17% 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 five (5) prime consultants; one (1) 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 eight (8) task orders have been awarded to four (4) different prime contractors.

1. Deloitte Transactions and Business Analytics (Deloitte):

Deloitte has been awarded three (3) task orders to date, and the current overall participation is 0% SBE and 0% DVBE, representing shortfalls of both the SBE and DVBE commitment of 17% and 0%, respectively. Deloitte contends that it has not included SBE or DVBE participation to date due to the specific nature in the scope of work of the three (3) task orders, to which Metro's project manager concurs. Deloitte further stated that it intends to include the SBE and/or DVBE partners for future opportunities and will continue working with Metro to address the remaining commitment.

Overall Small Business Commitment	**17% SBE 6% DVBE**	**Overall Small Business Participation**	**0.00% SBE 0.00% DVBE**

	SBE Contractor(s)	% Utilization Commitment	% Participation
1.	SHA Analytics	10.00%	0.00%
2.	Morgner Construction Mgmt.	7.00%	0.00%
	Total	**17.00%**	**0.00%**

	DVBE Contractor(s)	% Utilization Commitment	% Participation
1.	Virtek	3.00%	0.00%
2.	OCMI, Inc	3.00%	0.00%
	Total	**6.00%**	**0.00%**

2. Ernst & Young LLP (EY):

EY has been awarded one (1) task order to date, and the current overall participation is 9.65% SBE and 2.17% DVBE, representing shortfalls of both the SBE and DVBE commitments by 7.49% and 0.87%, respectively. EY listed three (3) SBE and DVBE subcontractors to perform on their task order. EY contends that the shortfall is due to tasks assigned to its SBE subcontractor (BAE) that Metro had determined not to be required, which was concurred by Metro's project manager. EY indicated that its DVBE (Alexander King) was unable to perform its assigned work due to a lack of sufficient resources. EY reported that their ability to assign new scope to the SBE and/or DVBEs to increase the utilization percentage is dependent on Metro's resuming work on the project as work on the task order has been paused for the past 2 years due to the Federal Rail Administration delays.

Overall Small Business Commitment	**17.14% SBE 3.04% DVBE**	**Overall Small Business Participation**	**9.65% SBE 2.17% DVBE**

	SBE Contractor(s)	% Utilization Commitment	% Participation
1.	BAE Urban Economics	13.77%	6.73%
2.	SHA Analytics, LLC	3.37%	2.92%
	Total	**17.14%**	**9.65%**

	DVBE Contractor(s)	% Utilization Commitment	% Participation
1.	Alexander King Advisors, LLC	3.04%	2.17%
	Total	**3.04%**	**2.17%**

3. InfraStrategies, LLC:

InfraStrategies has been awarded one (1) task order to date, and the current overall participation is 0% SBE and 3.82% DVBE, representing a 18.57% shortfall of the SBE commitment and exceeding the DVBE commitment by 0.48%. InfraStrategies listed one (1) DVBE subcontractor to perform on their task order. InfraStrategies contends, and Metro's Project Team concurs, that the single task order they were awarded was specific and required knowledge, a background in operations facilities, maintenance contracts, and knowledge of the collective bargaining agreements that their SBE subcontractor did not have. InfraStrategies also contends that it is committed to engaging its SBE subcontractor as future work becomes available for the services the firm provides.

Overall Small Business Commitment	**18.57% SBE 3.34% DVBE**	**Overall Small Business Participation**	**0.00% SBE 3.82% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	SHA Analytics, LLC	18.57%	0.00%
	Total	**18.57%**	**0.00%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Wahrenbrock Capital	3.34%	3.82%
	Total	**3.34%**	**3.82%**

4. Sperry Capital, Inc. (Sperry):

Sperry an SBE-certified firm, has not been awarded any task orders to date. Sperry made an overall 32.69% SBE and 3.29% DVBE commitment.

Overall Small Business Commitment	**32.69% SBE 3.29% DVBE**	**Overall Small Business Participation**	**0.00% SBE 0.00% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Sperry Capital, Inc. (SBE Prime)	31.73%	0.00%
2.	NWC Partners, Inc.	0.96%	0.00%
	Total	**32.69%**	**0.00%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Ross Infrastructure Development	3.29%	0.00%
	Total	**3.29%**	**0.00%**

5. WSP USA, Inc. (WSP):

WSP has been awarded three (3) task orders to date, and the current overall participation is 22.38% SBE and 2.59% DVBE, exceeding the SBE commitment by 5.38% and representing a 0.62% shortfall of the DVBE commitment. WSP listed five (5) SBE and DVBE subcontractors to perform on their task orders. WSP contends, and Metro's Project Team concurs, that the DVBE shortfall is mainly due to the reduction of scheduled work at the direction of Metro. WSP reported that they have managed small business participation across all three (3) task orders and planned TO3 to deliver SBE and DVBE participation above the contract goal. WSP anticipates meeting or exceeding the SBE and DVBE commitments when TO3 is completed by Q4 2026.

Overall Small Business Commitment	**17.00% SBE 3.21% DVBE**	**Overall Small Business Participation**	**22.38% SBE 2.59% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Katherine Padilla & Associates	5.50%	0.00%
2.	Lee Andrews Group, Inc.	4.20%	16.21%
3.	Sumire Gant Consulting	1.97%	0.00%
4.	Estolano Advisors	2.15%	0.00%
5.	Capitol GCS	3.18%	0.00%
6.	Akima Consulting, LLC	Added	1.00%
7.	Trifiletti Consulting, Inc.	Added	5.17%
	Total	**17.00%**	**22.38%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Leland Saylor (Terminated)	0.86%	0.00
2.	OhanaVets, Inc.	2.35%	2.19%
3.	ZMAssociates Environmental Corp.	Added	0.40%
	Total	**3.21%**	**2.59%**

Staff will continue to work with each prime consultant team to ensure they meet or exceed the SBE/DVBE commitments by the completion of the program.

B. Living Wage Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

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.

Regional Rail Strategic Financial Advisory On-Call Services Bench

Modification No. 3: Exercise the Second Option Year

Executive Management Committee | October 15, 2026 | 2026-0718

Contract Modification



Exercise the 2nd option year

.



Extend through Dec 6, 2027

Keeps on-call advisors available.



No FY27 budget impact

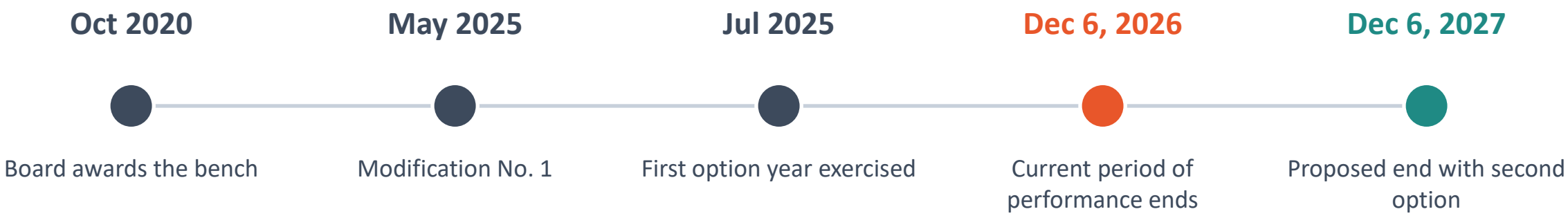
Task orders are funded by existing project budgets already approved by the Board.



ACTION REQUESTED

Authorize the CEO to execute Modification No. 3

The bench expires Dec. 6 with too little capacity for next year



Capacity is running out

Remaining contract capacity doesn't cover the financial and strategic advisory needs expected over the next year.

Procurement would take months

Without the option, each need would require its own procurement, disrupting active and planned work.

On-call advisors support funding, delivery and leadership decisions

DISCIPLINE 1 Financial Advisory Support

- High Desert Intercity Rail service development plan
- Cost comparison of in-house vs. contracted services
- Strategic roadmap for stakeholder engagement
- Climate and sustainability efforts

DISCIPLINE 2 Strategic Advisory / Advocacy

- Station activation models
- Strategic advice to the CEO and financial planning

Five prime consultants; eight task orders awarded to four of them

PRIME CONSULTANTS

- Deloitte Transactions and Business Analytics LLP
- Ernst & Young Infrastructure Advisors, LLC
- InfraStrategies LLC
- Sperry Capital, Inc. — SBE-certified
- WSP USA, Inc.

17%
Overall SBE goal

3%
Overall DVBE goal

8
Task orders awarded

4
Primes with task orders

Recommendation: Approve Modification No. 3

1 Approve

Board authorizes the CEO to exercise the second one-year option.

2 Execute

Staff executes 2nd option across all six bench contracts.

3 Continue

On-call task orders continue without interruption through Dec 6, 2027.

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
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Metro

Board Report

File #: 2026-0235, **File Type:** Plan **Agenda Number:** 25.

EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 15, 2026

SUBJECT: ANNUAL STATUS REPORT OF 48 BY ’28 PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVE AND FILE the annual status report on implementation of the 48 by ’28 Plan, update on Motion 26.1- Protecting Our Small Businesses, and an update on the 2023 Disparity Study recommendations; and

B. APPROVE an increase of the maximum contract threshold for the Small Business Prime (Set-Aside) Program for eligible non-federally funded procurements from $4.99 million to $10 million, and a corresponding adjustment to the lower contract threshold of the Medium-Sized Business Enterprise (MSZ-I) Program from $5 million to $10.01 million.

ISSUE

This report provides the annual status update on implementation of the Board-adopted 48 by ’28 Plan, including progress on completed and ongoing initiatives designed to increase participation by small and disadvantaged businesses in Metro contracting and procurement opportunities. The report also includes updates on actions undertaken in response to Motion 26.1 by Directors Bass, Dupont-Walker, Solis, Padilla, Dutra and Mitchell (Attachment A), and an update on the 2023 Disparity Study recommendations.

Additionally, this report includes a recommendation to increase the Small Business Prime (Set-Aside) Program maximum contract threshold for eligible non-federally funded procurements from $4.99 million to $10 million. The proposed threshold is informed by staff's review of recent Metro procurement activity and the capacity of Metro-certified small businesses, which identified significant contracting activity between $5 million and $10 million demonstrating that certified SBEs are successfully competing for and performing contracts within this range. The proposed increase would expand prime contracting opportunities for certified Small Business Enterprises (SBEs) and Medium Sized Business in support of Metro’s aspirational goal of achieving 48 percent small business participation by 2028.

BACKGROUND

Metro's Small, Disadvantaged and Disabled Veteran Business Enterprise programs and initiatives are a catalyst for economic opportunity and expand access to contracting opportunities for small and disadvantaged businesses throughout the region. Increasing the percentage of transportation dollars that remain within the region and benefit economically, and socially disadvantaged communities continues to be a priority and aligns with Metro's Board-approved Equity Platform. A series of Board approved motions have continued to reinforce this commitment.

In December 2021, the Board approved Motion 43, authored by Directors Solis, Hahn, Dupont-Walker, Sandoval, and Butts (Attachment B), establishing an aspirational policy objective for Metro to reach 48% participation by small and disadvantaged businesses on contracts and procurements by 2028. Staff returned in May 2022 with the 48 by '28 Plan, that the Board adopted. This plan outlined 8 initiatives to advance which could accelerate the trajectory of small and disadvantaged business participation in line with the objective.

Since adoption of the Plan, the Board has received and approved several initiatives intended to strengthen Metro's small business programs and procurement practices, including the Office of the Inspector General's Survey of Small Business Enterprise Certification Programs and Exploring Opportunity for Reciprocity, Motion 24 by Directors Hahn, Dupont-Walker, Solis, Butts, and Sandoval (Attachment C), and the 2023 Disparity Study, which identified recommendations to further reduce barriers and expand contracting opportunities for small and disadvantaged businesses.

In October 2025, the Board approved Motion 26.1 directing staff to support businesses impacted by federal changes to the Disadvantaged Business Enterprise (DBE) Program and identify opportunities to strengthen Metro's race- and gender-neutral small business programs.

This report provides the annual status update on implementation of the 48 by '28 Plan and includes updates on Motion 26.1 initiatives and the 2023 Disparity Study recommendations.

DISCUSSION

Status update for the initiatives within the 48 by '28 Plan:

Metro continues implementation of the Board-adopted 48 by '28 Plan, which established eight initiatives to increase participation by small and disadvantaged businesses, supporting the aspirational goal of achieving 48 percent small-business participation by 2028.

Since adoption of the Plan in May 2022, six of the eight initiatives have been completed, while the remaining initiatives continue as ongoing annual reporting and engagement efforts focused on Local Return participation, federal advocacy, and regional attainment monitoring. A summary of the completed and ongoing initiatives is provided in Attachment D.

Metro Attainment

During FY25 from July 1, 2024, through June 30, 2025, Metro awarded approximately $785.3 million

in contracts, of which approximately $229.2 million, or 29.18 percent, was awarded to small businesses certified under Metro's Small Business Enterprise (SBE) Program (including SBE, LSBE, LMCSBE), and certified DVBE firms. By comparison, during FY24, Metro awarded approximately $991.2 million in contracts, of which approximately $278.2 million, or 28.07 percent, was awarded to certified small businesses, representing a 1.11 percentage-point increase in small business participation in FY25.

Local Return Jurisdiction Attainment

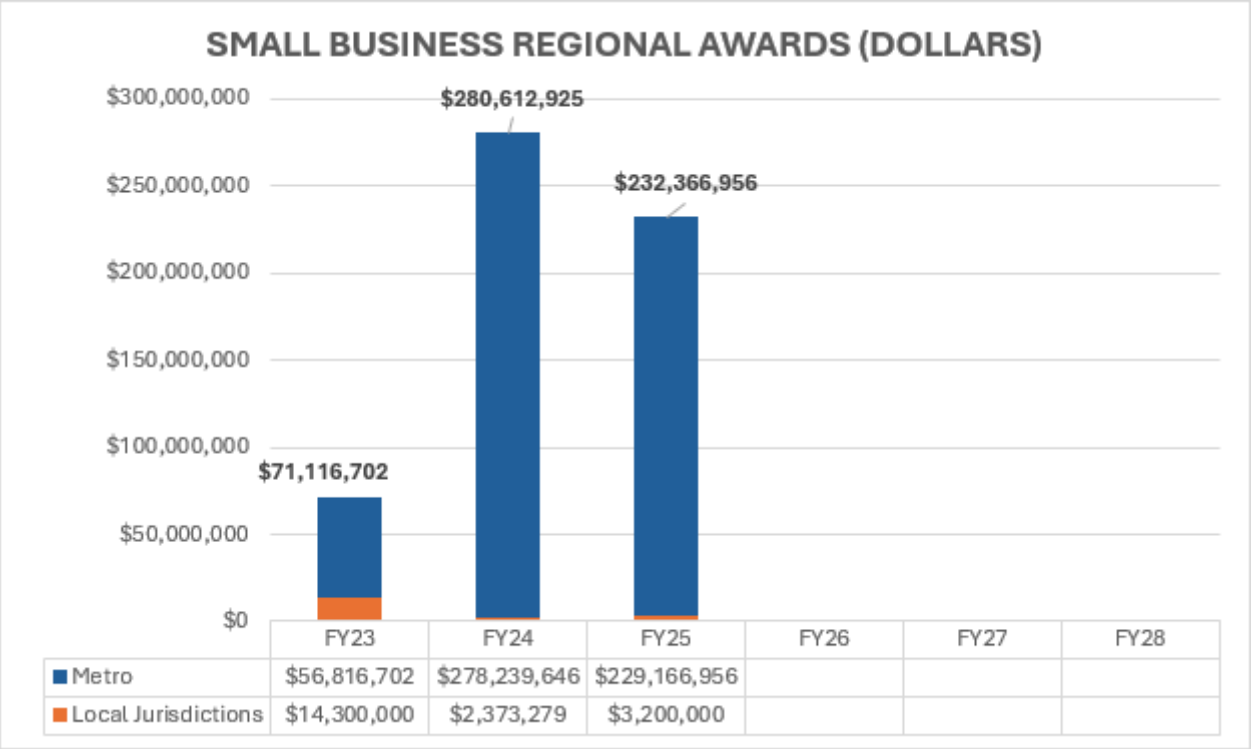
As part of the ongoing Local Return initiative, Metro continues engaging local jurisdictions and transit operators to encourage inclusion of SBEs in contracting opportunities funded through Local Return and other locally administered transportation investments. During this reporting period, Metro issued its fifth Local Return Survey to better understand jurisdictional practices and challenges associated with SBE participation.

Survey results found that while 88 percent of responding jurisdictions received Local Return funds during FY25, 11 percent reported awarding contracts to SBEs, and more than 82 percent indicated they do not currently track Local Return expenditures awarded to SBEs. Responding jurisdictions reported receiving approximately $133.9 million in Local Return funding in FY25, of which approximately $3.2 million (2.39 percent) was awarded to SBE firms. By comparison, during FY24, local jurisdictions reported awarding $2.3 million (1.98 percent) to SBE firms, representing a 0.41 percentage-point increase in small business participation in FY25.

For illustrative purposes, applying Metro's FY25 SBE participation rate of 29.18 percent to the $133.9 million in Local Return funds reported by responding jurisdictions would equate to approximately $39.1 million in SBE participation. This comparison illustrates the potential opportunity to expand small business participation through increased tracking, outreach, education, and regional collaboration.

Metro and local jurisdiction small business award activity in dollars is summarized in the table below.

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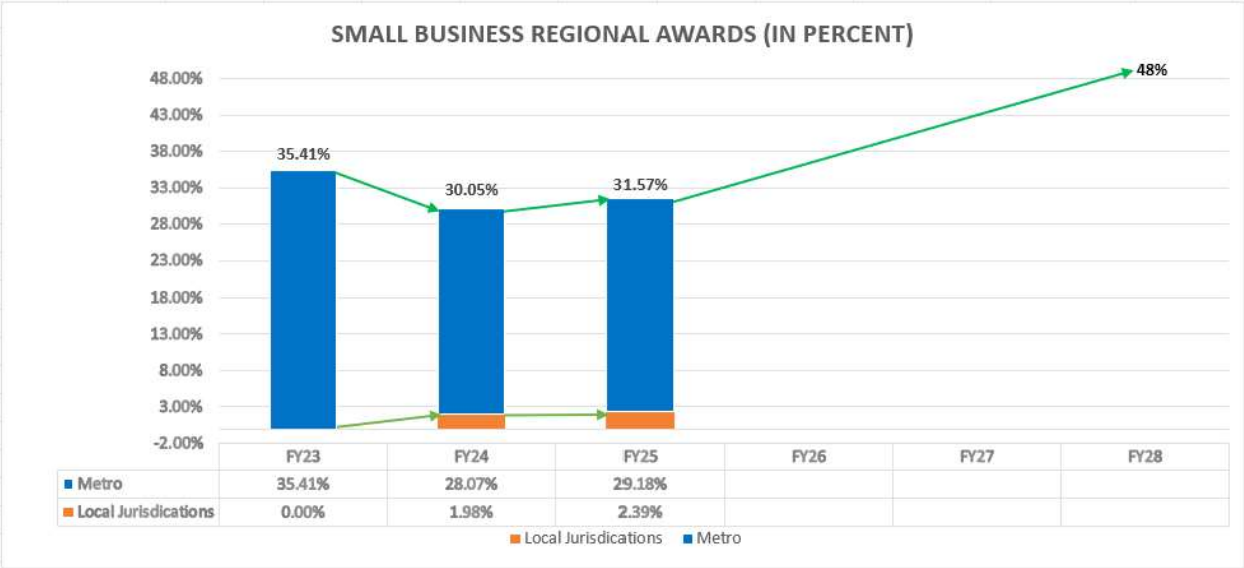


Regional Attainment

Metro continues to monitor regional attainment levels associated with small business participation. FY26 attainment data is still being collected. Therefore, FY25 remains the most recent reporting period for which complete Metro and local jurisdiction data are available to calculate regional attainment.

Based on the most recent complete regional data, SBE participation increased from 30.05 percent in FY24 to 31.57 percent in FY25, as shown in the table below, demonstrating continued progress toward the Board's aspirational goal of achieving 48 percent small business participation by 2028. The increase reflects the collective efforts of Metro, local jurisdictions, transit operators, and industry partners to expand contracting opportunities for small businesses throughout the region.

FY26 regional attainment will be incorporated into the next annual 48 by '28 status report. Metro will continue partnering with these stakeholders to advance the 48 by ’28 initiatives, expand contracting opportunities, and reduce barriers to participation throughout Los Angeles County.



Motion 26.1 - Protecting Our Small Businesses Updates

On October 23, 2025, the Board approved Motion 26.1 directing staff to take actions to support small businesses impacted by changes to the federal Disadvantaged Business Enterprise (DBE) Program resulting from the U.S. Department of Transportation's Interim Final Rule (IFR), while also identifying opportunities to strengthen Metro's race- and gender-neutral small business programs.

In April 2026, staff provided the Board with an update on the impact of the IFR, Metro's response strategy, and actions underway to support affected businesses. This section provides a status update on activities completed since that report back and ongoing efforts to implement Motion 26.1.

A. Reaffirmation of Metro's Commitment to DBEs and Small Business Inclusion

Metro continues to support small businesses during implementation of the IFR through timely communication, educational resources, outreach, and regular updates to industry stakeholders and the Transportation Business Advisory Council (TBAC). Metro's IFR advisories and updates are also posted on the Vendor Portal at <https://business.metro.net>. In addition, DEOD collaborated with Vendor/Contract Management to update federally funded solicitation and contract templates to incorporate IFR-compliant language and requirements.

Metro also continues to reinforce contractual obligations to prime contractors, including but not limited to, prompt payment, release of retainage, and compliance with applicable legal requirements such as the California Subletting and Subcontracting Fair Practices Act. Metro requires its prime contractors to pay their subcontractors for satisfactory performance of their contracts no later than 7 days from receipt of each payment. In FY26, prime contractor payments showed an improvement in payment timeliness. Although the total number of reported subcontractor payments decreased by 4.15%, payments made over the 7-day period decreased by 10.27%, resulting in the percentage of late payments declining from 16.89% to 16.01%-an improvement of 0.88 percentage points.

Lastly, Metro has continued to promote its Small Business Enterprise (SBE), Disabled Veteran Business Enterprise (DVBE), Local Small Business Enterprise (LSBE), and Medium-Size Business Enterprise (MSZ) Programs. These race- and gender-neutral programs remain in effect and unchanged, providing continued pathways for small businesses to participate in Metro contracting opportunities during implementation of the federal DBE requirements.

B. DBE Re/Certification Support Strategy

Metro continues collaborating with the California Unified Certification Program (CUCP) to implement the IFR requirements and establish a consistent statewide approach to the DBE re-evaluation process. Metro and other CUCP agencies developed procedures to guide application of the revised federal standards and coordinate statewide implementation.

DBE Reevaluation Process

On March 2, 2026, the statewide reevaluation process began, and Metro and other CUCP certifying agencies issued formal guidance to firms in the CUCP DBE database outlining the reevaluation requirements and documentation necessary to demonstrate Social and Economic Disadvantage (SED) under the new federal standards. CUCP member agencies collectively voted to provide firms certified as DBEs prior to October 3, 2025, with a 45-day submission window, through April 16, 2026, to submit a reevaluation application. Applications were to include a Personal Narrative (PN), an updated Personal Net Worth (PNW) form, and supporting documentation demonstrating social and economic disadvantage. The CUCP further determined that all firms meeting the April 16 submission date would be reviewed and processed first to establish a DBE directory.

Prior to April 16, Metro received 607 reevaluation applications, of which 550 were submitted by firms among Metro's 1,729 previously certified DBEs, representing approximately 32 percent of that population. The remaining applications included firms requiring review or certification through another CUCP jurisdiction, firms requiring a new DBE application, and duplicate submissions. As of July 7, 2026, all 607 applications have been reviewed: 267 were approved, 168 were denied, 57 were deemed ineligible, and 115 were returned for curative measures. As permitted under CFR 49 Part 26, curative measures provide firms an opportunity to address eligibility concerns identified during the certification review. Metro continues processing the 115 pending applications as responses are received.

On July 20, 2026, the CUCP officially notified the U.S. Department of Transportation (USDOT) of the statewide completion of phase one of the reevaluation process and restored the online CUCP DBE directory. The USDOT acknowledged the notice on July 21, 2026. Following the USDOT’s acknowledgement, the CUCP began accepting and processing new and interstate applications beginning on July 21, 2026.

Reevaluation Applications Submitted After April 16

Metro continued accepting reevaluation applications submitted after the April 16 deadline. As of August 13, 2026, Metro has received an additional 356 applications, bringing total reevaluation applications to 969, or 56% of Metro’s 1,729 previously certified DBE firms. The additional

applications are currently under review, and Metro will continue processing new, interstate, and reevaluation applications as quickly as practicable.

As firms navigate the revised DBE requirements, and in line with Motion 26.1, Metro has developed and implemented a support strategy which is inclusive of the following:

1. Providing technical assistance, training, and support:

   Metro hosted 12 DBE Information Sessions from March through August 2026 with in-person, virtual, and hybrid formats, attracting more than 400 registered attendees. Sessions provided guidance on the IFR, Personal Narrative and Personal Net Worth requirements, the reevaluation and new certification processes, and use of the B2G system. Metro also used annual update calls to provide individualized assistance and participated in 12 additional outreach events, including workshops with regional Chambers of Commerce. Collectively, Metro has provided technical assistance and individualized support to more than 1,500 firms.

   Metro also coordinated with regional and state certifying partners, including Caltrans, the City of Los Angeles, and Los Angeles World Airports (LAWA), to expand access to reevaluation information and resources. Metro and Caltrans jointly hosted a DBE information session, while the City of Los Angeles and LAWA promoted Metro's sessions to their respective business communities. A list of events hosted and attended by Metro is included as Attachment E.

   On June 25, 2026, Metro issued a Request for Interest and Qualifications (RFIQ), to establish a panel of qualified consultant service providers that firms may engage directly for technical assistance in navigating the new IFR requirements. The pre-qualified service provider panel is anticipated to launch Fall 2026.

   Effective April 1, 2026, the U.S. Department of Transportation increased the federal business size standard from $31.84 million to $32.82 million. Metro incorporated this change into both the DBE and Metro's SBE Programs, allowing eligible firms additional capacity for growth while maintaining certification eligibility.

2. Coordination with Peer Agencies:

   Metro continues collaborating with regional, state, and national transportation agencies to support consistent implementation of the IFR and the DBE reevaluation process. Since April 2026, Metro has engaged with the City of Los Angeles, LAWA, and Unified Certification Programs in Illinois, Michigan, Oregon, Ohio, Georgia, and Texas to exchange lessons learned, implementation strategies, and federal compliance information. Metro also remains active in national and regional workgroups, including WASHTO and Infrastructure LA, to coordinate implementation efforts and support consistent application of evolving federal requirements.

3. Outreach & Capacity Building:

   Metro continued delivering outreach, education, and capacity-building programs designed to

strengthen small business competitiveness and readiness for Metro contracting opportunities. Activities included Meet the Primes, Lunch & Learn sessions with prime contractors, workshops focused on contract administration, ethics, and audit compliance, and ongoing How to Do Business with Metro workshops.

In March 2026, Metro hosted one of its largest Meet the Primes events to date, bringing together 25 prime contractors and more than 250 participants to facilitate networking and potential business partnerships. Through Metro's Contractor Development and Bonding Assistance Program,15 firms also graduated from a five-week Bidding and Estimating training program designed to strengthen business operations, proposal development, and bonding readiness.

Metro also launched *How to Do Business with Metro - On the Road*, an outreach initiative designed to increase access to Metro contracting information and resources throughout the region. Staff will continue conducting outreach, training, and regional engagement activities that support small business development and increase awareness of Metro contracting opportunities.

Equity in Infrastructure Project (EIP)

Metro continues to participate in the Equity in Infrastructure Project (EIP), a national collaborative of transportation agencies, industry organizations, business advocates, and other stakeholders focused on advancing policies and practices that expand contracting opportunities for small and historically underutilized businesses. Through EIP, Metro collaborates with peer agencies nationwide to exchange best practices, share lessons learned, and identify strategies that support small business growth and capacity development.

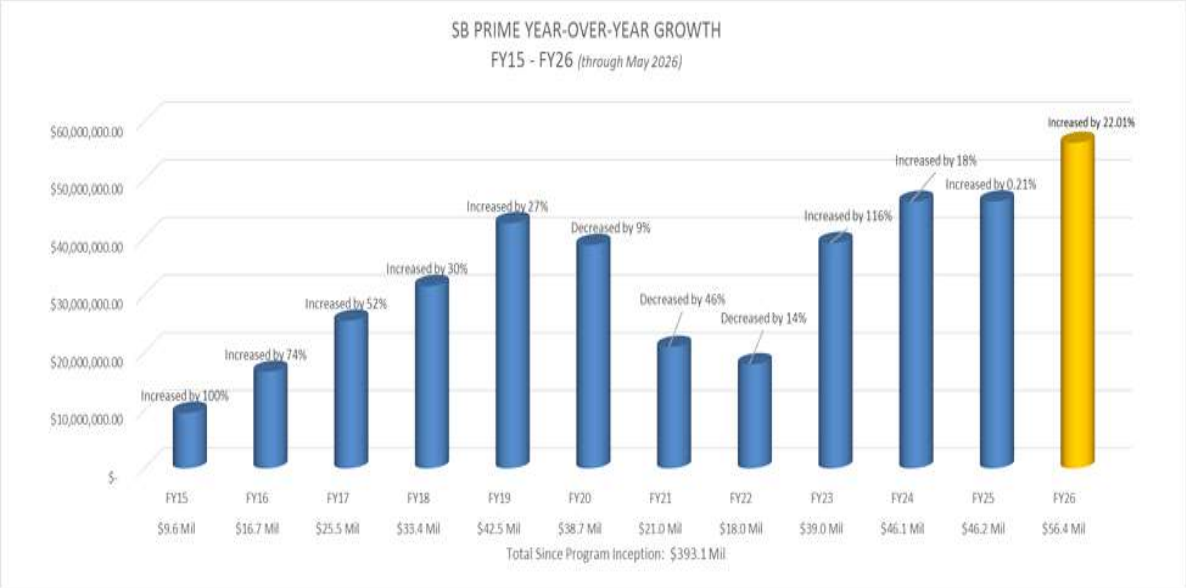
As a result of Metro's leadership and implementation of initiatives such as the Small Business Prime (Set-Aside) Program and Contractor Development and Bonding Assistance Program, Metro was invited to present at the EIP convening in San Francisco on June 4, 2026. During the meeting, Metro staff shared successful strategies and lessons learned that have contributed to increased small business participation and are being recognized as best practices that may be replicated by other agencies nationwide.

C. Expansion Opportunities for Race- and Sex-Neutral Programs (SBE, LSBE, DVBE, MSZ)

Consistent with Motion 26.1, Metro continues evaluating opportunities to strengthen race- and gender-neutral contracting programs and expanding access to contracting opportunities for small businesses. These efforts include enhancements to the Small Business Prime (Set-Aside) Program, continued promotion of Metro's SBE, LSBE, DVBE, and MSZ programs, and pursuit of federal approval to utilize SBE contract goals on federally funded procurements as a race- and gender-neutral strategy to maintain contracting opportunities for small businesses impacted by the Interim Final Rule (IFR). Additional information regarding the federal approval request is provided in Section D.

Since its inception, Metro's Small Business Prime (Set-Aside) Program has become a nationally

recognized best practice for expanding prime contracting opportunities for certified SBEs. Program awards increased from approximately $9.6 million in FY15 to $42.5 million in FY19 before experiencing temporary declines associated with the COVID-19 pandemic. Since FY23, the program has rebounded significantly, reaching more than $56 million in awards through May 2026. Overall, the Small Business Prime (Set-Aside) Program has generated approximately $393.1 million in contracting opportunities for certified small businesses, representing approximately 7.56% of Metro's contracting activity since program inception.



Recommendation

Based on the demonstrated success in the Small Business Prime (Set-Aside) Program, stakeholder feedback, Metro's assessment of industry capacity, and its ongoing commitment to advancing the goals of the 48 by '28 Plan and Motion 26.1, staff recommend increasing the maximum contract threshold for eligible non-federally funded procurements from $4.99 million to $10 million.

To assess the potential impact of this enhancement, staff evaluated Metro's procurement activity and certified small business marketplace. Over the past three years, Metro issued 33 procurements valued between $5 million and $10 million, representing approximately $265.2 million in contracting opportunities, of which 30 were professional services or operations-related procurements that would be immediately eligible for consideration under the proposed threshold increase. Of those 30 procurements, 11 (37 percent) were awarded to certified Small Business Enterprise (SBE) prime contractors, demonstrating that qualified SBEs have successfully competed for and performed on contracts within this range. These firms represent 15 North American Industry Classification System (NAICS) codes for which Metro currently has more than 1,100 certified small businesses, indicating a robust marketplace capable of competing for larger and more complex contracting opportunities.

Increasing the threshold will expand the number of procurements eligible for exclusive SBE

competition, create additional pathways for qualified firms to compete as prime contractors, and support continued business growth and capacity development within Metro's certified small business community. Current and proposed contract thresholds for negotiated procurements are summarized in the table below:

Small Business Prime (Set-Aside) Program - Negotiated Procurements

Procurement Type	Contract Threshold Non-Federally Funded Acquisitions (RFP/RFQ)	
	Current Formal SB Prime (Set-Aside)	New Recommended Formal SB Prime (Set-Aside)
Negotiated awards for supplies, equipment, materials and services, including all professional services, excluding Architecture and Engineering (A&E) Services	$100,000.01 - $4,999,999	$100,000.01 - $10,000,000

Competitive Low Bid

For non-federally funded competitive low bid procurements, Metro also recommends increasing the Small Business Prime (Set-Aside) Program maximum threshold from $4.99 million to $10 million for sealed bid and public works contracts. Any increase will require a legislative change to the Public Utilities Code Section 130232(f)(5)(vi). As such, the current threshold will remain in place as staff works with Government Relations to pursue the necessary legislative changes, as applicable, in the 2027 Legislative calendar. If the required legislative changes are enacted, staff would align the competitive low bid threshold with the proposed $10 million threshold recommended for negotiated procurements.

Medium Sized Business Enterprise Program

Metro's Medium-Sized Business Enterprise (MSZ) Program is designed to provide contracting opportunities for firms that have outgrown eligibility for certification (e.g., SBE) but are not yet positioned to compete for Metro's largest procurements. To maintain a seamless progression between the Small Business Prime (Set-Aside) and MSZ Programs, upon board approval, the lower contract threshold for the MSZ-I Program would be adjusted from $5 million to $10.01 million for eligible non-federally funded procurements to maintain alignment between the two programs. No changes are proposed to the MSZ-II Program threshold.

The proposed MSZ-I threshold change for non-federally funded competitive low bid procurements will also require a legislative change in accordance with Public Utilities Code Section 130232(f)(5)(vi). As such, the current threshold MSZ-I for competitively low bid procurements will remain in place as staff works with Government Relations to pursue the necessary legislative changes, as applicable, in the 2027 Legislative calendar. If the required legislative changes are enacted, staff will align the competitive low bid threshold with the proposed threshold change.

D. Advocacy Efforts

Metro continues coordinating with the Federal Transit Administration (FTA), the California Unified Certification Program (CUCP), regional partners, and federal stakeholders regarding implementation of the Interim Final Rule (IFR) and other evolving federal requirements. Through these efforts, Metro seeks to preserve and expand contracting opportunities for small businesses, strengthen its small business programs, and promote equitable access to economic opportunities throughout Los Angeles County.

Use of SBE Goals on Federal Transit Administration (FTA) - Funded Procurements

As reported in the Motion 26.1 April 2026 report back, Metro requested FTA approval for the use of Small Business Enterprise (SBE) contract goals on federally funded procurements as a race- and gender-neutral approach to maintaining contracting opportunities for small businesses impacted by the IFR. On May 12, 2026, FTA responded that Metro's request was not approved as said changes must be submitted to FTA as part of its DBE program. The DBE Program plan must be submitted to DOT for approval as soon as practicable after the CUCP completes the reevaluation process.

As Metro amends its DBE Program plan to ensure compliance with the IFR and related federal requirements, staff intend to incorporate revised language that would allow SBE goals to be applied to eligible federally funded procurements in the future. Metro will also review its current Federal Fiscal Year 2025 - 2027 (FFY25-27) triennial overall DBE goal following completion of the DBE reevaluation process, as required by the IFR. Updates to Metro's DBE Program and FFY25-27 overall DBE goal must be completed to comply with the IFR before Metro can submit its request to FTA for reinstatement of the DBE Program.

2023 Disparity Study Recommendations

In March 2024, the Board received the results of Metro's 2023 Disparity Study, which identified seven recommendations intended to strengthen equity in Metro's contracting and procurement practices and expand participation opportunities for small and disadvantaged businesses.

Since receiving the study, Metro has completed six of the seven recommendations, including most recently the implementation of the Local Micro Small Business Enterprise (LMCSBE) Program on December 15, 2025. A detailed summary of the completed and ongoing recommendations is provided in Attachment F.

Metro continues to advance the one remaining recommendation related to the Small Business Technical Assistance Program (SBTAP). Staff are refining the delivery model and plans to release a new solicitation that would establish a pre-qualified consultant panel that small businesses may engage with for technical assistance. Under this model, participating small businesses would contract directly with the selected consultants for services, resulting in no direct cost to Metro. This approach is intended to leverage private-sector expertise while expanding access to technical assistance resources in disciplines such as professional services, architectural and engineering (A&E), construction and project management services, and alternative project delivery.

DETERMINATION OF SAFETY IMPACT

There is no safety impact related to this action.

FINANCIAL IMPACT

There is no impact on the budget for the staff recommendation.

EQUITY PLATFORM

Metro's 48 by ’28 Plan advances the agency's Board-approved Equity Platform by increasing opportunities for small, disadvantaged, minority-owned, women-owned, veteran-owned, and other historically underutilized businesses to participate in Metro contracting and procurement activities. By reducing barriers to participation and expanding access to larger prime contracting opportunities through the proposed increase to the Small Business Prime (Set-Aside) Program threshold, and the adjustment to the lower contract threshold for the Medium-Size Business Enterprise Program. Metro helps create pathways for small businesses to build capacity, compete for more complex work, and share in the economic benefits generated by transportation investments.

In FY25, Metro awarded approximately $229.2 million, or 29.18 percent of all contract awards, to firms participating in Metro’s small business programs. During this period, 285 Small Business Enterprises (SBEs) received Metro contracts. Metro currently maintains a certification database of 2,176 SBEs. These results demonstrate continued progress toward Metro's aspirational goal of achieving 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.

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 it supports small, disadvantaged, minority-owned, and women-owned businesses by providing them with access to contracting opportunities and helping them grow their capacity to participate in Metro's large-scale infrastructure projects and day-to-day operations. In addition, supporting local businesses supports job creation in LA County and may increase the percentage of our workforce that is able to commute using LA Metro’s transit system and reduce car dependence for these workers. 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 the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This report supports strategic plan Goal 5.5, “Expanding opportunities for businesses and external organizations to work with Metro.”

ALTERNATIVES CONSIDERED

The Board may elect not to approve the recommended increase to the Small Business Prime (Set-Aside) Program contract threshold and maintain the current $4.99 million limit. However, maintaining the existing threshold would continue to exclude a significant number of procurements from eligibility under the Set-Aside Program. Staff's review of recent procurement activity identified contracting opportunities between $5 million and $10 million that would be immediately eligible for consideration under the proposed threshold increase. The analysis also demonstrated that certified SBEs have successfully performed contracts within this range and that Metro maintains sufficient industry capacity to support the proposed increase.

NEXT STEPS

Staff will continue implementing the initiatives of the 48 by ’28 Plan, supporting implementation of actions identified in Motion 26.1, and advancing the ongoing recommendations of the 2023 Disparity Study.

Upon Board approval, staff will implement the new Small Business Prime (Set-Aside) Program and MSZ-I contract thresholds and continue evaluating opportunities to expand contracting access and increase participation by certified Small Business Enterprises (SBEs).

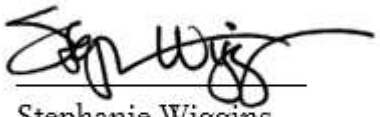
Staff will also continue to provide annual updates to the Board on Metro’s efforts to advance the aspirational goal of achieving 48 percent small business participation by 2028.

ATTACHMENTS

Attachment A - Motion 26.1
Attachment B - Motion 43
Attachment C - Motion 24
Attachment D - 48 by ’28 Plan Initiatives
Attachment E - List of Events Hosted and Attended by Metro
Attachment F - 2023 Disparity Study Recommendations

Prepared by: Ramon Ortiz, Certification Director, Diversity Economic Opportunity Department, (213) 922-7591
Raffi Hamparian, Deputy Executive Officer, Federal Affairs/Government Relations, (213) 922-3769
Tashai R. Smith, Executive Officer, Diversity Economic Opportunity Department, (213) 922-2128
Elke Campbell, Senior Executive Officer, Diversity Economic Opportunity Department, (213) 418-3081

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie Wiggins
Chief Executive Officer

Metro

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

Board Report

File #: 2025-0932, **File Type:** Motion / Motion Response **Agenda Number:** 26.1

EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 16, 2025

Motion by:

DIRECTORS BASS, DUPONT-WALKER, SOLIS, PADILLA, DUTRA AND MITCHELL

Protecting Our Small Businesses Motion

On September 30, 2025, the U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR) that immediately changes how Disadvantaged Business Enterprise (DBE) certifications are evaluated. Effective October 3, 2025, the IFR removes race- and sex-based presumptions of disadvantage and requires all certified firms to submit new personal narratives and financial statements to demonstrate social and economic disadvantage on a case-by-case basis. As a result, all existing DBE certifications are undergoing reevaluation, and recipients of federal transportation funding, including Metro, must pause their DBE programs until the re/certification reviews are complete. Metro has already taken steps to inform stakeholders, align internal processes, and coordinate with peer agencies such as Caltrans and BART.

While Metro must comply with this federal directive, the agency remains committed to the principles underlying the DBE program: expanding access, removing barriers, and ensuring that small and disadvantaged businesses continue to thrive. Metro's Small Business Enterprise (SBE) Program was designed to comply with California Proposition 209, which prohibits the use of race- and sex-based preferences in public contracting.

Disadvantaged Business Enterprises (DBEs) are essential partners in delivering Metro's projects and advancing the agency's commitment to equity and economic inclusion, as seen in the planning and construction of projects such as the K Line, Regional Connector, LAX MTC, and many others. In Fiscal Year 2025 alone, Metro paid out $137,784,030 in eligible contracting dollars to certified DBE firms, helping ensure that small and disadvantaged businesses share in the economic benefits of Metro's capital and operational investments. Statewide, 5,997 firms are certified through the California Unified Certification Program (CUCP), and Metro serves as the certifying agency for 1,747, or approximately 29%, of those firms, demonstrating Metro's leadership role in growing and sustaining the DBE community that powers innovation, creates local jobs, and strengthens the regional economy. Furthermore, Metro maintains a robust portfolio of race- and sex-neutral programs, including its Small Business Enterprise (SBE), Local Small Business Enterprise (LSBE), Disabled Veteran Business Enterprise (DVBE), and Medium-Size Business Enterprise (MSZ), along with other initiatives designed to strengthen the region's small business community.

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Metro's DBE participation goals have long been based on evidence from disparity studies that demonstrate the ongoing need for preference in the contracting process. The IFR's changes, while federal in scope, intersect with a state framework that already relies on race- and sex-neutral measures grounded in documented disparities.

Metro must remain steadfast in its commitment to creating all lawful opportunities for small and disadvantaged businesses that have historically faced barriers to participation in public contracting. These firms are critical partners in delivering safe, equitable, and community-centered transportation projects across Los Angeles County.

SUBJECT: PROTECTING OUR SMALL BUSINESSES MOTION

RECOMMENDATION

APPROVE Motion by Bass, Dupont-Walker, Solis, Padilla, Dutra, and Mitchell that the Board:

A. Formally reaffirm its commitment to sustaining and expanding opportunities for Disadvantaged Business Enterprises (DBEs), Small Business Enterprises (SBEs), and other historically underrepresented firms, and to ensure Metro continues to advance economic equity;

WE FURTHER MOVE that the Board direct the Chief Executive Officer to:

B. Develop and implement a DBE Re/certification Support Strategy that assists firms through the new federal re/certification process by:

1. Providing technical assistance, training, and support;

2. Coordinating with peer agencies to ensure timely communication and consistent application of new standards; and

3. Maintaining ongoing outreach and capacity-building events to prevent disruption in contracting opportunities.

C. Identify opportunities to expand Metro's Small Business Enterprise (SBE), Local Small Businesses Enterprise (LSBE), Disabled Veteran Business Enterprise (DVBE), Medium-Size Business Enterprise (MSZ), and other race- and sex-neutral programs to continue fostering inclusive participation;

D. Engage in advocacy work with APTA, Caltrans, and other relevant entities to promote a federal framework that preserves access and opportunity for businesses that demonstrate the ongoing effects of discrimination in the local marketplace.

E. Report back to the Board in 60 days on the status of implementation efforts, including key actions taken, challenges encountered, and recommendations for further Board action to support continued progress.

Metro

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

Metro

Board Report

File #: 2021-0766, **File Type:** Motion / Motion Response **Agenda Number:** 43.

REGULAR BOARD MEETING
DECEMBER 2, 2021

Motion by:

DIRECTORS SOLIS, HAHN, DUPONT-WALKER, SANDOVAL, AND BUTTS

48 by ‘28: Increasing Small and Disadvantaged Business Participation

The U.S. Department of Transportation (USDOT) requires state and local transportation agencies to establish goals for participation of disadvantaged business enterprises (DBE) on contracts and procurements supported by the USDOT. This DBE participation goal is determined by the state or local agency based on a variety of factors including the availability of qualified DBE’s. Metro re-evaluates its DBE participation goal every three years and the current goal covering Federal Fiscal Years 2022 through 2024 is 28 percent. Metro also has a Small Business Enterprise (SBE) program for projects without federal funds, which was first established in 1997 with an initial goal of 15 percent SBE utilization. Today, Metro’s overall SBE participation goal is 30 percent, and a participation goal of 3 percent for Disadvantaged Veteran Business Enterprises (DVBE) is also set any time an SBE goal is established for a contract. During any contract solicitation preparation process, Metro staff considers whether or not to establish a DBE, SBE and DVBE participation goal based on various factors such as funding type and availability of subcontracting opportunities. When these participation goals are established, they become a mandatory condition of award and awardees are expected to meet or exceed their participation goals over the duration of the contract. We further understand that firms can meet DBE goals by submitting satisfactory evidence of having conducted Good Faith Efforts. These goals are partly intended to help address the disparities between the number of available small, minority- and women-owned businesses qualified to do certain kinds of work and the actual proportion of Metro contract/procurement dollars that are awarded to them.

Over 90 percent of businesses in Los Angeles County are small businesses with less than 20 employees, and Los Angeles County has more minority- and women-owned businesses than any other county in the nation. Those businesses are truly representative of the County, where over 70 percent of the population is a person of color. More than 15,000 small businesses have reported temporary and/or permanent closure as a result of the pandemic, and communities of color have borne the brunt of COVID-19’s economic and public health impacts. In particular, Latinx individuals, who make up over 48 percent of the County, have seen severe impacts since the onset of the pandemic. In January 2021, daily death rates for Latinx communities in Los Angeles County exploded by 1,000 percent from 3.5 per 100,000 Latinx residents to 40 deaths per 100,000 Latinx residents. Small businesses, especially those in communities of color, have struggled to stay afloat and have been closing at higher levels due to drastically decreased revenues.

Metro is currently in the midst of delivering an ambitious program of capital projects called Twenty-Eight by ’28. This initiative mainly addresses planning, design and construction of projects and does not address where those contract dollars are going. With an $8 billion budget, Metro has the capacity to help accelerate recovery in Los Angeles County by directing as many contract and procurement dollars as possible towards small and disadvantaged businesses. To help accomplish this, Metro can establish a new policy objective to reach 48 percent participation by small and disadvantaged businesses on contracts and procurements.

SUBJECT: 48 BY ’28: INCREASING SMALL AND DISADVANTAGED BUSINESS PARTICIPATION

RECOMMENDATION

APPROVE Motion by Directors Solis, Hahn, Dupont-Walker, Sandoval, and Butts that the Board of Directors direct the Chief Executive Officer to establish an aspirational policy objective for Metro to reach 48% participation by small and disadvantaged businesses on contracts and procurements by 2028, and to report back in March 2022 with recommendations to achieve the goal.

Metro

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

Board Report

File #: 2023-0462, **File Type:** Motion / Motion Response **Agenda Number:** 24.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JULY 20, 2023

Motion by:

DIRECTORS HAHN, DUPONT-WALKER, SOLIS, BUTTS, AND SANDOVAL

48 by ’28 and Reciprocity Motion

More than 90% of businesses in Los Angeles County are small businesses, with fewer than 20 employees. In fact, LA County has approximately 250,000 small businesses that account for 43% of the local workforce.

With the passages of Measure R and Measure M, Metro is now undertaking a historic infrastructure capital program that provides numerous opportunities for businesses across the region to compete for projects that create thousands of jobs. Increasing the percentage of transportation dollars that remain in the region and within economically and socially disadvantaged communities is vital to LA County’s economic recovery and aligned with the Board-approved Equity Platform.

In December 2021, the Board adopted “48 by ’28: Increasing Small and Disadvantaged Business Participation” (2021-0766) by then-Board Chair Solis, Directors Hahn, Dupont-Walker, Sandoval, and Butts, to create Metro’s aspirational target to reach 48% participation by small and disadvantaged businesses on agency-wide contracts and procurements by 2028. That motion led to Metro’s “48 by ’28 Plan” (2022-0101), presented to and approved by the Board in May 2022. This plan laid out eight new initiatives that the agency intended to significantly increase the level of participation by small and disadvantaged businesses in Metro’s contracts.

Further, in September 2022, the Office of the Inspector General (OIG) provided a report (2022-0525) that offered findings regarding reciprocity for small business certifications across 10 California Unified Certification Program member agencies. That report raised concerns about the State Department of General Services (DGS) small business self-certification program, stating it “does not currently meet or exceed Metro’s SBE certification requirements or verification standards.” The report further provided a set of recommendations for next steps that Metro could undertake to advance reciprocity opportunities with other certifying agencies.

The eight initiatives laid out in the May 2022 “48 by ’28 Plan” include:

1. 15-Day Pay Initiative for SBEs as Primes,
2. Increasing SBE certification Personal Net Worth cap and potential certification

reciprocity with the Los Angeles Unified School District,
3. Coordination with the LA Area Chamber of Commerce's OneLA Collaborative,
4. Advertising Metro events on the City of Los Angeles' Regional Alliance Marketplace for Procurement (RAMP) Portal,
5. Engaging local return and transit operators,
6. Enhancing capacity building and access to capital,
7. Federal program changes, and
8. Increasing regional attainments.

The five recommendations provided for next steps in the September 2022 OIG report include:
1. Review and evaluate the Bay Area Regional Transit (BART) SBE certification process and standards to determine if reciprocity can be developed with them,
2. Work with the City and County of Los Angeles to harmonize their SBE programs and develop SBE certification reciprocity,
3. Consider leading an LA County SBE Certification Summit to discuss program terms, requirements, minimum standards, and reciprocity,
4. Continue to be a lead agency by making Metro's SBE program known to other agencies throughout the State and encourage them to accept Metro's SBE certifications, and,
5. Continue to review and evaluate California DGS small business self-certification program and standards to determine whether Metro can recognize or accept some DGS certifications without compromising Metro's own SBE certification standards.

The "48 by '28 Plan" was approved in May 2022, and the OIG offered its report regarding reciprocity in September 2022. The Board is warranted an update by Metro staff concerning the actions recommended in each of these reports to strengthen Metro's small and disadvantaged business programs while protecting their integrity.

SUBJECT: 48 BY '28 AND RECIPROCITY MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Dupont-Walker, Solis, Butts, and Sandoval that the Board direct the Chief Executive Officer to provide progress updates on the following:

A. Implementing the initiatives laid out in the May 2022 "48 by '28 Plan" to increase small and disadvantaged business participation in Metro contracts;

B. The recommendations included in the September 2022 Office of the Inspector General survey of small business enterprise certification programs; and

C. Developing an annual, fiscal year-end report on the agency's progress toward reaching the 48% target by 2028.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to report back on the above directives in October 2023.

ATTACHMENT D

48 by '28 Plan Initiative Status Update

Initiative	Status Update	Status
1. **15-Day Pay Initiative**	The 15-Day Pay Initiative remains available to eligible SBE and DBE prime contractors and continues to support improved cash flow and reduced financing burdens for participating firms.	Complete
2. **Enhance SBE Certification Program**	Metro implemented enhancements to its SBE certification program, including increased Personal Net Worth thresholds and reciprocity efforts.	Complete
3. **Coordinate Efforts with the Los Angeles Area Chamber of Commerce OneLA Collaborative**	Metro continues to partner with the OneLA Collaborative and the Get in the Game LA Supplier Resource Hub to increase awareness of Metro contracting opportunities, certification resources, and business development programs.	Complete
4. **Expand Outreach Through the City of Los Angeles RAMP Portal**	Metro continues utilizing the Regional Alliance Marketplace for Procurement (RAMP) platform to advertise outreach events and contracting opportunities and increase visibility among small businesses.	Complete
5. **Engage Local Return and Transit Operators**	Metro issued its fifth Local Return Survey in March 2026 to assess SBE participation, tracking capabilities, and technical assistance needs among local jurisdictions and transit operators. Metro will continue outreach, education, and regional collaboration efforts.	Report Annually
6. **Enhance Capacity Building and Access to Capital**	Metro continues supporting business growth through programs such as the Contractor Development and Bonding Assistance Program and other capacity-building initiatives intended to strengthen business competitiveness and readiness.	Complete
7. **Encourage Support for Federal Program Changes**	Metro continues engaging federal stakeholders, CUCP agencies, and industry partners regarding implementation of the Interim Final Rule (IFR), DBE Program modifications, and future federal transportation legislation.	Report Annually
8. **Increase Small Business Program Regional Attainments**	During FY25, regional SBE participation increased from 30.05% to 31.57%. Metro continues monitoring progress toward the Board's aspirational goal of achieving 48% small business participation by 2028.	Report Annually

LIST OF EVENTS HOSTED AND ATTENDED BY METRO

Date	Event
March 10, 2026	How to Do Business with Metro
March 12, 2026	Metro's Meet the Primes
March 17, 2026	DBE Information Session
March 18, 2026	MetroConnect Meet & Greet: Small Business Networking Event
March 19, 2026	HTDB on the Road: Valley Economic Alliance Community Center Westfield Topanga
March 24, 2026	DBE Information Session
April 3, 2026	Sky's the Limit Outreach Event (Hispanic Regional Chamber of Commerce)
April 9, 2026	DBE Information Session
April 14, 2026	How to Do Business with Metro
April 17, 2026	GLAAACC – Greater Los Angeles African American Chamber of Commerce
April 21, 2026	DBE Information Session
May 5, 2026	DBE Information Session
May 14, 2026	DBE Information Session
May 28, 2026	United Contractors' Public Works Summit: Small Business Participation in Public Works Construction
June 5, 2026	Sky's the Limit Outreach Event (Hispanic Regional Chamber of Commerce)
June 9, 2026	How to Do Business with Metro
June 16, 2026	DBE Information Session
June 30, 2026	DBE Information Session
June 30, 2026	Glass Panel Protection Solutions Outreach Event
July 1, 2026	DBE Information Session (Talent Hub)
July 7, 2026	DBE Information Session
July 21, 2026	DBE Information Session
August 4, 2026	DBE Information Session
August 25, 2026	Certification Workshop

2023 Disparity Study Recommendation Status Update

Recommendation	Status Update	Status
Recommendation 1 – Bench Contracts	Staff continue working with Metro departments and Cabinet Liaisons to evaluate rotational and small business-focused bench contracting models where operationally appropriate.	Complete
Recommendation 2 – Small Business Technical Assistance Program (SBTAP)	Metro is reimagining the delivery model for SBTAP to issue a RFIQ to establish a panel of qualified consultants capable of providing business development and technical assistance services directly to small businesses. Targeted for release in mid-summer 2026.	Ongoing
Recommendation 3 – Micro Small Business Program	Metro launched the Local Micro Small Business Enterprise (LMCSBE) Program on December 15, 2025, as a three-year pilot initiative designed to expand contracting opportunities for the region's smallest businesses.	Complete
Recommendation 4 – New Business Partnerships	Metro continues conducting outreach and engagement activities designed to foster relationships between prime contractors and small businesses and increase awareness of Metro contracting opportunities.	Complete
Recommendation 5 – Unbundling Contracts	Staff continue collaborating with Cabinet Liaisons during procurement planning to identify opportunities to divide large procurements into smaller scopes of work where feasible and operationally appropriate.	Complete
Recommendation 6 – Inflation Adjustments	Metro implemented escalation provisions utilizing the Bureau of Labor Statistics Employment Cost Index in certain multi-year professional services contracts to address inflationary impacts.	Complete
Recommendation 7 – Prequalification Requirements	Effective January 1, 2025, Metro increased the prequalification threshold from $100,000 to $500,000 to reduce administrative burdens and streamline procurement requirements for small businesses.	Complete



Annual Status Report of 48 by ‘28 Plan

Metro

Executive Management Committee
October 15, 2026

Recommendation

A. RECEIVE AND FILE the annual status report on implementation of the 48 by ’28 Plan, update on Motion 26.1- Protecting Our Small Businesses, and an update on the 2023 Disparity Study recommendations; and

B. APPROVE an increase of the maximum contract threshold for the Small Business Prime (Set-Aside) Program for eligible non-federally funded procurements from $4.99 million to $10 million, and a corresponding adjustment to the lower contract threshold of the Medium-Sized Business Enterprise (MSZ-I) Program from $5 million to $10.01 million.

Metro

Issue

The report covers key updates and proposals, including:

— **Plan & Motion Updates:** Progress on the 48 by '28 Plan, actions responding to Board Motion 26.1, and updates on the 2023 Disparity Study recommendations.

— **Threshold Recommendation:** A proposal to increase the Small Business Prime (Set-Aside) Program maximum contract threshold for eligible non-federally funded procurements from $4.99 million to $10 million.

Metro

Background

Metro's small business programs support economic opportunity, equitable access to contracting opportunities, and local business growth throughout Los Angeles County.

— In December 2021, the Board approved Motion 43, establishing an aspirational goal of 48% small business participation across Metro's capital program.

— In May 2022, the Board adopted the 48 by '28 Plan, establishing eight initiatives to increase small and disadvantaged business participation by the 2028 Olympic and Paralympic Games.

— Subsequent Board actions, including Motion 24, the OIG Reciprocity Study, and the 2023 Disparity Study, expanded Metro's efforts to reduce barriers and strengthen small business participation.

— In October 2025, the Board approved Motion 26.1 – Protecting Our Small Businesses, directing staff to support firms impacted by federal DBE Program changes and strengthen Metro's race- and gender-neutral small business programs.

Metro

Discussion

48 by ‘28 Plan Updates:

— 6 of 8 Initiatives completed

— Two initiatives continue through annual reporting and regional engagement.

2023 Disparity Study Updates:

— 6 of 7 Recommendations completed

— Small Business Technical Assistant Program (SBTAP) delivery model continues to be refined.

Metro

48 by ’28 Plan – Regional Attainment

Regional small business participation continued to increase in FY25.

FY24	FY25	
30.05%	31.57%	+1.52 percentage points year-over-year increase

Progress toward the Board’s aspirational goal



48% by 2028

FY25 remains the most recent period with complete Metro and local jurisdiction data available to calculate regional attainment.

Motion 26.1 – Protecting Our Small Businesses

Federal DBE Program changes required rapid implementation while Metro continued supporting small businesses.

12	1,500+	12
DBE INFORMATIONAL SESSIONS	FIRMS RECEIVED TECHNICAL ASSISTANCE / INDIVIDUAL SUPPORT	ADDITIONAL OUTREACH EVENTS

- Updated federally funded solicitation and contract templates for IFR compliance.
- Continued prompt-payment communication and enforcement.
- Expanded race- and gender-neutral strategies while federal DBE requirements evolve.
- Coordinated statewide reevaluation implementation through the CUCP.

Takeaway: Metro adjusted to the federal transition while maintaining direct support to affected firms.

Statewide DBE Reevaluation – Metro Implementation

Metro supported the statewide reevaluation process while continuing to process applications and curative responses.

607	550	969
REEVALUATIONS RECEIVED BY APRIL 16	FROM METRO'S 1,729 PREVIOUSLY CERTIFIED DBE FIRMS	TOTAL APPLICATIONS RECEIVED BY AUGUST 13

Key milestones

- CUCP launched the statewide reevaluation process on March 2, 2026.
- Phase One completed statewide; CUCP DBE directory restored July 20, 2026.
- USDOT acknowledged completion July 21; new and interstate applications resumed.
- Metro continues reviewing post-April 16 submissions and responses to curative measures.

550 applications represent approximately 32% of Metro's 1,729 previously certified DBE firms.

Small Business Prime Program – Proposed Expansion

The proposed $10 million threshold expands access where certified SBEs have demonstrated capacity to compete.

33	$265.2M	30
PROCUREMENTS BETWEEN $5M–$10M REVIEWED OVER 3 YEARS	TOTAL VALUE OF THOSE PROCUREMENTS	PROCUREMENTS ELIGIBLE FOR CONSIDERATION

11 of 30 | 37%

were awarded to certified SBE prime contractors through open competition

15 NAICS codes | 1,100+

certified small businesses represented across the relevant marketplace

Proposed action

Increase the Set-Aside maximum from $4.99M to $10M and align the MSZ-I lower threshold at $10.01M.

Next Steps

Upon Board approval

– Implement the new Small Business Prime (Set-Aside) and MSZ-I contract threshold changes.

– Continue Motion 26.1 implementation, DBE reevaluation support, and race- and gender-neutral strategies.

– Continue advancing the remaining SBTAP recommendation.

– Return with the next annual 48 by ’28 report, with the FY26 Metro, local jurisdiction, and regional attainment results.

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

File #: 2026-0130, **File Type:** Contract **Agenda Number:** 31.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2026**

SUBJECT: P2550 LIGHT RAIL VEHICLE (LRV) MIDLIFE MODERNIZATION CONSULTANT SUPPORT SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 12 to Contract No. PS73193000-P2550, a cost plus fixed-fee contract with Hatch Associates Consultants, Inc. (formerly LTK Consultant Services, Inc.) to provide consultant support services for the P2550 Light Rail Vehicle Modernization Project, increasing the Not-To-Exceed (NTE) contract price by $4,796,082, from $7,038,584 to $11,834,666, and extend the period of performance from October 31, 2026 through December 31, 2031.

ISSUE

This Contract provides program and technical consulting support for the P2550 LRV Modernization Contract. Continued technical support is necessary to oversee the remaining thirty-three (33) vehicle acceptances and manage warranty requirements. With the final LRV projected for conditional acceptance in 2028 and a subsequent three-year warranty period, consultant support is needed through December 31, 2031.

BACKGROUND

In March 2021, the Board approved Contract No. PS73193000-P2550, a cost-plus fixed-fee contract to Hatch Associates Consultants, Inc. (formerly LTK Consultant Services, Inc.) in the amount of $6,470,848.47 for technical and program management services in support of the P2550 LRV Midlife Modernization Project. The base contract duration was five years.

Hatch Associates Consultants, Inc. currently provides staff support in the following disciplines, as directed by Metro:

- Project Management
- Systems Engineering
- Systems Integration
- Inspection & Testing Activities at LRV Production/Modernization Site

- LRV Commissioning and Acceptance Activities
- Quality Assurance
- Document Control

All work and assignments are issued as needed and directed by the Metro P2550 Project Team through Task Orders using fixed labor rates, while Metro's P2550 Project Manager manages the consulting staff daily.

DISCUSSION

Since the contract award in March 2021, Hatch Associates Consultants, Inc., has been providing Metro's Project Team with technical and program management support, including review of all technical documents, oversight of system and combined-system level integration efforts, witness of verification and validation tests, as well as inspection of workmanship at the corresponding Metro Divisions. The Project is currently in the Production, Commissioning, and Conditional Acceptance phase. Conditional acceptance enables the Modernized LRVs to enter revenue service. The next phase includes the LRVs' Reliability Demonstration, which measures the performance of the Conditionally Accepted LRVs in revenue service against contractual reliability targets.

Approval of the recommendation modifies Contract No. PS73193000-P2550 to allow for the continuation of technical and program management support for the P2550 LRV Modernization Project. Metro staff requires this Project support to accept the remaining LRVs, navigate and mitigate any technical issues to achieve final acceptance, and provide warranty support until expiration.

This existing professional services support contract is required to ensure continuity, seamless project execution, and completion of the LRV Modernization Project. Approving the recommendation supports the successful completion of the Overhaul/Midlife Modernization Project and ensures technical issues are properly resolved during the next project stages. This will help provide accessible and affordable transportation for all who ride Metro's light rail system.

DETERMINATION OF SAFETY IMPACT

Approving the additional NTE funds for consultant services will ensure team continuity and maintain overall system safety, service quality, system reliability, maintainability, and customer satisfaction. The P2550 LRV Modernization Project permits Metro to maintain the P2550 LRV fleet in a State of Good Repair (SGR).

FINANCIAL IMPACT

The requested new NTE contract price of $11,834,666 is within the overall Board-approved project LOP budget of $206 million. The Contract Price increase of $4,796,082 is included in Cost Center 3043, Rail Vehicle Acquisition, Account 50316, under project number CP 214003, P2550 LRV Overhaul Program.

Since multi-year projects are funding this recommendation, the Chief Operations Officer, Chief Program Management Officer, and respective Project Managers will be responsible for future fiscal

year budgeting.

Impact to Budget

The current budget for this action includes Proposition A 35%, Measure M 2% State of Good Repair, and Federal 5337. These funds are eligible for rail operating and capital projects. Using these funding sources maximizes the allocation intent given fund guidelines and provisions.

EQUITY PLATFORM

The P2550 LRV Midlife Modernization Project enables the successful delivery of these vehicles on Metro's existing LRV lines, such as the A and E lines. These lines serve many Equity Focus Communities (EFCs) in areas such as Downtown LA, Chinatown, Long Beach, and others. Safe, reliable LRVs give Metro customers more mobility, as many rely on public transit to commute seamlessly to work, school, and other opportunities.

At the time of award, Hatch Associates Consultants Inc. made a 25.49% DBE commitment on this contract. However, the U.S. Department of Transportation (USDOT) issued an Interim Final Rule (IFR) that changes the DBE Program, including suspending goals, counting participation, and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, one (1) Metro-certified small business is participating.

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 rail vehicle modernization activities that will improve 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 recommendation supports strategic plan Goal 1) to provide high-quality mobility options that enable people to spend less time traveling. The completion and rollout of the P2550 LRVs are state-of-the-art assets that will significantly improve the integrity of Metro's overall transit network.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation for increasing the contract amount. This is not recommended as critical project activities currently supported by consulting staff will be interrupted, with direct impacts to the overall project. These activities include, but are not limited to, witnessing commissioning for the remaining LRVs, reviewing test reports, reviewing project schedules, and providing LRV commissioning acceptance, reliability, and warranty support. The Metro Project Team does not have the in-house resources to undertake all the necessary Project tasks as described.

Not approving the recommendation will also adversely impact the completion of the P2550 LRV Midlife Modernization Project due to the loss of the required technical expertise, labor, and manpower provided through this Consulting Services contract. Potential adverse impacts may include compromised quality and State of Good Repair of the Modernized LRVs, and reduced available LRVs for rollout to meet passengers' current demand.

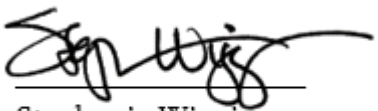
NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 12 to increase the contract NTE amount by $4,796,082 with Hatch Associates Consultants, Inc. to continue services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Paul Park, Sr. Manager, Project Control, (213) 392-8471
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051
Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034
Mat Antonelli, Chief Vendor/Contract Management Officer, (213) 893-7114



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

P2550 LIGHT RAIL VEHICLE (LRV) MIDLIFE MODERNIZATION CONSULTANT SUPPORT SERVICES / PS73193000-P2550

1.	**Contract Number**: PS73193000-P2550			
2.	**Contractor**: Hatch Associates Consultants, Inc.			
3.	**Mod. Work Description**: Increase the Not-to-Exceed (NTE) contract price by $4,796,082 from $7,038,584 to $11,834,666			
4.	**Contract Work Description**: Provide engineering, technical and program management support to Metro Project team for the P2550 Midlife Overhaul Program to ensure timely overhaul and delivery of the program and associated deliverables.			
5.	**The following data is current as of :** August 10, 2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	03-25-2021	**Contract Award Amount:**	$6,470,848.47
	Notice to Proceed (NTP):	04-12-2021	**Total of Modifications Approved:**	$567,736
	Original Complete Date:	04-12-2026	**Pending Modifications (including this action):**	$4,796,082
	Current Est. Complete Date:	12-31-2031	**Current Contract Value (with this action):**	$11,834,666
7.	**Contract Administrator**: Aniza Wan Nawang		**Telephone Number**: 213-922-4677	
8.	**Project Manager**: Paul Park		**Telephone Number**: 213-392-8471	

A. Procurement Background

This Board Action is to approve Contract Modification No. 12 to increase the total authorized funding for Contract No. PS73193000-2550 for professional services in engineering, technical and program management support services to assist and augment Metro project team engaged in the P2550 Midlife Overhaul program, in the Not-to-Exceed (NTE) amount of $4,796,082, increasing the Contract total from an NTE amount of $7,038,584 to $11,834,666.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost-plus fixed fee.

The Contract was executed on April 14, 2021, to LTK Consulting Services, Inc. (later known as Hatch) for a period of sixty (60) months from the Notice to Proceed (NTP). The Contract with Hatch was approved by the Board of Directors on February 18, 2021, under Agenda Number 29. The Contract has a Disadvantaged Business Enterprise (DBE) commitment of 25.49% of the total Contract Price. However, the

U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there is one (1) Metro certified small business participating.

A Request for Proposal for Task Order 5 was issued to Hatch on February 24, 2026. Metro received a proposal on June 30, 2026.

B. Cost/Price Analysis

The recommended cost plus fixed-fee price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), technical evaluation and cost analysis. The total proposal price of $4,796,082 utilizes Hatch and its subcontractors' labor rates, audited labor overhead and fixed fees, and other direct costs. The only factor affecting the proposal price was the direct labor hours, which were reviewed by the Project Manager and determined to be fair and reasonable based on the technical evaluation and alignment with the P2550 Midlife Overhaul Program schedule.

Proposal Amount	Metro ICE
$4,796,082	$6,466,720

The price difference between the submitted proposal (25.8% lower than ICE) compared to the ICE is attributed to the factor below:

The ICE estimated approximately 39% more direct labor hours than Hatch's proposal due to different assumptions made in developing the ICE. The ICE was based on the current historical burn rate of approximately 770 labor hours per month or 9,240 hours annually and assumed consistent level of effort throughout the task order period. This approach was intended to provide a conservative estimate based on current workload. Whereas Hatch has proposed gradual reduction in staffing and labor hours towards the end of the performance period, averaging 464 labor hours per month or 5,568 annually.

C. Contractor Information

Hatch (previously known as LTK Engineering Services, Inc.) was founded in 1921 and is headquartered in Pittsburgh, Pennsylvania. Hatch has a local office in Los Angeles, CA and specializes in rail systems engineering, maintenance facilities, signals and communications, traction electrification and fare collection. Hatch clients include Sound Transit, Charlotte Area Transit System (CATS), Dallas Area Transit System (DART, Denver Regional Transit District (RTD) and Massachusetts Bay Transportation Authority (MBTA). Hatch has performed for LACMTA in the

procurement of new HR5000 Heavy Rail Vehicle, and in the rail vehicle overhaul campaigns for P3010 Light Rail Vehicles and P2550 Light Rail Vehicle.

ATTACHMENT B

CONTRACT MODIFICATION LOG

P2550 LIGHT RAIL VEHICLE (LRV) MODERNIZATION CONSULTANT SUPPORT SERVICES
PS73193000-P2550

Mod. no.	Description	Status (approved or pending)	Date	$ Amount
1	Add new staff	Approved	07-08-21	$92,521
2	Add new staff	Approved	09-07-22	$0
3	Add new staff	Approved	03-22-23	$0
4	Assignment from LTK Engineering to Hatch	Approved	06-30-23	$0
5	Add new staff	Approved	09-20-23	$0
6	Add new staff	Approved	12-05-23	$0
7	Add new staff	Approved	07-09-24	$0
8	Add new staff	Approved	10-02-24	$0
9	Increase the NTE Contract Price, add staff and update overhead rates	Approved	03-28-25	$451,723
10	Extend performance period and add staff	Approved	09-19-25	$0
11	Increase the NTE Contract Price, extend performance period and add new staff	Approved	06-26-26	$23,492
12	**Increase the NTE Contract Price, and Extend Performance Period**	**Pending**	**TBA**	**$4,796,082**
	Modification Total:			**$5,363,818**
	Original Contract:			**$6,470,848**
	Total:			**$11,834,666**

DEOD SUMMARY

P2550 LIGHT RAIL VEHICLE (LRV) MIDLIFE MODERNIZATION CONSULTANT SUPPORT SERVICES / PS73193000-P2550

A. Small Business Participation

At the time of award, Hatch Associates Consultants Inc. made a 25.49% DBE commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there is one (1) Metro certified small business participating.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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.

RAIL VEHICLE ACQUISITION

P2550 LIGHT RAIL VEHICLE (LRV) MIDLIFE MODERNIZATION CONSULTANT SUPPORT SERVICES

Metro

Operations, Safety, & Customer Experience Committee Meeting
October 15, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 12 to Contract No. PS73193000-P2550, a cost plus fixed-fee contract with Hatch Associates Consultants, Inc. (formerly LTK Consultant Services, Inc.) to provide consultant support services for the P2550 Light Rail Vehicle Modernization Project, increasing the Not-To-Exceed (NTE) contract price by $4,796,082, from $7,038,584 to $11,834,666, and extend the period of performance from October 31, 2026 through December 31, 2031.

Metro

ISSUE & DISCUSSION

ISSUE

This extension is necessary to incorporate an expanded scope of work for warranty support and to account for prior project delays resulting from COVID-19, supply chain disruptions, and offsite vehicle qualification testing. Existing contract funds are projected to be expended by the end of 2026.

DISCUSSION

This extension will allow Hatch to continue to provide technical and program management support. The project is currently in the production, commissioning, vehicle acceptance, and reliability demonstration phases.

Metro

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

File #: 2026-0565, **File Type:** Agreement **Agenda Number:** 32.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2026**

SUBJECT: METRO EXPRESSLANES CALIFORNIA HIGHWAY PATROL (CHP) ENFORCEMENT AGREEMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a four and one-half year funding agreement with the California Highway Patrol (CHP) to provide enforcement services on the Metro ExpressLanes from January 1, 2027 to June 30, 2031, in the Not-To-Exceed amount of $26,092,181.

ISSUE

In California, enforcement of the ExpressLanes is regulated by the California Vehicle Code (CVC). Per CVC Section 23251, the CHP is designated with the responsibility for policing of all toll highways. Streets and Highways Code section 149.9 (SHC), which allows for the ongoing operation of the Metro ExpressLanes, outlines that Metro shall have a reimbursable agreement with CHP. Metro has had an agreement with the CHP since the inception of the ExpressLanes program, with the current agreement expiring December 31, 2026.

BACKGROUND

Best practice for High Occupancy Toll (HOT) lanes and ExpressLanes operating across the nation is to provide additional dedicated patrols to aid in the enforcement and operations (i.e., incident response) of their programs. Metro has negotiated and entered into funding agreements with the CHP for ExpressLanes enforcement to cover the cost of providing additional patrols on the ExpressLanes beyond CHP's regular freeway coverage as required by SHC 149.9 since 2012.

DISCUSSION

CHP receives an annual funding allocation from the State to cover the cost of routine freeway enforcement, including traffic law enforcement, incident response, accident investigation, traffic control, and enforcement of any other laws or regulations related to the operation of motor vehicles and/or the protection of life and property on state highways. CHP generally does not assign enforcement officers for the specific purpose of monitoring vehicle occupancies in either High Occupancy Vehicle (HOV) lanes or High Occupancy Toll (HOT) lanes, focusing limited personnel

resources on issues of safety and incident response.

The agreement outlines a work plan to augment the normal State-funded CHP patrols with a dedicated ExpressLanes enforcement scheduled during morning and afternoon commute hours, Monday through Friday. The agreement allows Metro and CHP to schedule additional enforcement patrols as needed to address specific safety issues and traffic congestion observed on the ExpressLanes.

There is also a dedicated Sergeant who functions as a single point-of-contact between Metro and CHP for ExpressLanes enforcement, scheduling officers as needed to meet Metro's needs, coordinating all logistics on the CHP side, maintaining clear and consistent communications across all supporting officers, and ensuring accountability across all activities performed under this agreement. The Sergeant also performs supervisory and quality-assurance functions through routine patrols of the ExpressLanes, training of other field officers, periodic performance reviews and audits, and monthly reporting to Metro. The Sergeant serves as a liaison between Metro, CHP, and other law enforcement agencies and collaborates with Metro to address safety-related roadway conditions with Caltrans. Finally, the Sergeant is responsible for ensuring Metro is promptly notified during major incidents on and adjacent to the ExpressLanes that result in traffic detours impacting customers and transit riders.

Since the inception of the Metro ExpressLanes, CHP has proved to be a valuable partner. In addition to issuing citations for moving violations and safety issues, CHP presence enhances safety and efficiency within the corridors as CHP are more readily available to respond to accidents and incidents on the ExpressLanes.

Between the opening of the ExpressLanes in November 2012 through April 2026, CHP has issued 160,517 citations and 54,836 warnings, with 36% of citations being for illegal lane changes and license plate/registration infractions. Since implementing Pay as You Go (PAYG) in January 2020 as a pilot, CHP has not issued citations for those driving the ExpressLanes without a transponder, instead focusing on safety issues and drivers declaring the incorrect occupancy to avoid toll payment. Overall, 72% of CHP citations and warnings are traffic and incident related with the remaining 18% of CHP contacts related to toll evasion enforcement.

This agreement continues through FY2031 and includes provisions to provide enforcement of new ExpressLanes on the I-105 and additional support as deemed appropriate by Metro. The I-105 ExpressLanes are expected to open in FY2028 for segment 1 and in FY2030 for segment 2/3. Since the ExpressLanes are expected to be included in the Games Route Network, enforcement of the ExpressLanes by CHP is expected to be suspended during the 2028 Olympic and Paralympic Games, and as a result, the recommended agreement excludes ExpressLanes CHP funding during the Games.

Metro pays CHP on a reimbursement basis for actual enforcement services provided at current CHP labor rates. The not-to-exceed amount of this agreement is higher than the last agreement due to (1) a compounded 23.4% effective increase in the reimbursement rate Metro pays to CHP for enforcement, which adjusts in accordance with CHP's MOU with the State, resulting in overall wage increases of 6.2% (2022), 7.9% (2023), 4.0% (2024), and 4.6% (2025), (2) a 21.6% estimated

increase to accommodate for future labor rates over the term of this new agreement because CHP and the State do not have an executed labor MOU as of this report, (3) the addition of enforcement of the I-105 ExpressLanes, and, (4)an increase in the length of the agreement term by an additional 1.5 years as requested by the State of California.

DETERMINATION OF SAFETY IMPACT

CHP enforcement on the Metro ExpressLanes improves safety as these officers are vital to incident management on the ExpressLanes. CHP expedites the resolution of accidents and incidents in the ExpressLanes, including the off-loading of passengers from disabled buses, removal of debris, and any other issues necessitating traffic stops. A lack of dedicated CHP presence during peak periods could lead to more congested corridors and delays, resulting in a less reliable option for ExpressLanes users, including transit riders. CHP Officers adhere to AB 230, which establishes uniform use-of-force training programs, and requires for officers to be trained in de-escalation techniques, crisis intervention tactics, and alternatives to force. CHP follows the California Peace Officers Standards Training (POST) curriculum, which mandates this recertification every 2 years.

FINANCIAL IMPACT

The not-to-exceed amount for this Agreement is $26,092,191, which is funded by toll revenues. Funding of $1,861,984 is included in the FY2027 budget. Since this is a multi-year agreement, the cost center manager and Deputy Chief Operations Officer, Shared Mobility, will be responsible for budgeting the funds in cost center 2220, ExpressLanes, split between Project 307001 (ExpressLanes I-110), Project 307002 (ExpressLanes I-10), and ExpressLanes I-105 for future fiscal years.

Impact to Budget

There is no impact to the bus and rail operating funding. The source of funds for this effort will be from toll revenues.

EQUITY PLATFORM

CHP enforcement increases safety and reduces delays on the ExpressLanes by ensuring a quicker response to traffic incidents. Consequently, these benefits will extend equally to both drivers and transit riders. By bypassing congestion and maintaining higher speeds, transit vehicles offer improved mobility and equity for riders who do not have a car or pay a toll. Drivers and transit riders in the ExpressLanes save an average of 12.7 to 13.7 minutes per trip during peak times as compared to the general-purpose lanes.

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 the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. This Board item is expected to increase VMT in LA County, as it includes operational activities that encourage driving alone or increase vehicle travel through the enhancement of CHP enforcement of the ExpressLanes to accommodate faster and more reliable travel options for drivers using LA County roads. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*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

Recommendation supports strategic plan goal #1 to provide high-quality mobility options that enable people to spend less time traveling. This funding agreement will ensure the ExpressLanes remain free-flowing.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the execution of this agreement. The alternative is not recommended as CHP has demonstrated their value to the ExpressLanes and Metro is required by SHC 149.9 to have an agreement with CHP for the enforcement of the ExpressLanes.

NEXT STEPS

Upon Board approval, staff will execute the funding agreement with CHP to continue with CHP enforcement of the ExpressLanes. Staff will evaluate the level of enforcement on an annual basis and continue to work with CHP to reduce any potential duplicative enforcement as improvements in technology are implemented.

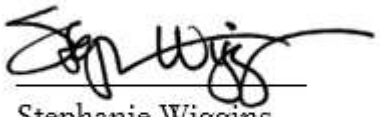
ATTACHMENT

Attachment A - ExpressLanes CHP Enforcement Annual Funding Plan

Prepared by:

Wendy Blankenburg, Senior Transportation Planner, (213) 418-3131
Michel'le Davis, Senior Manager, ExpressLanes, (213) 418-3136
Tim Lew, Deputy Executive Officer, Congestion Reduction, (213) 418-3134
Steven Gota, Deputy Chief Officer of Operations (Interim), Shared Mobility, (213)

922-3043
Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

EXPRESSLANES CHP ENFORCEMENT ANNUAL FUNDING PLAN

Fiscal Year	Officer Hours	Officer Rate	Sergent Hours	Seargent Rate	Public Safety Dispatch Supervisor I Hours	Public Safety Dispatch Supervisor I Rate	Public Safety Dispatcher Hours	Public Safety Dispatcher Rate	Office Assistant Typing Hours	Office Assistant Typing Hours Rate	Dedicated Project Oversight Seargent/ Officer	Total Labor Cost	Mileage	Mileage Rate	Mileage Cost	Project Contingency 10%	Total Annual Cost
FY 2026-27	5,868	$ 147.16	1,164	$ 170.55	120	$ 79.04	120	$ 67.94	300	$ 45.69	$459,147	$1,552,532	84,516	$ 2.15	$181,921	$127,531	$1,861,984
FY 2027-28	15,300	$ 154.52	3,072	$ 179.08	324	$ 83.00	324	$ 71.33	780	$ 47.97	$964,209	$3,965,844	220,524	$ 2.26	$498,412	$350,005	$4,814,260
FY 2028-29	18,990	$ 162.24	3,822	$ 188.03	432	$ 87.15	432	$ 74.90	972	$ 50.37	$1,012,419	$4,931,002	273,168	$ 2.37	$648,264	$456,685	$6,035,950
FY 2029-30	19,224	$ 170.35	3,852	$ 197.43	432	$ 91.50	432	$ 78.64	972	$ 52.89	$1,063,040	$5,223,338	276,516	$ 2.49	$689,019	$484,932	$6,397,289
FY 2030-31	20,100	$ 178.87	4,056	$ 207.31	468	$ 96.08	468	$ 82.58	1,044	$ 55.53	$1,116,192	$5,693,916	288,744	$ 2.62	$755,463	$533,319	$6,982,698
CONTRACT TOTAL																	**$26,092,181**

Rates are in overtime and estimated. Actual rates will be determined by the current CHP rate effective at the time of enforcement.

SHARED MOBILITY

METRO EXPRESSLANES CALIFORNIA HIGHWAY PATROL (CHP) ENFORCEMENT AGREEMENT

Operations, Safety, and Customer Experience Committee
October 15, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a four and one-half year funding agreement with the California Highway Patrol (CHP) to provide enforcement services on the Metro ExpressLanes from January 1, 2027 to June 30, 2031, in the Not-To-Exceed amount of $26,092,181.

Metro

ISSUE & DISCUSSION

ISSUE

In California, enforcement of the ExpressLanes is regulated by the California Vehicle Code (CVC). Per CVC Section 23251 the CHP is designated with the responsibility for policing of all toll highways. Streets and Highways Code Section 149.9 (SHC), which allows for the ongoing operation of the Metro ExpressLanes, outlines that Metro shall have a reimbursable agreement with CHP.

DISCUSSION

Staff recommends authorizing an agreement with CHP for ExpressLanes enforcement through June 30, 2031.

Metro

AGREEMENT SCOPE

Total funding of $26,092,181 over 4.5 years:

- January 1, 2027 through June 30, 2031
  - CHP coverage during LA2028 Games is excluded from this agreement since the ExpressLanes will not be operational.
- Enforcement of the existing I-10 and I-110 ExpressLanes
- Enforcement of the I-105 ExpressLanes:
  - Phase 1 in FY2028
  - Phase 2/3 in FY2030

Metro

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

File #: 2026-0644, **File Type:** Contract **Agenda Number:** 33.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2026

SUBJECT: NEAR-ZERO NATURAL GAS-FUELED ENGINES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. FIND the procurement of Near-Zero Natural Gas-Fueled Engines under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single-source procurement method for the purpose of duplicating equipment already in use; and

B. AWARD a single-source, five-year, Indefinite Delivery, Indefinite Quantity Contract No. MA139582000 to Cummins Sales and Service (Cummins) for 680 engines to replace engines on Metro buses. The five-year contract is for a total Not-To-Exceed (NTE) contract amount of $70,990,755.60, inclusive of sales tax; subject to the resolution of any properly submitted protest (s), if any.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

This procurement is for the acquisition of Cummins Replacement Engine Request (RER) L9N Near-Zero Emissions engines, which will be installed as part of the Central Maintenance Shops (CMS) bus midlife engine replacement program over the next five fiscal years (FY27 - FY31). The Cummins RER L9N near-zero engines will run on Renewable Compressed Natural Gas (RCNG) and replace the older Cummins L9N engines currently installed in the El Dorado National (ENC) 40-foot and New Flyer (NFI) 60-foot articulated buses.

The CMS engine replacement program aligns with Metro's strategic plans to lower greenhouse gas emissions from the current bus fleet and transition to Zero-Emission Buses for future procurements. This procurement is required to ensure the current bus fleet is properly maintained and that the engine replacement program continues without delays or impact on revenue service.

BACKGROUND

In October 2016, staff responded to a Board request to provide a comprehensive plan to further reduce greenhouse gas emissions. The report to the Board identified a comprehensive approach to reducing greenhouse gas emissions, including procuring zero-emission buses and using Low NOx Near Zero CNG engines operating on RCNG for midlife engine repowers beginning in FY18.

In August 2017, Metro entered into a contract with Cummins Pacific LLC to purchase up to 395 near-zero-emission engines for the midlife refurbishment program. The Air Quality Management District (AQMD) provided $1.875 million in grant funding for 125 of the near-zero-emission engines. Metro has received $9.6 million of $12.6 million in pending reimbursements for vouchers submitted to the California Air Resources Board (CARB) Hybrid and Zero-Emissions Truck and Bus Voucher Incentive Project (HVIP) to offset the cost of the near-zero-emission engines.

In November 2022, Metro staff entered into an additional contract to purchase up to 800 near-zero engines for the midlife program. CMS issued the final task orders to purchase new near-zero-emission engines under the existing contract in August 2024, and this new contract is needed to support the midlife near-zero-engine replacement program.

DISCUSSION

The MIDLIFE program is designed to increase the reliability of the bus for the duration of its lifecycle. Replacing the high mileage engine in the bus with a new one is one of many components that are replaced due to wear and tear. The engine replacement contributes to the overall reliability of the MIDLIFE'd bus and reduces mean miles between roadcalls related to engine failures.

CMS staff identified the need to purchase up to 680 natural gas-fueled heavy-duty engines to replace the engines currently installed in the ENC 40-foot buses and the NFI 60-foot articulated buses during FY27 through FY31. Cummins will deliver the RER L9N Near Zero Emission engines under this procurement for installation by Metro mechanics as part of the midlife engine replacement program.

The Cummins RER L9N Near Zero Emission engine is currently the only CNG mid-range engine to receive emissions certifications from the Federal Environmental Protection Agency (EPA) and California Air Resources Board (CARB) for meeting the 0.02 g/bhp-hr optional Near Zero NOx emissions standard.

The Cummins RER L9N Near Zero natural gas engines are warranted against defects in design and materials for two years with unlimited mileage, as well as full parts and labor for all warrantable failures.

The contract to be awarded is a "requirements type" agreement in which we commit to order only from the awardee, up to the specified quantity for a specific duration of time. Still, we are not obligated to order any or all of the Cummins RER L9N Near-Zero engines that may be anticipated.

The bid quantities are estimates only, with deliveries to be ordered and released as required. In addition, Material Management will purchase, maintain, and manage the Cummins RER L9N Near-Zero natural gas engine inventory.

DETERMINATION OF SAFETY IMPACT

Awarding this Contract will positively impact safety by reducing NOx emissions by ninety percent (90%) and greenhouse gas emissions by nine percent (9%) from Metro buses. Installing these new engines will also ensure buses are maintained in accordance with Metro Maintenance standards and improve on-road performance, safety, and reliability.

FINANCIAL IMPACT

The total contract value is Not-To-Exceed (NTE) $70,990,755.60. The $10,126,623 funding for the additional engines required during the current fiscal year is included in the FY27 budget in cost center 3366, under project 203052, Bus Midlife Program, and line item 50441, Parts- Revenue Vehicle. Since this is a multi-year Contract, the project manager, cost center manager, and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years.

Impact to Budget

This procurement will be funded by Federal formula funds and local Proposition C 40%. These sources are eligible for Bus Operating or Capital projects.

EQUITY PLATFORM

The award of this contract ensures the bus fleet can provide vital transportation services to neighborhoods where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Bus transportation provides an important lifeline for the residents in underserved communities, and the Metro bus maintenance programs ensure the proper State of Good Repair of the bus fleet to provide transportation for these underserved communities.

The Disadvantaged Business Enterprise (DBE) contract goal for this procurement is zero percent (0%). The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, Cummins Sales and Service listed one Metro-certified small business to perform on 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, 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 equipment purchase activities that will improve 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 procurement of the Cummins RER L9N Near Zero Emissions engines supports Strategic Goal 1) Provide high-quality mobility options that enable people to spend less time traveling. Installing the Cummins RER L9N Near Zero Emissions engines will maintain the reliability of the bus fleet and ensure customers can arrive at their destinations without interruption and in accordance with scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

Alternatives to awarding this Contract for near-zero-emission, natural-gas-fueled heavy-duty engines include procuring the engines on an as-needed basis using the traditional min/max replenishment system method. The "min/max" replenishment system method calculates minimum and maximum inventory levels. This strategy is not recommended because it does not require a supplier commitment to ensure availability, timely delivery, continued supply, and a guaranteed fixed price for natural gas-fueled heavy-duty engines.

A second alternative is to procure 2026 model-year engines available for the El Dorado National and New Flyer buses. This alternative is not recommended because the 2026 engines have a higher NOx rating of 0.05 g/bhp-hr standard than the requested RER engines, which have a lower NOx rating of 0.02 g/bhp-hr standard. Therefore, purchasing the 2026 model year engines would result in higher harmful air pollution emission output to the environment. Metro's directive for clean bus technology is to purchase the lowest-emission engines available, and using the RER engines meets that requirement.

NEXT STEPS

The contract will fulfill Metro's requirements for Cummins RER L9N engines for the bus midlife refurbishment program, and the refurbishment of the El Dorado National 40-foot and New Flyer 60-foot articulated bus fleets will continue under the Operations Support Services bus mid-life and

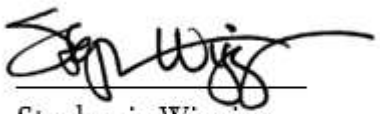
engine replacement program.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared By: Harold Torres, Senior Director, Central Maintenance, (213) 922-5714
Gary Jolly, Senior Executive Officer, (213) 922-5802
Matthew Dake, Deputy Chief Operations Officer, (213) 922-4061

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034
Mathew Antonelli, Chief Vendor/Contract Management, (213) 893-7114



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

PURCHASE OF NEAR-ZERO NATURAL GAS FUELED ENGINES

CONTRACT NO. MA139582000

1.	**Contract Number**: MA139582000	
2.	**Recommended Vendor**: Cummins Sales and Service, 9520 Stewart and Gray Rd., Downey, CA 90241	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☒ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates** :	
	A. Issued: 6/4/26	
	B. Advertised/Publicized: N/A Sole Source	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 6/25/26	
	E. Pre-Qualification Completed: 7/1/26	
	F. Conflict of Interest Form Submitted to Ethics:6/30/26	
	G. Protest Period End Date: 9/23/26	
5.	**Solicitations Picked up/Downloaded**: 0	**Bids/Proposals Received**: 1
6.	**Contract Administrator**: Joshua Haskins	**Telephone Number**: 213-922-1035
7.	**Project Manager**: Harold Torres	**Telephone Number**: 213-922-5714

A. Procurement Background

This Board Action is to approve Contract No. MA139582000 for the procurement of Cummins' Near-Zero Natural Gas-Fueled Engines. Board approval of this contract award is subject to the resolution of any properly submitted protest(s), if any.

A Request for Proposal (RFP) No. MA139582 was issued to the Original Equipment Manufacturer (OEM) Cummins Sales and Service (Cummins) on June 4, 2026, in accordance with Metro's Acquisition Policy and the contract type is a Not-To-Exceed (NTE) Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendment was issued during the solicitation phase of this RFP.

B. Evaluation of Proposal

In accordance with Metro's Acquisition Policy and Public Utility Code (PUC) 130233, staff entered negotiations for a non-competitive contract with Cummins Sales and Service (Cummins).

The proposal provided by Cummins was found to be technically acceptable and fully responsive to the RFP and technical requirements.

C. Cost/Price Analysis

In accordance with Metro's Acquisition Policy for a non-competitive procurement a cost analysis was performed. The recommended proposed price from Cummins has been determined to be fair and reasonable based upon fact findings, technical evaluation and cost analysis conducted by staff. The negotiated amount is 6.8% greater than Metro's ICE due to increased cost of steel, import freight surcharges and other costs of raw materials.

Proposer Name	Metro ICE	Negotiated Amount
Cummins Sales and Service	$66,418,776	$70,990,755.60

D. Background on Recommended Contractor

The recommended firm, Cummins has been in business for thirty-four (34) years and manufactures engines that operate on Renewable Compressed Natural Gas (RCNG), certified by the Federal Environmental Protection Agency (EPA) and California Air Resources Board (CARB) for meeting Near-Zero NOx emissions standards and is an aftermarket distributor of bus parts. Cummins has provided engines and other aftermarket parts to other municipalities and companies such as Orange County Transit Agency, Santa Monica Municipal Bus Lines, San Diego Metropolitan Transit System, Torrance Transit, and other agencies. Cummins has provided satisfactory products and services to Metro on previous purchases.

DEOD SUMMARY

PURCHASE OF NEAR ZERO NATURAL GAS FUELED ENGINES
CONTRACT NO. MA139582000

A. Small Business Participation

The Disadvantaged Business Enterprise (DBE) contract goal for this procurement is zero percent (0%). The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals and enforcement, effective October 3, 2025. While the DBE commitment is not a factor in the staff's recommendation, Cummins Sales and Service listed one (1) Metro certified small business to perform on this contract.

B. Local Small Business Enterprise (LSBE) Preference

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. 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.

F. 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.

BUS MAINTENANCE

NEAR-ZERO NATURAL GAS-FUELED ENGINES

Metro

Operations, Safety, & Customer Experience Committee Meeting
October 15, 2026

RECOMENDATION

AUTHORIZE the Chief Executive Officer to:

A. FIND the procurement of Near-Zero Natural Gas-Fueled Engines under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single-source procurement method for the purpose of duplicating equipment already in use; and

B. AWARD a single-source, five-year, Indefinite Delivery, Indefinite Quantity Contract No. MA139582000 to Cummins Sales and Service (Cummins) for 680 engines to replace engines on Metro buses. The five-year contract is for a total Not-To-Exceed (NTE) contract amount of $70,990,755.60 inclusive of sales tax; subject to the resolution of any properly submitted protest(s), if any.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Metro

ISSUE

AWARDEE

Cummins Sales and Service

NUMBER OF BIDS/PROPOSALS

Sole Source

DEOD COMMITMENT

The Disadvantaged Business Enterprise (DBE) contract goal for this procurement is zero percent 0%

ISSUE

The procurement is for the acquisition of Cummins Replacement Engines which will be installed over the course of the next 5 years during the bus midlife replacement program.

Metro

DISCUSSION

CMS staff identified the need to purchase new engines for coaches that are to undergo midlife. The Cummins RER L9N Near Zero Emission engine is currently the only CNG mid-range engine to receive emissions certifications from the Federal Environmental Protection Agency (EPA) and California Air Resources Board (CARB) for meeting the 0.02 g/bhp-hr optional Near Zero NOx emissions standard

File #: 2026-0647, **File Type:** Contract **Agenda Number:** 34.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2026

SUBJECT: METRO FREEWAY SERVICE PATROL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modifications for eleven Freeway Service Patrol (FSP) contracts in an aggregate amount of $18,382,400.00, thereby increasing the contract amounts from $120,316,691.39 to $138,699,091.39, and extending the current period of performance with individual amounts as follows:

A. Beat 9: Sonic Towing, Inc. Contract No. FS66316003-9, for $510,200.00 for up to 9 months, increasing the total Contract amount from $5,212,753.00 to $5,722,953.00; and

B. Beat 10: Jon's Towing, Inc. Contract No. FS66316002-10, for $489,600.00 for up to 9 months, increasing the total Contract amount from $4,935,445.35 to $5,425,045.35; and

C. Beat 12: Sonic Towing, Inc. Contract No. FS66316004-12, for $673,100.00 for up to 9 months, increasing the total Contract amount from $4,536,346.88 to $5,209,446.88; and

D. Beat 21: South Coast Towing, Inc. Contract No. FS66316005-21 for $432,100.00 for up to 9 months, increasing the total Contract amount from $4,514,798.60 to $4,946,898.60; and

E. Beat 70: South Coast Towing, Inc. Contract No. FS66316006-70 for $763,400.00 for up to 9 months, increasing the total Contract amount from $$7,324,652.00 to $8,088,052.00; and

F. Beat 71: Disco Auto Sales dba Hollywood Car Carrier Contract No. FS66316001-71 for $616,600.00 for up to 9 months, increasing the total Contract amount from $8,726,325.00 to $9,342,925.00; and

G. Beat 18/38: Bob & Dave's Towing Contract No. FS73888-2004, for $1,709,600.00 for up to 9 months, increasing the total Contract amount from $8,318,687.38 to $10,028,287.38; and

H. Beat 20/37: Safeway Towing, dba Bob's Towing Contract No. FS73888-2005, for $843,500.00 for up to 9 months, increasing the total Contract amount from $7,855,125.00 to $8,698,625.00;

and

I. Beat 5/17: Classic Tow dba Tip Top Tow Contract No. FS73888-2001, for $1,417,000.00 for up to 9 months, increasing the total Contract amount from $7,581,984.20 to $8,998,984.20; and

J. R1: Kenny's Auto Service Contract No. FS58039000, for $5,053,800.00 for up to 9 months, increasing the total Contract amount from $30,380,368.98 to $35,434,168.98; and

K. R2: Platinum Tow & Transport Contract No. FS58039001, for $5,873,500.00 for up to 9 months, increasing the total Contract amount from $30,930,205.00 to $36,803,705.00;

ISSUE

FSP light-duty contracts are re-procured approximately every four years to replace aging vehicles, encourage competition by providing tow service contractors the opportunity to bid on new contracts, and allow new contracts to reset rates using the most current industry prices. Existing contracts for these beats are expiring and require extensions to avoid a gap in service provision as well as ensure sufficient funding is available. These modifications will enable the establishment of new contracts as funding expires, and facilitate the development of multiple contracts as part of future procurements.

BACKGROUND

The FSP Program is a congestion mitigation program managed in partnership with Metro, California Highway Patrol (CHP), and Caltrans to serve motorists on all major freeways in Los Angeles County. The program began as a pilot in LA County in 1991 and is now the nation's largest FSP program of its kind. Metro's FSP program has performed over 10,000,000 assists to date, and continues to maintain one of the highest Benefit-to-Cost (B/C) ratios of all 14 FSP programs within California. Typically, the annual benefits of the program are as follows:

- For individual beats, an annual B/C Ratio of 6:1 - For every $1 spent, there is a $6 benefit to the region in terms of congestion mitigation
- 227,000 motorist assists
- 6,063,000 hours saved for motorists sitting in traffic
- 10,423,000 gallons of fuel savings
- Approximately 91,513,000 kg of CO2 reductions
- The average motorist wait time for FSP service is 10 minutes (the average wait time for other roadside services is over 30 minutes)
- The Los Angeles County FSP program generates one-half of the cumulative benefits of the 14 FSP programs in the state

The FSP Program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by assisting disabled vehicles with services, such as changing flat tires, providing a jump start, adding water to the radiator, taping leaking hoses, providing a gallon of gas, and/or quickly towing vehicles from the freeway to a designated safe location. Removing motorists and their

disabled vehicles from the freeway not only reduces congestion for bus riders and motorists, but also lowers the chance of further incidents caused by onlookers and impatient drivers. FSP is free to motorists, operates seven days a week during peak commuting times, and helps save fuel and reduce air-polluting emissions by reducing stop-and-go traffic.

Metro contracts with independent contractors for Freeway Service Patrol Light Duty (FSPLD) tow service on general purpose lanes and on all major freeways in Los Angeles County, two Freeway Service Patrol ExpressLanes (FSPEL) contracts on the I-110 and I-10, as well as two Freeway Service Patrol Heavy Duty (FSPHD) contracts (I-710 and SR-91/I-605) to assist large commercial vehicles (Attachment E). During peak weekday hours, LA County deploys more than 138 tow and service trucks. Based on analysis of service availability and regional demand, some beats operate additional service during busier periods, thereby using their contract allocations at varying levels. This seasonal variation in demand results in higher spending in some months and lower spending in others.

DISCUSSION

Authorizing the requested contract modifications will ensure seamless and efficient operation of the FSP Program until new contracts can be awarded. If approved, the pending modifications will adjust the contract prices to address current operating costs, including insurance premiums and major maintenance expenses. In addition, the contract modifications will replenish funding for contracts that support Caltrans construction projects through a cooperative agreement that reimburses Metro for FSP support.

As previously mentioned, industry operating costs such as insurance, labor, parts, and maintenance have increased significantly each year since 2020. These costs are distinct from the capital costs of procuring new trucks.

Therefore, these contract modifications will mitigate service gaps and allow staff to modify future solicitations to include at least one electric vehicle (EV) in new light-duty contracts. The EV alternative will be a zero-emission pickup truck capable of vehicle-to-vehicle charging. It will support Metro's sustainability goals by replacing carbon-fuel vehicles with zero-emission FSP vehicles that can assist EVs with depleted batteries. These pickup trucks will also be fully equipped to provide the full menu of non-towing FSP services, such as changing flat tires, providing up to one gallon of fuel, water for the radiator, etc.

DETERMINATION OF SAFETY IMPACT

The FSP Program enhances safety on Los Angeles County freeways by assisting motorists with disabled vehicles, towing vehicles from freeway lanes to prevent secondary accidents, and removing debris/obstacles from lanes that can pose a hazard to motorists.

In February 2024, HAAS Alert Safety Cloud was installed on all FSP vehicles. Safety Cloud sends a notification to WAZE and Apple Maps users within 30 seconds of approaching an FSP truck assisting a motorist on the freeway. The notification alerts the users that FSP is stopped ahead and to slow down. HAAS Alert provides this service primarily to first responders, FSPs, and tow operators responding to

freeway incidents. Motorists are often stranded in traffic lanes and may not be visible to other motorists approaching at high speeds. Safety Cloud can effectively reduce traffic speeds in a specific area by sending notification alerts to enhance the safety of the FSP driver and the motorist they are assisting.

In fiscal year 2026, 2.86 million notifications were sent to Waze and Apple Maps users, alerting them to slow down as they approached FSP trucks stopped to assist motorists. HAAS Alert is working to expand the number of motorists it can alert by adding Safety Cloud to Google Maps.

FINANCIAL IMPACT

The amount of $18,382,400.00 for the modifications is included in the FY27 budget in Cost Center 3352 Project 300070, Metro Freeway Service Patrol, account 50320 - Contract Services.

Impact to Budget

The FSP Program is funded through a combination of dedicated state funds, SB1 funding, and Metro Proposition C 25% sales tax revenues. These funds are not eligible for Metro Bus, Rail Operating, and Capital expenses. Metro is also reimbursed for the services provided to support Caltrans construction projects.

EQUITY PLATFORM

FSP provides congestion mitigation service on all freeways and ExpressLanes in LA County, with over 95% of FSP beats in/adjacent to Equity Focus Communities (EFC). Additionally, each FSP contract includes a commitment by the contractor to meet or exceed the goal established by DEOD for the contract. Each FSP Contractor in this modification made different Small Business Enterprise (SBE) and Disabled Veteran Business Enterprise (DVBE) commitments and has varying levels of participation. Five of the nine contractors, Sonic Towing, Inc., Hovanwil, Inc. dba Jon's Towing, Bob & Dave's Towing, Inc., Kenny's Auto Service, and Platinum Tow & Service, Inc., are certified SBEs. The cumulative level of participation across the 11 contracts is 75.17% SBE and 4.31% DVBE. A total of 15 SBE and 12 DVBE firms have participated in these contracts.

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 the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods.

This Board item is expected to increase VMT in LA County, as it includes operational activities that

encourage driving alone or increase vehicle travel through the modification of FSP contracts to accommodate faster and more reliable travel options for drivers using LA County roads. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*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 FSP Program aligns with Strategic Goal 1) Provide high-quality mobility options that enable people to spend less time traveling. The program mitigates congestion on all major freeways in Los Angeles County.

ALTERNATIVES CONSIDERED

The alternative is to allow the light-duty beats to lapse and provide coverage from other nearby beats until a new procurement is established. This alternative is not recommended since it will not be cost-effective and will lower the service efficiency in those areas, which could possibly result in lower coverage, increased congestion, and slower response times.

NEXT STEPS

Upon Board approval, staff will execute the necessary contract modifications to ensure efficient, seamless delivery of the FSP Program and will continue working on new solicitations to address program needs. Staff released a solicitation in October 2026 to reprocure numerous beats and will include zero-emission trucks capable of vehicle-to-vehicle charging to assist EVs with depleted batteries, further supporting Metro's sustainability goals by replacing carbon-fuel vehicles with zero-emission FSP vehicles. Staff anticipates returning to the Board with the new contract recommendations in spring 2027.

ATTACHMENTS

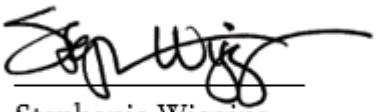
Attachment A - Procurement Summary
Attachment B - Contract Modification Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary
Attachment E - FSP Beat Map

Prepared by: John Takahashi, Senior Director, Shared Mobility, (213) 418-3271
Tim Lew, Executive Officer, Shared Mobility (Interim), (213) 418-3134
Steven Gota, Deputy Chief Operations Officer, Shared Mobility (Interim), (213) 922-3043

Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Mat Antonelli, Chief Vendor/Contract Management Officer, (213) 893-7114

Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

METRO FREEWAY SERVICE PATROL/VARIOUS BEATS

1.	**Contract Number**: Various, See Attachment B			
2.	**Recommended Vendor**: Various, See Attachment B			
3.	**Mod. Work Description:** General Redeployment Support, Caltrans Construction, Special Event Support Service Coverage			
4.	**Contract Work Description:** Freeway Service Patrol			
5.	**The following data is current as of:** September 4, 2026			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	Various	**Contract Award Amount:**	Various, See Attachment B
	Notice to Proceed (NTP):	N/A	**Total of Modification Approved:**	Various, See Attachment C
	Original Complete	Various	**Total of Modifications (including this Action):**	Various, See Attachment C
	Current Est. Complete Date:	Various	**Current Contract Value (with this action):**	Various, See Attachment C
7.	**Contract Administrator**: Gabriel Anaya		**Telephone Number**: (213) 922-5224	
8.	**Project Manager**: John Takahashi		**Telephone Number**: 213) 418-3271	

A. Procurement Background

This Board Action is to approve Contract Modifications for multiple Firm-Fixed Unit Rate Contracts (see Attachment B-Contract Modification Summary) for towing services in support of the Metro Freeway Service Patrol (FSP) Program.

The proposed increase for 11 FSP Light Duty Towing Contracts in the amount of $18,382,400.00 will allow required towing services for the FSP Program to continue and extend the period of performance to support unanticipated events, redeployment, support during freeway construction work and service delivery until new contracts are established.

See Attachment B – Contract Modification Authority Summary for the list of Contracts that require an increase to the Contract Value.

See Attachment C – Contract Modification/Change Order Log for the list of Modifications that have been issued to date for the Contracts.

B. Price Analysis

The proposed rates for Beat 9, Beat 10, Beat 12, Beat 21, Beat 70, Beat 71, Beats 18 & 38, Beats 20 & 37, Beats 5 &17, Region 1, and Region 2 are determined to be fair and reasonable based on current market conditions and rates, fact finding, and negotiations.

ATTACHMENT B

CONTRACT MODIFICATION SUMMARY
METRO FREEWAY SERVICE PATROL

Beat	Contractor	Contract No.	Original Contract Value	Approved Increases	Current Contract Value	Requested Increase	Revised Contract Value
9	Sonic Towing, Inc.	FS66316003-9	$3,765,230.00	$1,447,523.00	$5,212,753.00	$ 510,200.00	$5,722,953.00
10	Hovanwil, Inc Dba Jon's Towing	FS66316002-10	$4,306,768.50	$628,676.85	$4,935,445.35	$ 489,600.00	$5,425,045.35
12	Sonic Towing, Inc.	FS66316004-12	$3,898,346.88	$638,000.00	$4,536,346.88	$ 673,100.00	$5,209,446.88
21	South Coast Towing	FS66316005-21	$3,460,726.00	$1,054,072.60	$4,514,798.60	$ 432,100.00	$4,946,898.60
70	South Coast Towing, Inc.	FS66316006-70	$6,824,652.00	$500,000.00	$7,324,652.00	$ 763,400.00	$8,088,052.00
71	DISCO AUTO SALES INC DBA	FS66316001-71	$8,151,325.00	$575,000.00	$8,726,325.00	$ 616,600.00	$9,342,925.00
18 &38	BOB & DAVE'S TOWING	FS73888-2004	$8,243,687.38	$75,000.00	$8,318,687.38	$ 1,709,600.00	$10,028,287.38
20 & 37	SAFEWAY TOWING SERVICES, INC. DBA BOB'S TOWING'	FS73888-2005	$6,949,125.00	$906,000.00	$7,855,125.00	$ 843,500.00	$8,698,625.00
5 & 17	CLASSIC TOW INC. DBA TIP TOP TOW SERVICE	FS73888-2001	$7,581,984.20	$0.00	$7,581,984.20	$ 1,417,000.00	$8,998,984.20
Region 1	KENNY'S AUTO SERVICE	FS58039000	$20,936,368.98	$9,444,000.00	$30,380,368.98	$ 5,053,800.00	$35,434,168.98
Region 2	PLATINUM TOW & TRANSPORT, INC.	FS58039001	$23,865,205.00	$7,065,000.00	$30,930,205.00	$ 5,873,500.00	$36,803,705.00
		Totals	**$97,983,418.94**	**$22,333,272.45**	**$120,316,691.39**	**$18,382,400.00**	**$138,699,091.39**

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG
METRO FREEWAY SERVICE PATROL

CONTRACT NO. FS66316003-9 – SONIC TOWING, INC - BEAT 9				
Original Contract Date: June 1, 2020 – November 30, 2024.				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	4/23/2021	$0.00
2	Service Level Increase and extending the Period of Performance.	Approved	4/26/2022	$0.00
3	Period of Performance Extension and Increase Contract Price	Approved	4/10/2025	$376,523.00
4	Period of Performance Extension and Increase Contract Price	Approved	7/24/2025	$373,000.00
5	Period of Performance Extension	Approved	12/26/2025	$0.00
6	Period of Performance Extension and Increase Contract Price	Approved	3/3/2026	$698,000.00
7	Period of Performance Extension and Increase Contract Price	Pending	Pending	$510,200.00
	Modification Total:			**$1,957,723.00**
	Original Contract:			**$3,765,230.00**
	Total:			**$5,722,953.00**

CONTRACT NO. FS66316002-10 – HOVANWIL, INC. DBA JON'S TOWING-BEAT 10				
Original Contract Date: June 1, 2020 – November 30, 2024.				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	4/23/2021	$0.00
2	Service Level Increase and extending the Period of Performance.	Approved	4/26/2022	$0.00
3	Period of Performance Extension	Approved	4/22/2025	$0.00
4	Period of Performance Extension and Increase Contract Price	Approved	1/26/2026	$110,000.00

5	Period of Performance Extension and Increase Contract Price	Approved	6/2/2026	$198,000.00
6	Increase Contract Price	Approved	9/30/2026	$320,676.85
7	Period of Performance Extension and Increase Contract Price	Pending	Pending	$489,600.00
	Modification Total:			**$1,118,276.85**
	Original Contract:			**$4,306,768.50**
	Total:			**$5,425,045.35**

CONTRACT NO. FS66316004-12 – SONIC TOWING, INC - BEAT 12				
Original Contract Date: June 1, 2020 – November 30, 2024.				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	4/23/2021	$0.00
2	Service Level Increase and extending the Period of Performance.	Approved	4/26/2022	$0.00
3	Period of Performance Extension	Approved	4/22/2025	$0.00
4	Period of Performance Extension and Increase Contract Price	Approved	1/26/2026	$291,000.00
5	Period of Performance Extension and Increase Contract Price	Approved	5/19/2026	$347,000.00
6	Period of Performance Extension and Increase Contract Price	Pending	Pending	$673,100.00
	Modification Total:			**$1,311,100.00**
	Original Contract:			**$3,898,346.88**
	Total:			**$5,209,446.88**

CONTRACT NO. FS66316005-21 – SOUTH COAST TOWING – BEAT 21				
Original Contract Date: June 1, 2020 – November 30, 2024.				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	4/23/2021	$0.00
2	Service Level Increase and extending the Period of Performance.	Approved	4/27/2022	$0.00
3	Period of Performance Extension	Approved	4/22/2025	$0.00
4	Period of Performance Extension and Increase Contract Price	Approved	1/30/2026	$346,072.60
5	Period of Performance Extension	Approved	3/05/2026	$0.00
6	Increase Contract Price	Approved	5/21/2026	$708,000.00
7	Period of Performance Extension and Increase Contract Price	Pending	Pending	$432,100.00
	Modification Total:			**$1,486,172.60**
	Original Contract:			**$3,460,726.00**
	Total:			**$4,946,898.60**

CONTRACT NO. FS66316006-70 – SOUTH COAST TOWING – BEAT 70				
Original Contract Date: June 1, 2020 – November 30, 2024.				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	5/03/2021	$0.00
2	Service Level Increase and extending the Period of Performance.	Approved	8/18/2021	$0.00
3	Service Level Increase	Approved	8/31/2021	$0.00
4	Service Level Increase	Approved	3/21/2022	$0.00
5	Reduction of Service Level	Approved	5/13/2025	$0.00
6	Extending the Period of Performance.	Approved	5/13/2025	$0.00

7	Extending the Period of Performance.	Approved	12/26/2026	$0.00
8	Increase Contract Price	Approved	8/20/2026	$500,000.00
9	Period of Performance Extension and Increase Contract Price	Pending	Pending	$763,400.00
	Modification Total:			**$1,263,400.00**
	Original Contract:			**$6,824,652.00**
	Total:			**$8,088,052.00**

CONTRACT NO. FS66316001-71– DISCO AUTO SALES INC DBA HOLLYWOOD CAR CARRIER – BEAT 71				
Original Contract Date: June 1, 2020 – November 30, 2024.				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	5/3/2021	$0.00
2	Service Level Increase	Approved	8/18/2021	$0.00
3	Service Level Increase	Approved	8/31/2021	$0.00
4	Service Level Increase	Approved	1/4/2022	$0.00
5	Reduction of Service Level	Approved	4/25/2022	$0.00
6	Extending the Period of Performance	Approved	5/12/2025	$0.00
7	Extending the Period of Performance	Approved	12/26/2025	$0.00
8	Increase Contract Price	Approved	9/9/2026	$75,000.00
9	Increase Contract Price	Approved	9/30/2026	$500,000.00
10	Period of Performance Extension and Increase Contract Price	Pending	Pending	$616,600.00
	Modification Total:			**$1,191,600.00**
	Original Contract:			**$8,151,325.00**
	Total:			**$9,342,925.00**

CONTRACT NO. FS73888-2004– BOB & DAVE'S TOWING– BEATS 18 & 38				
Original Contract Date: December 27, 2021 – August 19, 2026				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	1/13/2022	$0.00
2	Service Level Increase	Approved	4/25/2022	$0.00
3	Extending the Period of Performance.	Approved	8/19/2026	$0.00
4	Rate Increase	Approved	8/31/2026	$0.00
5	Increase Contract Price	Approved	9/30/2026	$75,000.00
6	Period of Performance Extension and Increase Contract Price	Pending	Pending	$1,709,600.00
	Modification Total:			**$1,784,600.00**
	Original Contract:			**$8,243,687.38**
	Total:			**$10,028,287.38**

CONTRACT NO. FS73888-2005– SAFEWAY TOWING SERVICES, INC. DBA BOB'S TOWING – BEATS 20 & 37				
Original Contract Date: December 27, 2021 – August 19, 2026				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	1/13/2022	$0.00
2	Service Level Increase	Approved	4/27/2022	$0.00
3	Update Approved subcontractor/suppliers	Approved	1/30/2026	$0.00
4	Increase Contract Price and Period of Performance Extension	Approved	6/2/2026	$406,000.00
5	Period of Performance Extension	Approved	8/19/2026	$0.00
6	Increase Contract Price	Approved	9/30/2026	$500,000.00
7	Period of Performance Extension and Increase Contract Price	Pending	Pending	$843,500.00

	Modification Total:			**$1,749,500.00**
	Original Contract:			**$6,949,125.00**
	Total:			**$8,698,625.00**

CONTRACT NO. FS73888-2004–CLASSIC TOW INC. DBA TIP TOP TOW SERVICE – BEATS 5 & 17				
Original Contract Date: December 27, 2021 – August 19, 2026				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	1/13/2022	$0.00
2	Service Level Increase	Approved	4/25/2022	$0.00
3	Update Approved subcontractor/suppliers	Approved	3/28/2025	$0.00
4	Period of Performance Extension	Approved	8/19/2026	$0.00
5	Rate Increase	Approved	8/31/2026	$0.00
6	Period of Performance Extension and Increase Contract Price	Pending	Pending	$1,417,000.00
	Modification Total:			**$1,417,000.00**
	Original Contract:			**$7,581,984.20**
	Total:			**$8,998,984.20**

CONTRACT NO. FS58039000–KENNY'S AUTO SERVICE– REGION 1				
Original Contract Date: October 15, 2019 – January 31, 2025				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	7/7/2020	$0.00
2	Service Level Increase	Approved	4/20/2022	$0.00
3	Period of Performance Extension	Approved	3/15/2024	$0.00
4	Increase Contract Price and Period of Performance Extension	Approved	7/9/2025	$8,869,000.00
5	Increase Contract Price	Approved	9/9/2026	$75,000.00
6	Increase Contract Price	Approved	9/30/2026	$500,000.00

7	Period of Performance Extension and Increase Contract Price	Pending	Pending	$5,053,800.00
	Modification Total:			**$14,497,800.00**
	Original Contract:			**$20,936,368.98**
	Total:			**$35,434,168.98**

CONTRACT NO. FS58039001–PLATINUM TOW AND TRANSPORT– REGION 2				
Original Contract Date: October 15, 2019 – January 31, 2025				
Mod. No.	**Description**	**Status (approved or pending)**	**Date**	**$ Amount**
1	Reduction of Service Level	Approved	7/7/2020	$0.00
2	Service Level Increase	Approved	4/20/2022	$0.00
3	Period of Performance Extension	Approved	3/15/2024	$0.00
4	Increase Contract Price and Period of Performance Extension	Approved	8/6/2025	$5,565,000.00
5	Increase Contract Price	Approved	8/11/2026	$500,000.00
6	Increase Contract Price	Approved	9/15/2026	$500,000.00
7	Increase Contract Price	Approved	9/30/2026	$500,000.00
8	Period of Performance Extension and Increase Contract Price	Pending	Pending	$5,873,500.00
	Modification Total:			**$12,938,500.00**
	Original Contract:			**$23,865,205.00**
	Total:			**$36,803,705.00**

DEOD SUMMARY

METRO FREEWAY SERVICE PATROL/ VARIOUS BEATS

A. Small Business Participation

Each of the FSP Contractors on the 11 FSP contracts included in this modification have different Small Business Enterprise (SBE) and Disabled Veteran Business Enterprise (DVBE) commitments and levels of participation.

Beat 9 – Sonic Towing, Inc.

Sonic Towing, Inc. (Sonic), an SBE, made 95% SBE and a 3% DVBE commitment. Based on payments, Beat 9 is 84% complete, and the level of SBE and DVBE participation is 95.64% SBE and 2.62% DVBE, exceeding the SBE commitment by 0.64% and representing a 0.38% shortfall of the DVBE commitment. Sonic has a shortfall mitigation plan on file and contends, as concurred by Metro's Project Team, that the DVBE shortfall is due to some delivery issues in the last couple of months. Sonic has added extra deliveries and anticipates mitigating its shortfall by Q4 2026.

Small Business Commitment	**95.00% SBE 3.00% DVBE**	**Small Business Participation**	**95.64% SBE 2.62% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Sonic Towing (SBE Prime)	95.00%	95.64%
	Total	**95.00%**	**95.64%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Oasis Fuels	3.00%	2.62%
	Total	**3.00%**	**2.62%**

Beat 10 – Hovanwil, Inc. dba Jon's Towing

Hovanwil, Inc. dba Jon's Towing (Hovanwil), an SBE, made 95% SBE and a 3% DVBE commitment. Based on payments, Beat 10 is 97% complete, and the level of SBE and DVBE participation is 95.17% SBE and 2.90% DVBE, exceeding the SBE commitment by 0.17% and representing a 0.10% shortfall of the DVBE commitment. Hovanwil has a shortfall mitigation plan on file and contends, as concurred by Metro's Project Team, the DVBE shortfall is due to Hovanwil not taking into consideration the overall impact of contract modifications to DVBE purchases. Hovanwil is in the process of scheduling additional DVBE work to mitigate the shortfall by Q4 2026.

Small Business Commitment	**95.00% SBE 3.00% DVBE**	**Small Business Participation**	**95.17% SBE 2.90% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Hovanwil, Inc. dba Jon's Towing (SBE Prime)	95.00%	95.17%
	Total	**95.00%**	**95.17%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Oasis Fuels	3.00%	2.90%
	Total	**3.00%**	**2.90%**

Beat 12 – Sonic Towing, Inc.

Sonic Towing, Inc. (Sonic), an SBE, made 95% SBE and a 3% DVBE commitment. Based on payments, Beat 12 is 88% complete, and the level of SBE and DVBE participation is 95.72% SBE and 3.02% DVBE, exceeding both the SBE and DVBE commitments by 0.72% and 0.02%.

Small Business Commitment	**95.00% SBE 3.00% DVBE**	**Small Business Participation**	**95.72% SBE 3.02% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Sonic Towing (SBE Prime)	95.00%	95.72%
	Total	**95.00%**	**95.72%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Oasis Fuels	3.00%	3.02%
	Total	**3.00%**	**3.02%**

Beat 21 – South Coast Towing, Inc.

South Coast Towing, Inc. (SCT), an SBE, made 7% SBE and a 3% DVBE commitment. Based on payments, Beat 71 is 92% complete, and the level of SBE and DVBE participation is 59.95% SBE and 10.06% DVBE, exceeding both the SBE and DVBE commitments by 52.95% and 7.06%, respectively.

Small Business Commitment	**7.00% SBE 3.00% DVBE**	**Small Business Participation**	**59.95% SBE 10.06% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	South Coast Towing, Inc, (SBE Prime)	Added	59.95%
2.	Hunter Tires, Inc. (Terminated)	7.00%	0.00%
	Total	**7.00%**	**59.95%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Oasis Fuels	3.00%	10.06%
	Total	**3.00%**	**10.06%**

Beat 70 – South Coast Towing, Inc.

South Coast Towing, Inc. (SCT), an SBE, made 7% SBE and a 3% DVBE commitment. Based on payments, Beat 70 is 66% complete, and the level of SBE and DVBE participation is 9.32% SBE and 7.11% DVBE, exceeding both the SBE and DVBE commitments by 2.32% and 4.11%, respectively.

Small Business Commitment	**7.00% SBE 3.00% DVBE**	**Small Business Participation**	**9.32% SBE 7.11% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	South Coast Towing, Inc, (SBE Prime)	Added	9.32%
2.	Hunter Tires, Inc. (Terminated)	7.00%	0.00%
	Total	**7.00%**	**9.32%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Oasis Fuels	3.00%	7.11%
	Total	**3.00%**	**7.11%**

Beat 71 – Disco Auto Sales, Inc. dba Hollywood Car Carrier

Disco Auto Sales, Inc. dba Hollywood Car Carrier (Disco), an SBE, made 7% SBE and a 3% DVBE commitment. Based on payments, Beat 71 is 80% complete, and the level of SBE and DVBE participation is 51.44% SBE and 13.80% DVBE, exceeding both the SBE and DVBE commitments by 44.44% and 10.80%, respectively.

Small Business Commitment	**7.00% SBE 3.00% DVBE**	**Small Business Participation**	**51.44% SBE 13.80% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Disco Auto Sales (SBE Prime)	Added	51.44%
2.	Hunter Tires, Inc. (Terminated)	7.00%	0.00%
	Total	**7.00%**	**51.44%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Oasis Fuels	3.00%	13.80%
	Total	**3.00%**	**13.80%**

Beats 18 and 38 – Bob & Dave's Towing, Inc.

Bob & Dave's Towing, Inc. (B&DT), an SBE, made a 94% SBE and a 6% DVBE commitment. Based on payments, Beats 18 and 38 are 94% complete, with SBE and DVBE participation levels at 93.62% and 4.35%, respectively. This represents shortfalls of 0.38% for SBE and 1.65% for DVBE commitments. B&DT has a shortfall mitigation plan on file and contends, as concurred by Metro's Project Team, that the shortfalls resulted from the removal of two DVBE subcontractors at the onset of the contract. B&DT further asserts that they will continue to work diligently to mitigate the shortfall by seeking new subcontractors, such as fuel suppliers, equipment suppliers, janitorial services, facility maintenance, or consultants. B&DT is expected to mitigate the shortfall by Q1 2027.

Small Business Commitment	**94.00% SBE 6.00% DVBE**	**Small Business Participation**	**93.62% SBE 4.35% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Bob & Daves Towing (SBE Prime)	94.00%	93.62%
	Total	**94.00%**	**93.62%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	J316 Builder (Terminated)	1.14%	0.00%
2.	Hunter Tires, Inc.	1.86%	1.30%
3.	Warrior Fuel Corporation (Terminated	3.00%	0.00%
4.	Oasis Fuels, Inc.	Added	3.05%
	Total	**6.00%**	**4.35%**

Beats 20 and 37 – Safeway Towing Services, Inc.

Safeway Towing Services, Inc. (STS) made SBE and DVBE commitments of 3.02% and 3.45%, respectively. Based on payments, Beats 20 and 37 are 94% complete, and SBE and DVBE participation is 1.82% SBE and 3.84% DVBE, representing a 1.20% SBE shortfall and exceeding the DVBE commitment by 0.39%. STS has a shortfall mitigation plan on file and contends, as concurred by Metro's Project Team, that the primary reason for the shortfall resulted from the removal of Hunter Tires SBE certification. In January 2026, STS identified and began working with SBE Goliath Global Enterprises, Inc. as a suitable replacement to provide the products and services necessary for Metro FSP operations. STS anticipates mitigating its shortfall by Q2 2027.

Small Business Commitment	**3.02% SBE 3.45% DVBE**	**Small Business Participation**	**1.82% SBE 3.84% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Hunter Tires (Terminated)	3.02%	0.35%

2.	Goliath Global Enterprise, Inc.	Added	1.47%
	Total	**3.02%**	**1.82%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Oasis Fuels, Inc.	3.45%	3.84%
	Total	**3.45%**	**3.84%**

Beats 5 and 17 – Classic Tow, Inc. dba Tip Top Tow Service

Classic Tow, Inc. dba Tip Top Tow Service (CTI), made 5.98% SBE and a 6.24% DVBE commitment. Based on payments, Beats 5 and 17 is 92% complete, and the level of SBE and DVBE participation is 2.30% SBE and 1.20% DVBE, representing shortfalls in both SBE and DVBE by 3.68% and 5.04%, respectively. TTTS attributes the shortfall primarily to unforeseen subcontractor failures and is responding with expanded vendor outreach, increased use of existing firms, new procurement opportunities, and the additional time provided by the contract extension. TTTS is expected to mitigate its shortfall by Q2 2027.

Small Business Commitment	**5.98% SBE 6.24% DVBE**	**Small Business Participation**	**2.30% SBE 1.20% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Hunter Tires (Terminated)	3.37%	0.00%
2.	JCM & Associates, Inc., dba Blue Goose Uniforms	0.60%	0.22%
3.	Bob and Dave's Towing (Terminated)	2.01%	0.00%
4.	Goliath Global Enterprise Inc.	Added	2.08%
	Total	**5.98%**	**2.30%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Oasis Fuels, Inc.	1.21%	1.20%
2.	Warrior Fuel Corporation	5.03%	0.00%
	Total	**6.24%**	**1.20%**

Region 1 – Kenny's Auto Service #II

For Region 1, Kenny's Auto Service # II (Kenny's), an SBE, made a 96.99% SBE and a 3.01% DVBE commitment. Based on payments, Region 1 is 94% complete, and the level of SBE and DVBE participation is 97.83% SBE and 2.17% DVBE, exceeding the SBE commitment by 0.84% and representing a shortfall of the DVBE commitment by 0.84%. Kenny's has a shortfall mitigation plan on file and attributes the shortfall to an unexpected rise in insurance premiums. To address the shortfall, Kenny's has identified additional services that can be performed by DVBE Insurance and Financial Services, such as the re-creation of the employee handbook. Kenny's is continuing to identify other services to increase the use of the DVBE subcontractor to mitigate its shortfall by Q2 2027.

Small Business Commitment	**96.99% SBE 3.01% DVBE**	**Small Business Participation**	**97.83% SBE 2.17% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Kenny's Auto Service (SBE firm)	96.99%	97.83%
	Total	**96.99%**	**97.83%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	DVBE Insurance and Financial Services	3.01%	2.17%
	Total	**3.01%**	**2.17%**

Region 2 – Platinum Tow & Transport, Inc.

For Region 2, Platinum Tow & Transport, Inc., (PT&T) an SBE, made a 94.29% SBE and a 3.25% DVBE commitment. Based on payments, Region 2 is 92% complete, and the level of SBE and DVBE participation is 92.41% SBE and 4.55% DVBE, representing a 1.88% shortfall of the SBE commitment and exceeding the DVBE commitment by 1.30%. PT&T has a shortfall mitigation plan on file and contends, and concurred by Metro's Project team, that the shortfall is due to one of the SBE firms they listed to perform uniform services was unable to provide those services and PT&T plans to mitigate the shortfall by placing additional orders with SBE subcontractor Autolift Systems, and expect to mitigate its shortfall by Q4 2026.

Small Business Commitment	**94.29% SBE 3.25% DVBE**	**Small Business Participation**	**92.41% SBE 4.55% DVBE**

	SBE Contractor(s)	% Commitment	% Participation
1.	Platinum Tow & Transport, Inc. (SBE firm)	93.54%	92.22%
2.	Capp Uniform Service (Terminated)	0.44%	0.00%
3.	Autolift Services	0.31%	0.19%

	Total	**94.29%**	**92.41%**

	DVBE Contractor(s)	% Commitment	% Participation
1.	Oasis Fuels	3.25%	4.55%
	Total	**3.25%**	**4.55%**

[1]Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷Total Actual Amount Paid-to-date to Prime.

Notwithstanding, Metro will continue to monitor FSP Contractor's efforts to meet or exceed their SBE/DVBE commitments.

B. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of $32.65 per hour ($25.00 base + $7.65 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

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.

Attachment E



SHARED MOBILITY

METRO FREEWAY SERVICE PATROL

Operations, Safety, & Customer Experience Committee Meeting
October 15, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modifications for eleven Freeway Service Patrol (FSP) contracts in an aggregate amount of $18,382,400.00, thereby increasing the contract amounts from $120,316,691.39 to $138,699,091.39, and extending the current period of performance with individual amounts as follows:

A. Beat 9: Sonic Towing, Inc. Contract No. FS66316003-9, for $510,200.00 for up to 9 months, increasing the total Contract amount from $5,212,753.00 to $5,722,953.00; and
B. Beat 10: Jon's Towing, Inc. Contract No. FS66316002-10, for $489,600.00 for up to 9 months, increasing the total Contract amount from $4,935,445.35 to $5,425,045.35; and
C. Beat 12: Sonic Towing, Inc. Contract No. FS66316004-12, for $673,100.00 for up to 9 months, increasing the total Contract amount from $4,536,346.88 to $5,209,446.88; and
D. Beat 21: South Coast Towing, Inc. Contract No. FS66316005-21 for $432,100.00 for up to 9 months, increasing the total Contract amount from $4,514,798.60 to $4,946,898.60; and
E. Beat 70: South Coast Towing, Inc. Contract No. FS66316006-70 for $763,400.00 for up to 9 months, increasing the total Contract amount from $$7,324,652.00 to $8,088,052.00; and

RECOMMENDATION

A. Beat 71: Disco Auto Sales dba Hollywood Car Carrier Contract No. FS66316001-71 for $616,600.00 for up to 9 months, increasing the total Contract amount from $8,726,325.00 to $9,342,925.00; and
B. Beat 18/38: Bob & Dave's Towing Contract No. FS73888-2004, for $1,709,600.00 for up to 9 months, increasing the total Contract amount from $8,318,687.38 to $10,028,287.38; and
C. Beat 20/37: Safeway Towing, dba Bob's Towing Contract No. FS73888-2005, for $843,500.00 for up to 9 months, increasing the total Contract amount from $7,855,125.00 to $8,698,625.00; and
D. Beat 5/17: Classic Tow dba Tip Top Tow Contract No. FS73888-2001, for $1,417,000.00 for up to 9 months, increasing the total Contract amount from $7,581,984.20 to $8,998,984.20; and
E. R1: Kenny's Auto Service Contract No. FS58039000, for $5,053,800.00 for up to 9 months, increasing the total Contract amount from $30,380,368.98 to $35,434,168.98; and
F. R2: Platinum Tow & Transport Contract No. FS58039001, for $5,873,500.00 for up to 9 months, increasing the total Contract amount from $30,930,205.00 to $36,803,705.00;

Metro

ISSUE & BACKGROUND

AWARDEE

Sonic Towing, Inc., Hovanwil Inc., DBA Jon's Towing, Southcoast Towing, Inc., Disco Auto Sales, Inc., DBA Hollywood Car Carrier, Bob & Dave's Towing, Inc., Safeway Towing Services, Inc., Classic Tow, Inc. DBA Tip Tow Service, Kenny's Auto Service, and Platinum Tow & Transport, Inc.

DEOD COMMITMENT

The cumulative level of participation across the 11 contracts is 75.17% SBE and 4.31% DVBE. A total of 15 SBE and 12 DVBE firms have participated in these contracts.

Metro

ISSUE & BACKGROUND

ISSUE

Request authorization for contract modifications in the aggregate amount of $ 18,382,400.00 to extend existing FSP tow service contracts to ensure no gaps in service.

DISCUSSION

Funding is needed to extend the current periods of performance for FSP tow service contracts to avoid a gap in service provision until new contract awards have been completed.

Metro

FSP Service Map



Metro

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

Metro

Board Report

File #: 2024-1142, **File Type:** Contract **Agenda Number:** 36.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2026**

SUBJECT: P3010 LIGHT RAIL VEHICLE (LRV) HEATING, VENTILATION, AND AIR CONDITIONING (HVAC) EQUIPMENT OVERHAUL

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five-year firm-fixed-price contract, Contract No. OP136051000, to Merak North America LLC for the overhaul of 487 HVAC assemblies for the P3010 Light Rail Vehicle (LRV) fleet in the Not-To-Exceed (NTE) amount of $10,275,213.00, subject to the resolution of any properly submitted protest(s), if any; and

B. ESTABLISH a Life of Project (LOP) budget of $82,562,929 for the P3010 Component Overhaul tasks - Phase 2.

ISSUE

In accordance with Original Equipment Manufacturer (OEM) guidelines, the P3010 LRV fleet HVAC equipment requires an overhaul at 5-year or 600,000-mile intervals. Overhauling the HVAC equipment at this interval ensures continued reliability while providing cooling and heat for Metro's passengers. HVAC equipment failures are considered an operational safety hazard for both the passengers and the train operator. Upon equipment failure, the vehicle is removed from revenue service until the HVAC equipment is repaired.

BACKGROUND

The P3010 LRV fleet consists of 235 rail cars manufactured by Kinkisharyo International LLC (Kinkisharyo). The fleet was placed in revenue service between 2016 and 2023, operating on all of Metro's light rail lines (A, C, E, K, and L) and amassing over 122,596,296 cumulative fleet miles.

The P3010 fleet is currently undergoing a Component Overhaul Program under existing Capital Project #214009. The Phase 1 projects include four critical vehicle systems that are planned for completion by the end of FY29:

- Friction brake and air compressor
- Truck systems (axles, gearbox and traction motors)
- Slewing ring
- Fleet battery replacement

DISCUSSION

The P3010 LRV fleet's car builder, Kinkisharyo, and the HVAC Original Equipment Manufacturer (OEM) identified a preventive maintenance overhaul at the 600,000-mile interval, when specific HVAC components are overhauled or replaced to ensure sustained reliability and safety. Two HVAC units mounted on the vehicle rooftop are subject to outdoor weather environments (e.g., heat, cold, dust, and debris), with a high probability of declining reliability and service delays due to the "always on" feature and harsh weather conditions.

Phase 2 includes additional overhaul projects, including overhauls of the vehicle master controller, high-speed circuit breaker, pantograph, coupler, low-voltage power supply, propulsion equipment, and HVAC, and to establish an LOP budget for the Phase 2 projects. This contract represents the first of Phase 2 component overhaul projects required to keep the P3010 fleet in a constant State of Good Repair (SGR). Separate contracts for additional required overhauls are currently in various stages of development.

DETERMINATION OF SAFETY IMPACT

Safety is of the utmost importance to Metro's passengers and employees, and the LRV heating and ventilation equipment must operate at full potential in accordance with internal and external ambient temperatures. Therefore, Metro must maintain the P3010 LRV fleet HVAC equipment without deferred maintenance while meeting Transit Asset Management Federal guidelines on equipment State of Good Repair (SGR). Upon approval, this action will ensure the HVAC equipment continues to provide Metro's passengers and train operator employees with optimum comfort in a climate-controlled environment while riding Metro's light rail system.

FINANCIAL IMPACT

The financial impact of this action will establish an $82,562,929 LOP budget for P3010 Phase 2 and award Merak North America a firm-fixed price contract to overhaul the HVAC equipment. As agency procurement guidelines require, the Board will separately approve contracts for the projects included in Phase 2 that are in process or are in the mobilization stage. Upon contract award to Merak expenditures in FY27 will include project deliverables up to First Article Inspection. The annual budget amount for FY27 is planned at $17,705,793 inclusive of phase 1 projects and the commencement of phase 2 project under Capital Project - CP214009.

Since this is a multi-year project, the Component Overhaul Superintendent, Division Director, and Senior Executive Officer of Rail Fleet Services will ensure that the balance of funds is budgeted in future years. The Project Manager and Cost Center Manager will also be responsible for budgeting

future costs.

Impact to Budget

The current source of funds for this action is Measure M State of Good Repair 2%. This funding is eligible for Operating Capital Projects.

EQUITY PLATFORM

This contract award will ensure Metro's P3010 LRV fleet remains in constant good repair while providing vital rail transportation services via the A, C, E, and L rail lines. These lines include many Equity Focused Communities (EFCs) where disparities may exist in residents' access to jobs, housing, education, health, and safety. These EFCs include Long Beach through Downtown LA and Pomona, as well as Santa Monica through South LA.

At this time of solicitation, the Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this procurement due to the lack of certified small businesses that perform this service. Merak North America LLC listed one SBE firm to perform the services of 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, 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 statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through rail vehicle equipment overhaul activities that will maintain 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

Approval of the P3010 LRV fleet HVAC overhaul supports Strategic Goal 1) Provide high-quality mobility options that enable people to spend less time traveling.

The recommendation supports Metro's Strategic Plan Goal 5) Provide Responsive, Accountable, and Trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

An alternative considered is to defer the HVAC equipment overhaul, but this is not recommended, as deferring maintenance increases the risk of HVAC equipment failure. This will negatively impact revenue service, cause passenger and train operator discomfort, and reduce equipment design life characteristics.

NEXT STEPS

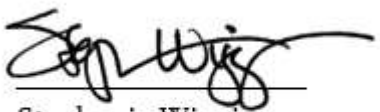
Upon Board Approval, the P3010 fleet HVAC equipment overhaul will commence according to stakeholders' mutually agreed production schedules, consisting of 5 kits or 10 HVAC overhauls per month over a 5-year project period.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Senior Executive Officer, Rail Fleet Services
(213) 922-3144
Richard M. Lozano, Superintendent, Rail Fleet Services
(323) 224-4042
Matthew Dake, Deputy Chief Operations Officer
(213) 922-4061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Mat Antonelli, Chief Vendor/Contract Management Officer
(213) 893-7114
Conan Cheung, Chief Operations Officer
(213) 418-3034



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

P3010 LIGHT RAIL VEHICLE (LRV) HEATING, VENTILATION, AND AIR CONDITIONING (HVAC) OVERHAUL

1.	**Contract Numbers**: **OP136051000**	
2.	**Recommended Vendors**: Merak North America LLC	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: January 23, 2026	
	B. Advertised/Publicized: January 23, 2026	
	C. Pre-Proposal Conference: February 6, 2026	
	D. Proposals Due: April 15, 2026	
	E. Pre-Qualification Completed: April 15, 2026	
	F. Ethics Declaration Forms submitted to Ethics: April 16, 2026	
	G. Protest Period End Date: October 20, 2026	
5.	**Solicitations Downloaded**: 25	**Proposals Received**: 1
6.	**Contract Administrator**: Uriel Villa	**Telephone Number**: (213) 922 1025
7.	**Project Manager**: Richard Lozano	**Telephone Number**: (213) 792 8047

A. Procurement Background

This Board Action is to approve Contract No. OP136051000 to transport, inspect, overhaul, and test four hundred and eighty-seven (487) P3010 Heating, Ventilation, and Air-Conditioning assemblies in support of Metro's P3010 LRVs. Board approval of the contract award is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposal (RFP) No. OP136051 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed price. The Diversity & Economic Opportunity Department (DEOD) did not recommend a goal for this project.

Five (5) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on January 23, 2026, updated the Letter of Invitation.
- Amendment No. 2, issued on February 5, 2026, extended the questions due date and provided updated DEOD documents.
- Amendment No. 3, issued on February 19, 2026, extended the proposal due date and updated documents.
- Amendment No. 4, issued on February 27, 2026, updated the Exhibits folder.
- Amendment No. 5, issued on April 2, 2026, extended the proposal due date.

A total of twenty-five (25) firms downloaded the RFP and were included in the planholders' list. A virtual pre-proposal conference was held on February 6, 2026, and was attended by five (5) participants representing four (4) firms. There were twelve (12) questions received for this RFP and responses were provided prior to the proposal due date.

A single proposal was received on April 15, 2026, from the following firm:

1. Merak North America LLC (Merak)

Staff conducted a market survey to request information from prospective proposers to determine why no additional proposals were submitted. Inquiries were made to all firms that downloaded the solicitation. Five (5) firms responded that the scope of services was not aligned with their line of work and one firm responded that they did not download the RFP in time. The results of the market survey indicated that factors beyond LACMTA's control caused the potential sources not to submit proposals and that there were no restrictive elements in the solicitation documents that prevented competition.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of experienced staff from LACMTA Transit Vehicle Engineering, Rail Vehicle Maintenance, and Transportation Planning was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was initially evaluated based on the pass/fail minimum qualification criteria outlined in the RFP. The pass/fail requirements required proposers to demonstrate that they hold and can provide a copy of at least one of the following certifications: Association of American Railroads (AAR) Certification of Quality Assurance Program; International Standards Organization (ISO) 9001 Quality Management System; or International Railway Industry Standards (IRIS).

The PET determined that the single proposal received passed the minimum qualification requirements and was further evaluated based on the following weighted evaluation criteria:

• Proposer (Including Subcontractor(s)) Experience and Past Performance	30%
• Project Manager and Key Staff Qualifications	30%
• Work Plan/Project Approach	25%
• Cost Proposal	15%

The evaluation criteria are appropriate and consistent with criteria developed for similar rail vehicle overhaul procurement projects. Several factors were considered when developing these weights, giving the greatest importance to Proposer

Experience and Past Performance and Project Manager and Key Staff's Qualifications requirements.

The proposal evaluation kick-off meeting was conducted on June 22, 2026. Evaluations were conducted between July 8 and August 31, 2026, when the PET determined that Merak was responsive to the requirements of the RFP and recommended the firm for contract award.

Qualifications Summary of Qualified Firm:

Merak North America LLC

Merak North America LLC is a leading provider of rail climate control technology and services with extensive experience supporting transit agencies across North America. With over 60 years of industry experience, Merak specializes in the overhaul, modernization, and maintenance of critical rail systems, including heating, ventilation, air conditioning (HVAC), and air quality treatment equipment. As an Original Equipment Manufacturer (OEM) and authorized service provider for multiple transit fleets, including Metro's P3010 light rail vehicles, Merak offers robust in-house capabilities for engineering, testing, remanufacturing, and quality assurance. Its U.S.-based facilities in Westminster, MD, and its strong global supply chain infrastructure ensure timely delivery, technical accuracy, and lifecycle support making Merak North America LLC a well-qualified firm to perform the P3010 Rail Vehicle HVAC Overhaul.

The following is a summary of the PET evaluation:

1	Firm	Maximum Score	Average Score
2	**Merak North America LLC**		
3	Proposer (Including Subcontractor(s)) Experience and Past Performance	30.00	27.20
4	Project Manager and Key Staff's Qualifications and Experience	30.00	24.83
5	Work Plan/Project Approach	25.00	20.95
6	Cost Proposal	15.00	15.00
7	**Total**	**100.00**	**87.98**

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), cost analysis, technical evaluation, negotiations and the expectation of competition.

	Proposer Name	Metro ICE	NTE Amount
1.	**Merak North America LLC**	**$19,641,000.00**	**$10,275,213.00**

The Contract Administrator led discussions with Merak to address questions and receive clarification of their past performance, proposed resources, and work area facility footprint within their proposal. Following these discussions, Merak made price adjustments and submitted a revised Best and Final Offer (BAFO) which included a reduced proposal price in the amount of $10,275,213.00. The PET team was able to confirm that the proposal met the requirements set forth in the scope of services. The 48% variance between the ICE and the proposal is due to the ICE's inclusion of anticipated inflation over the contract term, including HVAC-specific escalation assumptions. Merak's final proposal was determined to be fair and reasonable.

D. Background on Recommended Contractor

Merak North America LLC, with its home office in Westminster, MD, specializes in rail climate control equipment and services, including HVAC overhaul, modernization, maintenance, engineering, testing, remanufacturing, and quality assurance. Merak has experience supporting rail HVAC overhaul and maintenance programs, including Metro's P3010 light rail vehicles. Merak was acquired by OpenGate Capital on July 28, 2026.

Merek has provided services to Metro, and its performance has been satisfactory.

DEOD SUMMARY

P3010 LIGHT RAIL VEHICLE (LRV) HEATING, VENTILATION, AND AIR CONDITIONING (HVAC) OVERHAUL

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of certified small businesses that perform this service. Merak North America LLC listed one SBE firm to perform the services of this contract.

Small Business Goal	**0% SBE 0% DVBE**	**Small Business Commitment**	**37.68% SBE 0% DVBE**

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Locomotive Climate Solutions LLC	37.68%		X
	Total SBE Commitment	**37.68%**		

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 requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. 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.

E. 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.

RAIL FLEET SERVICES

P3010 LIGHT RAIL VEHICLE (LRV) HEATING, VENTILATION, AND AIR CONDITIONING (HVAC) EQUIPMENT OVERHAUL

Metro

Operations, Safety, & Customer Experience Committee Meeting
October 15, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five-year firm-fixed-price contract, Contract No. OP136051000, to Merak North America LLC for the overhaul of 487 HVAC assemblies for the P3010 Light Rail Vehicle (LRV) fleet in the Not-To-Exceed (NTE) amount of $10,275,213.00, subject to the resolution of any properly submitted protest(s), if any; and

B. ESTABLISH a Life of Project (LOP) budget of $82,562,929 for the P3010 Component Overhaul tasks - Phase 2.

Metro

ISSUE & DISCUSSION

AWARDEE

Merak North America LLC

NUMBER OF BIDS/PROPOSALS

One bidder – Merak North America LLC

DEOD COMMITMENT

DEOD did not recommend a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this procurement due to the lack of certified small business that perform this service.

Metro

ISSUE & DISCUSSION

ISSUE

The Original Equipment Manufacturer (OEM), identified and established an overhaul schedule for the HVAC equipment at the 600,000-mile interval to ensure continued equipment reliability while ensuring passenger comfort.

The P3010 LRV fleet is currently undergoing phase 1 overhauls on four vehicle systems including friction brake, trucks, slewing ring, and battery under CP #214009. This request is to establish phase 2 LOP budget to complete the remaining projects.

DISCUSSION

The HVAC equipment is a critical system overhauling at the OEM recommended interval is consistent with Metro's core goals providing clean, safe, and reliable service that includes operator and passenger comfort.

The phase 2 overhaul projects consist of master controller, high-speed circuit breaker, pantograph, coupler, low-voltage power supply, propulsion, and HVAC equipment

Metro