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

Agenda - Final

Thursday, May 28, 2026

10:00 AM

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Board of Directors - Regular Board Meeting

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Kathryn Barger, 2nd Vice Chair
Karen Bass
James Butts
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Tim Sandoval
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)

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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.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at https://www.metro.net or on CD's and as MP3's for a nominal charge.

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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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Requests can also be sent to boardclerk@metro.net.

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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 May 28, 2026; you may join the call 5 minutes prior to the start of the meeting.

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

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 28 de Mayo de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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

Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 19, 20, 23, 24, 25, 26, 30, 31, 32, 33, and 36.

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 12.

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2026-0401

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2026-0402

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

5. SUBJECT: BOARD OFFICERS 2026-0410

RECOMMENDATION

ELECTION of Board Officers.

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING DUE TO CONFLICTS AND ABSENCES:

18. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT 2026-0266

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life-of-Project (LOP) budget in the amount of $3,998,675,309 for the East San Fernando Valley Light Rail Transit Project;

B. AMEND the Progressive Design-Build Contract No. PS89616000 with San Fernando Transit Constructors (SFTC), a Joint Venture (JV) of Skanska USA Civil West California District, Inc. (Skanska) and Stacy and Witbeck, Inc., to implement the Phase 2 Supplement of the Project in the

amount of $1,988,038,124 increasing the total contract value from $442,916,240 to $2,430,954,364; and

C. AWARD and EXECUTE all project-related agreements and modifications to existing contracts within the authorized LOP Budget.

Attachments: Attachment A - Funding and Expenditure Plan
Attachment B - Procurement Summary
Attachment C - Contract Modification / Change Order Log
Attachment D - DEOD Summary
Attachment E - Measure R and Measure M Unified Cost Mgmt. Policy Analysis
Presentation

FINANCE, BUDGET, AND AUDIT COMMITTEE FORWARDED THE FOLLOWING:

22. SUBJECT: FISCAL YEAR 2027 (FY27) PROPOSED BUDGET 2026-0209

RECOMMENDATION

CONSIDER:

A. ADOPTING the proposed FY27 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net <https://www.metro.net/about/financebudget/>);

1. AUTHORIZING $9.7 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;

2. AUTHORIZING a total of 12,321 FTEs, of which 10,024 are Represented FTEs and 2,297 are Non-Represented FTEs;

3. AUTHORIZING an average 3% performance-based merit increase for Non-Represented employees. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 4.0%;

4. AUTHORIZING a 5% adjustment to current Non-Represented job pay grade levels to reflect best practice (see Attachment A);

5. APPROVING the Life of Project (LOP) budgets exceeding $5.0 million for new capital projects and LOP budget increases for existing projects exceeding $1.0 million. Project details are presented in Attachment B;

6. AUTHORIZE the CEO to execute Metrolink's continuing resolution to extend FY26 budget authorization through first quarter of FY27 until October 1, 2026, and execute all necessary agreements between

Metro and SCRRA based on the continuing resolution;

7. AMENDING the proposed FY27 Budget document by including 76 additional FTEs for the Department of Public Safety (DPS), to support the phased start-up of the care-based, multi-layered safety unit, and $5.6 million in non-labor budget;

8. AUTHORIZE the CEO to execute contract modifications to extend the current transit law enforcement contracts annually (for up to three additional years), utilizing funds to be requested during future fiscal years' budget processes;

9. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2026); and

B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY27 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval.

Attachments: Attachment A - FY27 Compensation Adjustment
Attachment B - FY27 New Capital Projects & Existing Projects LOP Increases
Attachment C - FY27 Reimbursement Resolution
Attachment D - FY27 Public Outreach (Public Comments)
Attachment E - Metro EFC Budget Assessment Results Over Time
Presentation

43. SUBJECT: RENEWABLE NATURAL GAS (RNG) PROVIDER 2026-0334

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five (5) year Indefinite Delivery/Indefinite Quantity (IDIQ) contract, Contract No. OP132076000, with Shell Energy North America (US), LP for Renewable Natural Gas (RNG), inclusive of a five-year base in the Not-To-Exceed (NTE) amount of $140,004,228.05 and one three-year option in the NTE amount of $88,902,684.81, for a combined NTE amount of $228,906,912.86; and

B. EXECUTE individual Task Orders, Transaction Confirmations, and Contract Modifications up to 10% of the contract value.

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

(FORWARDED FROM APRIL'S BOARD MEETING)

44. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT 2026-0218

RECOMMENDATION

ADOPT the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire either the Fee Simple Interest ("Fee Interest") or certain Improvements Pertaining to Realty ("IPR") for the properties identified in Attachment A and described as:

A. 14529 Keswick Street, Van Nuys, CA 91405; APN: 2210-030-027; ESFV-B-002-1 ("B-002"). (IPR Interests Only);

B. 13287-13289 Van Nuys Blvd., Pacoima, CA 91331; APN: 2619-017-008; ESFV-C-005-1 ("C-005"). (Fee Interest Only);

C. 13291 Van Nuys Blvd., Pacoima, CA 91331; APN: 2619-017-009; ESFV-C-006-1 ("C-006"). (IPR Interests Only); and

D. 6429 Van Nuys Blvd., Van Nuys, CA 91401; APN 2236-023-001; ESFV-A-002-1 ("A-002"). (IPR Interests Only).

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 - Parcel B-002
Attachment B-2 - Resolution of Necessity - Parcel C-005
Attachment B-3 - Resolution of Necessity - Parcel C-006
Attachment B-4 - Resolution of Necessity - Parcel A-002
Presentation

45. SUBJECT: 2026 FIFA WORLD CUP READINESS UPDATE 2026-0360

RECOMMENDATION

RECEIVE oral report on preparations for the 2026 FIFA World Cup.

Attachments: Presentation

46. SUBJECT: GOVERNANCE, DELIVERY, AND OPERATION OPTIONS FOR THE LA RIVER PATH PROJECT MOTION 2026-0416

RECOMMENDATION

APPROVE Motion by Bass and Solis that the Board directs the Chief Executive Officer or her designee to:

Enter into all necessary agreements and subsequent amendments with the County of Los Angeles, the LACFCD, and/or the City of Los Angeles to carry out the LA River Path Governance Model Study, and to fully reimburse the County of Los Angeles, the LACFCD, and/or the City of Los Angeles for the full cost of the study.

WE FURTHER MOVE that the Board directs the CEO to have the Metro staff collaborate with the County of Los Angeles, the LACFCD, the City of Los Angeles, and all relative stakeholders including the United States Army Corps of Engineers, on the LA River Path Governance Model Study by providing all requested project-related information, technical expertise, right-of-way data, and review support, and by serving as a committed partner throughout the development and implementation of the study's recommendations. The study shall include, but not be limited to, the following elements:

A. Governance: Review best practices from other regions and report with recommendations on suitable models, options, and processes, including:

   1. Identifying a Project Client for development, delivery, and operation;

   2. Using an existing agency or authority as the Project Client;

   3. Creating a new Joint Powers Authority (JPA), including recommendations for optimal membership and roles;

   4. Establishing a new authority or agency through existing or new State legislation, including the creation of a Climate Resilience District, to serve as the Project Client, operator or both; and

   5. Retaining Metro's current role as the Project's developer, builder, and partner in operation;

B. Project Delivery: Study alternative delivery models to benefit the project, such as Design-Build-Finance-Operate-Maintain (DBFOM) and other innovative procurement approaches.

C. Operations and Maintenance: Research and report on operations and maintenance models, including:

1. An initial model for meeting operations and maintenance needs of the Downtown LA River Path project, including security, public safety, graffiti abatement, routine maintenance, and long-term structural inspection and repair; and

2. A model for a unified operations and maintenance program for the entire 51-mile LA River Path (the "LARiverWay"), and how it may relate to delivery of the Downtown LA River Path project;

D. Sustainable Funding: Develop recommendations for existing and potential new funding sources for the sustainable long-term stewardship of the Downtown LA River Path project and/or the entire 51-mile LARiverWay, including:

1. Realigning funding formulas for existing active transportation funding sources, such as TDA Article 3;

2. Opportunities to address active transportation operations and maintenance funding in the Measure M decennial review process;

3. New local or regional levies based on funding models for similar active transportation infrastructure in other jurisdictions; and

4. Potential operational revenue, such as filming, special events, sponsorship, and advertising;

E. Stakeholder Engagement: Engage with various agencies and project stakeholders to inform the research described above and the collaborative roles for delivery and operation.

END OF NON-CONSENT

47. SUBJECT: CLOSED SESSION 2026-0415

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

1. Shaun Guttridge v. LACMTA, LASC Case No. 23SMCV03151
2. MD Jamal Hossen v. LACMTA, LASC Case No. 23STCV07223
3. Mary Ann Yabut v. LACMTA, LASC Case No. 24CMCV00325

B. Conference with Real Estate Negotiator - Government Code 54956.8

Property: 1347 West Storm Pkwy., Units E & F, Torrance, CA
Agency Negotiator: John Beck, Craig Justesen
Negotiating Party: Matt Ehrlich and Kindra Brayley of Rexford Industrial Realty, Inc.
Under Negotiations: Price and Terms

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

CONSENT CALENDAR - ITEMS 2, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 19, 20, 23, 24, 25, 26, 30, 31, 32, 33, AND 36.

2. SUBJECT: MINUTES 2026-0400

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held April 23, 2026.

Attachments: Regular Board Meeting MINUTES - April 23, 2026 RBM
April 2026 RBM Public Comments

AD HOC BOARD COMPOSITION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (7-0-1):

6. SUBJECT: GUIDING VALUES FOR AD HOC BOARD COMPOSITION COMMITTEE DELIBERATIONS 2026-0304

RECOMMENDATION

ADOPT the guiding values to support and inform the Ad Hoc Board Committee's deliberations regarding governance considerations (Attachment A).

Attachments: Attachment A - Ad Hoc Board Composition Committee Guiding Values
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

7. SUBJECT: HIGH DESERT CORRIDOR FY27 WORK PROGRAM 2026-0104

RECOMMENDATION

CONSIDER:

A. APPROVING $9,338,470 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way (ROW) acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the Fiscal Year 2027 (FY27) work program; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary funding agreements with the HDC JPA.

Attachments: Attachment A - HDC Corridor Map
Attachment B - HDC JPA FY27 Work Program Budget Detail
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

8. SUBJECT: STATE ROUTE 71 (SR-71) NORTH PROJECT DESIGN FUNDING GAP 2026-0253

RECOMMENDATION

CONSIDER:

A. APPROVING the programming of $5,750,000 in Measure M funds to support design activities for SR-71 North; and

B. AUTHORIZING the Chief Executive Officer or their designee to execute and/or amend all necessary programming documents and project agreements for the SR-71 North design activities.

Attachments: Attachment A - SR71 Gap Closure Map
Attachment B - SR-71 Gap Closure Project Funding and Expenditure Plan
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

9. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION 2026-0277

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligating a net of $60,489 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (expenditure line 54) funds and reprogram project funds previously approved to meet the project schedules, as shown in Attachment A;

2. Reprogramming of projects previously approved to meet the project schedules, in Measure M MSP - First/Last Mile and Complete Streets Program (expenditure line 59), as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: Attachment A - Active Transportation Program Project List
Attachment B - First Last Mile and Complete Streets Program Project List
Attachment C - Bus System Improvement Program Project List
Attachment D - Highway Efficiency Program Project List
Attachment E - Highway Demand Based Program Project List
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

10. SUBJECT: SEPULVEDA TRANSIT CORRIDOR 2026-0250

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 12 to Contract No. AE67085000 for the Sepulveda Transit Corridor Environmental Review and Conceptual Engineering with HTA Partners (HTA), a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., to provide additional technical services in the amount of $7,658,836 for the preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) increasing the total Contract amount from $64,817,445 to $72,476,281 and extend the period of performance from June 30, 2026 to December 31, 2028;

B. INCREASE the Contract Modification Authority (CMA) for Contract No. AE67085000 in the amount of $1,914,709, increasing CMA from $8,495,350 to $10,410,059 and authorize the CEO to execute individual Contract Modifications within the Board-approved CMA;

C. EXECUTE Modification No. 4 to Contract No. PS68039000 for the Sepulveda Transit Corridor Community Participation Program with Arellano Associates, LLC to provide additional strategic communications and community participation services in the amount of $2,287,508, increasing the total contract value from $4,861,759 to $7,149,267 and extend the period of performance from December 31, 2027 to December 31, 2028; and

D. INCREASE CMA for Contract No. PS68039000 in the amount of $500,000, increasing CMA from $351,493 to $851,493 and authorize the CEO to execute individual Contract Modifications within the Board-approved CMA.

Attachments: Attachment A-1 - Procurement Summary
Attachment A-2 - Procurement Summary
Attachment B-1 - Modification Change Order Log
Attachment B-2 - Modification Change Order Log
Attachment C-1 - DEOD Summary AE67085000
Attachment C-2 - DEOD Summary PS68039001
Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

12. SUBJECT: K LINE EXTENSION TO TORRANCE PROJECT 2025-1034

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 13 to Contract No. AE63445000 with STV Incorporated (STV) in the amount of $43,096,451 to advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, and conduct extended third party coordination and approval activities for the K Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension), increasing the total contract value from $33,404,805 to $76,501,256, and extending the period of performance from June 30, 2026 to May 31, 2029.

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

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

13. SUBJECT: CHATSWORTH STATION ADA IMPROVEMENT PROJECT 2026-0267

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase the Life-of-Project (LOP) budget by $1,645,350, from $7,354,650 to $9,000,000 for the Chatsworth Station ADA Improvement Project, which includes allowance for increased Metrolink Platform 2 work.

Attachments: Attachment A - Funding/Expenditure Plan
Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

14. SUBJECT: FOOTHILL GOLD LINE EXTENSION PHASE 2B 2026-0283

RECOMMENDATION

AUTHORIZE execution of Amendment No. 1 to the Master Cooperative Agreement (MCA) between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA") to reflect updates to key definitions and terms to ensure alignment with the revised scope and operational requirements for the Metro Gold Line Phase 2B project (Attachment A).

Attachments: Attachment A - Metro-GL MCA Amendment

Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

15. SUBJECT: K-LINE'S NEW TRACTION POWER SUBSTATION PROJECT 2026-0307

RECOMMENDATION

CONSIDER:

A. ESTABLISHING a Life-of-Project (LOP) budget for the K-Line new Traction Power Substation (TPSS) Support project (Project) in the amount of $38,450,000; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including contract and task order modifications, up to the authorized LOP.

Attachments: Attachment A - Funding and Expenditure Plan

Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

16. SUBJECT: SOUTHBOUND INTERSTATE 605/BEVERLY BOULEVARD INTERCHANGE IMPROVEMENTS PROJECT 2025-1057

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute:

A. Amendment 1 to Caltrans Design Cooperative (COOP) Agreement 5147 to reallocate $845,000 in funding, to transition the I-605 Beverly Boulevard Improvement Project to Caltrans;

B. Construction Cooperative Agreement 5355 with Caltrans to replace existing Construction Cooperative Agreement 5276. Construction COOP agreement 5355 identifies $5,991,000 in funding for Caltrans Construction Support, and $34,496,120 in funding for the estimated capital cost. This

COOP is necessary to transition the I-605 Beverly Boulevard Improvement Project Construction Phase to Caltrans;

C. Contract Modification No. 1 to Contract No. AE119748000 with David Evans and Associates Inc. (DEA) in the amount of $693,970 increasing the contract value from $499,178 to $1,193,148 to finalize the Plans, Specifications, and Estimates (PS&E) package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026 to December 31, 2030; and

D. Any documents and agreements that are required for delivery of the I-605 Beverly Boulevard Improvements Project.

Attachments: Attachment A - Project Location Map
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary
Presentation

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

19. SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT 2026-0295

RECOMMENDATION

CONSIDER:

A. ESTABLISHING a Life-of-Project (LOP) budget for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project in the amount of $428,988,535; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

Attachments: Attachment A - Funding and Expenditure Plan
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary
Attachment E - Motion 48
Presentation

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

20. SUBJECT: TAP FARE MEDIA MANUFACTURING AND FULFILLMENT SERVICES 2025-0958

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award the following five-year indefinite delivery/indefinite quantity (IDIQ) firm fixed unit price contracts for TAP fare media for Metro and TAP Partner agencies for a total Not-To-Exceed (NTE) amount of $30,149,315 for the initial three-year term, and $11,975,535 for the first, one-year option, and $12,028,294 for the second, one-year option, for a total NTE cumulative amount of $54,153,144, inclusive of sales tax, effective July 1, 2026, subject to the resolution of any properly submitted protest(s) if any.

Discipline 1 - TAP Contactless Smart Cards Manufacturing

1) Idemia America Corp. (PS128860000)
2) Giesecke & Devrient ePayments America Inc. (PS128860001)
3) Paragon ID High Point US, Inc. (PS128860002)
4) Cole Ticket Solutions (PS128860003)

Discipline 2 - Card Fulfillment and Distribution

1) Giesecke & Devrient ePayments America Inc. (PS128860004)

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

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

23. SUBJECT: FISCAL YEAR 2026-27 TRANSIT FUND ALLOCATIONS 2026-0302

RECOMMENDATION

CONSIDER:

A. APPROVING $2.9 billion in Fiscal Year 2026-27 (FY27) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro Operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines. Federal and state fund allocations are subject to actual fund apportionments;

B. APPROVING fund exchanges in the estimated amount of $4,748,679 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program (LCTOP). Funding will be adjusted based on LCTOP actual allocations, and the FY27 Budget will be amended as necessary to reflect

the adjustments;

C. APPROVING fund exchanges in the estimated amount of $1,046,112 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the LCTOP. Funding will be adjusted based on LCTOP actual allocations, and the FY27 Budget will be amended as necessary to reflect the adjustments;

D. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of $400,000 with Metro's TDA Article 4 allocation subject to final federal apportionments. If federal funds are not available for this fund exchange, $400,000 in FY28 TDA Article 4 funds will be allocated to Metro off the top as reimbursement;

E. APPROVING fund exchanges in the amount totaling $16.7 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339 subject to final federal apportionments;

F. AUTHORIZING the Chief Executive Officer to adjust FY27 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and amend the FY27 Budget as necessary to reflect the adjustments;

G. APPROVING project selection and programming of $6,062,927 for the Local Transit Services Subcommittee (LTSS) Zero Emission Vehicle (ZEV) Call for Projects as shown in Attachment B;

H. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment C); and

I. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements, amendments to existing agreements, and FY27 Budget amendments to implement the above funding programs.

Attachments: Attachment A - FY27 Transit Fund Allocations

Attachment B - LTSS ZEV Call for Projects Selection and Awards

Attachment C - TDA and STA Resolution

Attachment D - Summary of Significant Info Methodologies & Assumptions

Presentation

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

24. SUBJECT: FISCAL YEAR 2027 AUDIT PLAN 2026-0315

RECOMMENDATION

ADOPT the Fiscal Year 2027 (FY27) Proposed Annual Audit Plan (Attachment A).

Attachments: Attachment A - FY27 Proposed Annual Audit Plan
Presentation

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

25. SUBJECT: SUSTAINABILITY PROGRAM ASSISTANCE SERVICES 2025-0890

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a cost-plus fixed fee, task order-based Contract No. AE129745EN086, to Cumming Management Group, Inc. for Sustainability Program Assistance Services (SPAS), for a three-year base term in an amount Not-To-Exceed (NTE) $7,500,000, plus two, one-year options in an NTE amount of $2,500,000 for each option year, for a total NTE amount of $12,500,000, subject to the resolution of any properly submitted protests, if any; and

B. AWARD individual Task Orders and modifications up to the NTE contract amount of $7,500,000. or the project's authorized amount, whichever is less.

Attachments: Attachment A - Procurement Summary
Attachment B - Types and Total Value Estimates of Projects - FY26 to FY31
Attachment C - DEOD Summary
Presentation

EXECUTIVE MANAGEMENT COMMITTEE RECEIVED AND FILED THE FOLLOWING:

26. SUBJECT: FY2027 COMMITTEE AND BOARD MEETING CALENDAR 2026-0089

RECOMMENDATION

RECEIVE AND FILE the FY2027 Committee and Board Meeting Calendar (Attachment A).

Attachments: Attachment A - FY27 Committee Board Calendar

Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

30. SUBJECT: AUTOMATED GUIDED VEHICLE (AGV) REPLACEMENT 2026-0167

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 24-month firm-fixed price Contract No. PS135749000 to Dematic Corp. (Dematic) for the Automated Guided Vehicle (AGV) replacement to install 11 AGVs along with the associated software in the amount of $4,837,855, subject to the resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary

Attachment B - DEOD Summary

Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

31. SUBJECT: RECRUITMENT SERVICES BENCH 2026-0272

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to the Recruitment Services Bench Contract Nos. PS95999000 with Partners in Diversity, Inc., PS95999001 with DeSanti, and PS95999002 with David Gomez Partners to continue supporting the identification and placement of qualified candidates for professional, management, and executive-level positions across the agency in an amount Not-To-Exceed (NTE) $200,000, increasing the cumulative contract value from $482,500 to $682,500, and extending the period of performance from September 1, 2026 to August 31, 2027.

Attachments: Attachment A - Procurement Summary

Attachment B - Contract Modification Change Order Log

Attachment C - DEOD Summary

Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

32. SUBJECT: DRONE SECURITY MONITORING SERVICES 2026-0246

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS118995000 with Flying Lion, Inc. to continue to support security monitoring, emergency response, infrastructure inspections, and aerial situational awareness across the Metro transit system, in the amount of $497,764, increasing the total contract value from $497,780 to $995,544 , and extending the period of performance from July 22, 2027, through July 21, 2029.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

33. SUBJECT: ANNUAL APPOINTMENTS TO METRO'S SERVICE COUNCILS 2026-0116

RECOMMENDATION

APPROVE nominees for membership on Metro's Gateway Cities, San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils (Attachment A).

Attachments: Attachment A - New Appointee Nomination Letters
Attachment B - New Appointee Biography and Qualifications
Attachment C - Service Councils Demographic Information
Presentation

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

36. SUBJECT: ACCELERATED THRONE SMART MOBILE RESTROOMS DEPLOYMENT 2026-0221

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. OP128820000 with Throne Labs, Inc. to accelerate the deployment of the Throne smart restrooms and realign service levels, in the Not-to-Exceed (NTE) amount of $3,060,590, increasing the total NTE contract amount from $21,138,608 to $24,199,198.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Metro Map with Restroom Locations as of January 2026
Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2026-0404

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

Metro

Board Report

File #: 2026-0402, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

REGULAR BOARD MEETING
MAY 28, 2026

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

Report by the CEO
Item #4

Metro

CHIEF EXECUTIVE OFFICER

May 2026

D Line Extension, Section 1 Grand Opening



Metro

CHIEF EXECUTIVE OFFICER

May 2026

Metro Takes the Bronze at the Red Bull Soapbox Derby!





Proud to Be One Metro

Metro takes Gold for Bus Security!





Proud to Be One Metro

May 2026

Back 2 Back Grand Champions + 3-Peat Maintenance Champs



May 2026

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

File #: 2026-0266, **File Type:** Project **Agenda Number:** 18.

CONSTRUCTION COMMITTEE
MAY 20, 2026

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life-of-Project (LOP) budget in the amount of $3,998,675,309 for the East San Fernando Valley Light Rail Transit Project;

B. AMEND the Progressive Design-Build Contract No. PS89616000 with San Fernando Transit Constructors (SFTC), a Joint Venture (JV) of Skanska USA Civil West California District, Inc. (Skanska) and Stacy and Witbeck, Inc., to implement the Phase 2 Supplement of the Project in the amount of $1,988,038,124 increasing the total contract value from $442,916,240 to $2,430,954,364; and

C. AWARD and EXECUTE all project-related agreements and modifications to existing contracts within the authorized LOP Budget.

ISSUE

Staff is seeking the Board's approval for two items: (1) establishing a LOP budget in the amount of $3,998,675,309 for the East San Fernando Valley Light Rail Transit Project (Project); and (2) to execute a modification to implement the Phase 2 Supplement of the Progressive Design-Build Contract PS89616000 to SFTC. The LOP budget is inclusive of all previously awarded contracts, expenses incurred to date, and activities to be performed by the contractor and professional services contracts for the Project.

BACKGROUND

The Project extends north from the Van Nuys Metro G-Line station to San Fernando Road, a total of 6.7 miles of dual track light rail transit (LRT) system with 11 at-grade center platform stations. The Board certified the Final Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) in December 2020, and the Federal Transit Administration (FTA) signed a Record of Decision in January 2021 for the project. Included in the Final EIS/EIR, the Project was defined as the Initial

Operating Segment (IOS). An additional extension of the LRT system 2.5 miles to the north on share rail right of way also was included in the Final EIS/EIR. Per the Board's request, additional studies (ESFV Shared ROW Study) were conducted to address concerns raised by local cities and Metrolink regarding traffic and safety. In December 2025, the Board directed staff to select and move forward with a new environmental clearance effort for new crossing gates along the Metrolink system and a new Pacoima Metrolink Station with a mobility hub in lieu of extending the light rail 2.5 miles. This 2.5 mile segment is not the subject of this Board action.

The Project provides a dual track street running light rail transit system along the middle of Van Nuys Boulevard from Oxnard Street to San Fernando Road. This includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility (MSF) for LRT vehicles. This Project is the subject of this board action.

On May 10, 2022, the FTA issued Metro a Letter of Intent (LOI) to obligate funding for the Project under the Expedited Project Delivery (EPD) Pilot Program. Metro and the FTA signed the Full Funding Grant Agreement (FFGA) on the Project alignment on September 6, 2024. The FFGA was executed on September 13, 2024, for a total Award Budget of $3,573,279,911 with a Federal assistance amount of $893,319,978.

Through the Preliminary Engineering (PE) phase of the Project, design refinements resulted in updates to the project description. In October 2023, the Metro Board approved an Addendum to the EIR assessing design refinements and updated Project elements developed during Preliminary Engineering. In July 2023, a letter regarding the Environmental Determination for East San Fernando Valley Transit Corridor Reevaluation was received from the Federal Transit Administration in compliance with NEPA and no further studies would be required.

On February 23, 2023, the Board approved the award of a Progressive Design-Build (PDB) contract to San Fernando Transit Constructors (SFTC), a joint venture of Skanska USA Civil West California District, Inc., and Stacy and Witbeck Inc., for Phase 1 Preconstruction Services in the amount of $30,979,750. Phase 2 of the PDB contract includes Design, Construction, Testing and Commissioning of the Project. A Preconstruction Phase-of-Project Budget (Preconstruction Budget) in the amount of $496,856,000 was also established at the February 23, 2023, Board meeting.

On April 14, 2023, Notice to Proceed (NTP) was issued to SFTC for Phase 1 work which includes validation of base design, value engineering, and a framework for negotiating and reaching a Phase 2 Contract Price. The implementation of Early Works Packages (EWPs) concurrently with Phase 1 work advanced design efforts and utility adjustment work from the Phase 2 scope of work to support contract price negotiations and project schedule.

In July 2024, the Board approved an increase to the Preconstruction Budget to $879,731,000. Budget items included awarded phases of construction contracts, EWP's, priority Real Estate acquisition and relocation, third party agreements, Metro labor, and encumbered and forecasted costs for professional services.

In February 2025, the Board approved a second increase to the Preconstruction Budget to $1,487,826,000 to continue supporting Real Estate acquisitions and relocation activities, utility

relocation work, and project support costs.

DISCUSSION

Since the execution of the Phase 1 of the PDB Contract in early 2023, Metro has been working with the PDB Contractor on defining scope, managing risk, and establishing cost and schedule certainty to support the submittal of a firm fixed price proposal for Phase 2 from the contractor.

Development of Opinion of Probable Cost (OPC) estimates identified construction costs trending higher than the initial project costs included in the FFGA budget, specifically in the areas of complex utility relocations, traffic control plans, and the MSF. During the EWP negotiations, the team also identified market conditions as a risk and cost driver that resulted in higher costs among all work items.

Utilizing the collaboration of the PDB delivery model, the contractor and Metro teams worked together to evaluate Value Engineering concepts that lead to design refinements, resizing of MSF, and more efficient phasing of construction in coordination with site access constraints. In addition, Metro agreements with third parties including LADWP and LADOT will support further schedule savings and reduction of overall project risk. While the final negotiated contract value has resulted in an increased budget beyond the original forecast, the efforts listed above were able to drive the contractor's cost down by over $150M during final negotiations.

During this time, several EWPs were executed to advance Phase 2 PDB activities, such as final design, early material procurement, utility relocations, and real estate activities critical to meet construction schedules.

At this time, both Metro and the PDB contractor have agreed to a final fixed firm price to implement Phase 2 of the PDB contract, bringing the total Project cost to $3,998,675,309. This includes the previously approved Preconstruction Budget of $1,487,826,000.

This LOP encompasses all project costs, including costs which are not eligible for Federal reimbursement. A funding source separate from the ESFV Project funding plan, Measure M inflation funding, has been identified to support these non-eligible costs and included in Attachment A - Funding and Expenditure Plan.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any negative impact on established safety standards.

FINANCIAL IMPACT

Upon Board approval, budget will be added to the existing LOP Budget for Project 865521- East San Fernando Valley Light Rail Transit Corridor, in Cost Center 8510 - Construction Project Management.

As this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs for future years.

Impact to Budget

The sources of funding for the Project include local Measure R and Measure M, federal and state grants as shown in Attachment A - Funding and Expenditure Plan. These funds are not eligible for bus and rail operations.

Multiyear Impact

The Project has $3,574,773,281 of capital funding programmed in the Metro financial forecast based on the federal EPD Award Budget (the Metro programmed funding differs from the Award Budget as it excludes federally eligible finance charges and includes non-federally eligible expenses incurred prior to the EPD grant award), which is comprised of Measure M and Measure R designated for the Project, Measure R and Proposition C transferred to the Project per a Metro Board action in October 2023 (#2023-0558), additional Proposition A and Proposition C, and a local agency contribution by the City of Los Angeles. Additional programmed funding includes awarded state Transit and Intercity Rail Capital Program (TIRCP), Traffic Congestion Relief Program Funds (TCRP), Regional Improvement Program Funds (RIP), and Local Partnership Program grants, and the federal EPD grant.

The proposed LOP is a $423,902,028 cost increase in comparison to the EPD Award Budget and is subject to the Metro Uniform Cost Management Policy (Policy). The Policy requires that funding shortfalls are addressed through: 1. Scope reductions; 2. New local agency funding resources; 3. Value Engineering; 4. Other cost reductions within the same transit or highway corridor; 5. Other cost reductions within the same subregion; and finally, 6. Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

The Policy analysis (Attachment E) has found that the cost increase must be addressed from other or additional countywide funding resources. The Project cost increase is proposed to be funded from the Measure M 35% Contingency Subfund for eligible inflation adjustments and Proposition C 25%, pursuant to the Uniform Cost Management Policy. Funding from Measure R 35% Capital Project Contingency for eligible inflation adjustments was also evaluated as part of the Uniform Cost Management Policy analysis but is not recommended due to limited Measure R funding capacity. The recommended funding sources are not eligible for Metro transit operations funding.

EQUITY PLATFORM

The additional funding will support continued community and small business engagement efforts led by Metro Community Relations (CR) staff in conjunction with the implementation of construction activities:

- **Elected Representatives and City Representatives**: To date, Metro CR staff have met with representatives from the City of Los Angeles Neighborhood Councils and Council District Offices, on upcoming construction, mitigation plans/efforts, and outreach efforts to the local community. Metro has held several quarterly community construction update meetings, presented at various

community and school meetings, tabled at various special events, and presented at various business association meetings. The Construction Relations team is currently conducting bilingual door-to-door outreach of small businesses along the Project alignment.

- **Community Members:** The Project has established a Construction Relations and Mitigation Program that includes a Community Leadership Council (CLC), a volunteer stakeholder council. The CLC meets regularly with the Project team and has been instrumental in providing direct feedback and community advocacy over the past two years. Some highlights of its work include advocacy for expansion of the BIF program to the ESFV LRT Project, planting more native trees on the project alignment, shared right-of-way alternatives, a refreshed parking study, numerous partnerships with Metro CRMP to host workshops and community events. The Project also plans to implement a Community Based Organization (CBO) Partnership program during Phase 2 of the Project that aligns with Metro's CBO Partnering Strategy.
- **Small Businesses**: Metro CR staff visited, informed and provided the small businesses along the alignment bilingual project information along with small business mitigation programs available to businesses along the Project corridor: Eat Shop Play (ESP), Business Interruption Fund (BIF), and Business Solution Center (BSC). The BIF formally launched on this Project first quarter of 2024 and ESP launched in October 2024. The BSC program is being re-imagined targeting specific business support services to meet the needs of the business community and is anticipated to launch Summer 2026.
- **Cultural Competency Plan (CCP)**: The CCP includes a comprehensive strategy for engagement with the local community utilizing a multi-layered approach focused on a career academy, small business opportunities, and project internal culture and training. Training will encompass the entire team, including vendors and subcontractors. The CCP supports an accountability framework to track the progress of each task and goal through the utilization of technology in order to develop the highest standards of resources and programs for the community. The CCP was developed by the contractor in collaboration with Metro. The CCP will be implemented and maintained by the contractor and representatives from Program Management, and Community Relations assigned to the ESFV project will oversee the implementation of the plan.

Through the implementation of construction mitigation programs and continued outreach efforts, assistance to small businesses during construction will be achieved and the phasing of construction will be developed to minimize impacts to adjacent businesses and residents. Engaging the community through the CCP will increase cultural awareness of communities throughout the limits of construction along Van Nuys Boulevard, supporting mobility needs and business and employment opportunities.

While SFTC made a 19.33% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 - Pre-Construction of the project, 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, counting of participation, and enforcement, effective October 3, 2025. As such, the DBE commitment is not a factor in the staff recommendation.

The Diversity & Economic Opportunity Department (DEOD) has established a zero percent (0%)DBE goal for the Phase 2 Supplement of this project. The USDOT has issued an Interim Final Rule (IFR)

that makes changes to the DBE Program, including suspension of goals, counting of participation, and enforcement, effective October 3, 2025. SFTC submitted a voluntary Small Business Enterprise (SBE) participation plan listing 15% SBE (11% Metro Certified, 4% State Certified) involvement in the Phase 2 Work. This is noteworthy, as small businesses play a critical role in the economy by driving job creation, fostering innovation, and strengthening local communities.

The construction of the Project includes a 40% Targeted Worker goal, 20% Apprentice Worker goal, and 10% Disadvantaged Worker goal consistent with Metro's Project Labor Agreement/Construction Careers Policy (PLA/CCP). These goals are intended to expand access to employment opportunities for residents of economically disadvantaged communities and ensure that the economic benefits of Metro's investments reach local workers.

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 Final Environmental Impact Statement/Final Environmental Impact Report for the East San Fernando Valley Transit Corridor Project was certified by the Board in December 2020 and a Record of Decision issued by the Federal Transit Administration in January 2021. VMT for the project has already been analyzed for this item through the East San Fernando Valley Transit Corridor, DEIS/DEIR. The Final Environmental Impact Statement/Final Environmental Impact Report for the East San Fernando Valley Transit Corridor Project was certified by the Board in December 2020 and a Record of Decision issued by the Federal Transit Administration in January 2021. VMT summary can be found in Appendix G Transportation Impacts Report published in 2020. VMT was forecasted with Metros Travel Demand Model using traffic counts collected in 2011, 2012, and 2013. Year 2040 was chosen for definition of future baseline conditions. The result of this analysis was that the number of transit trips would reduce the number of trips by auto in general due to mode Preference changes by commuters. A VMT reduction of 54,207 was calculated for the project.

*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 supports the following strategic goals:

Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

The purpose of the Project is to provide high-capacity transit service in the San Fernando Valley.

Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

The at-grade light rail system will attract bus ridership and improve the trip experience for users of the transportation system.

Strategic Goal 3: Enhance communities and lives through mobility and access to opportunity.

With 11 stations, including connections to Metro G-Line and Metrolink, the ESFV enhances mobility to the community.

Strategic Goal 4: Transform LA County through regional collaboration and national leadership.

Collaboration with the elected officials, citizens, and Metro patrons of San Fernando Valley continues to positively impact the Project.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with establishing a Life of Project Budget and/or Phase 2 of the Progressive Design-Build Contract. This is not recommended as Metro will incur undesirable schedule delays and cost increases if this action does not move forward. Furthermore, delays to the Project will have detrimental effects on the available Federal and State Grant funding dollars.

NEXT STEPS

Upon Board approval, Metro staff will amend the contract to implement the Phase 2 Supplement of Contract No. PS89616000 with SFTC to begin the remaining Phase 2 work.

ATTACHMENTS

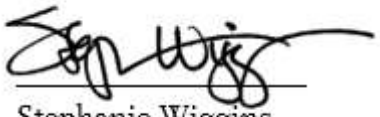
Attachment A - Funding and Expenditure Plan
Attachment B - Procurement Summary
Attachment C - Contract Modification / Change Order Log
Attachment D - DEOD Summary
Attachment E - Measure R and Measure M Unified Cost Management Policy Analysis

Prepared by:

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Stephanie Wiggins
Chief Executive Officer

Attachment A

ESFV Funding & Expenditure Plan

($ in millions)	Proposed LOP Budget	Prior Years	2026	2027	2028	2029	2030	2031	2032	2033
USE OF FUNDS										
Construction Costs	2,597.429	186.271	229.380	433.982	459.980	470.595	397.625	316.501	102.995	0.100
ROW/Land Existing Improvements	313.467	177.686	40.817	42.000	35.000	10.700	4.800	2.464	-	-
Vehicles	187.946	0.449	0.316	21.444	11.205	16.807	41.551	59.759	36.416	-
Professional Services	472.909	101.731	42.997	55.743	53.288	56.064	54.707	57.184	39.969	11.225
Unallocated Contingency	284.300	-	-	9.045	34.888	73.653	63.962	47.164	38.765	16.823
Prior Planning/Environmental Costs (865521)	61.493	61.493	-	-	-	-	-	-	-	-
Additional Planning Expenses (405521/465521)[1]	21.369	24.732	(3.363)	-	-	-	-	-	-	-
Additional Project Expenses[2]	59.763	0.043	0.071	1.200	11.200	12.000	13.000	14.650	6.000	1.600
TOTAL USES	**$ 3,998.675**	**$ 552.404**	**$ 310.218**	**$ 563.413**	**$ 605.561**	**$ 639.819**	**$ 575.645**	**$ 497.722**	**$ 224.144**	**$ 29.748**
SOURCES OF FUNDS										
Federal Revenue										
Section 5339 Alternatives Analysis	0.968	0.968	-	-	-	-	-	-	-	-
Section 3005(b) Expedited Project Delivery Grant	893.324	171.560	30.000	-	236.980	203.439	251.344	-	-	-
Federal Revenue Subtotal	***894.292***	***172.528***	***30.000***	***-***	***236.980***	***203.439***	***251.344***	***-***	***-***	***-***
Local Revenue										
Prop A - Rail Development Account (35%)	47.593	-	-	23.847	13.023	-	-	9.438	1.285	-
Measure R - Transit Capital (35%)[3]	250.500	32.195	-	16.139	-	110.616	-	28.418	63.132	-
Measure R - Highway Projects (20%)[4]	49.417	-	-	-	29.999	19.418	-	-	-	-
Prop C - Discretionary (40%)	110.000	-	-	-	-	96.693	-	13.307	-	-
Prop C - Transit-Related Highway (25%)	416.210	1.330	-	-	-	83.242	57.286	183.006	65.842	25.505
Local Agency Transit Project Contributions	82.560	-	-	-	82.560	-	-	-	-	-
Measure M -Transit Construction (35%)[5]	1,020.835	266.536	-	47.330	100.809	52.406	192.071	263.553	93.886	4.244
Local Revenue Subtotal	***1,977.115***	***300.061***	***-***	***87.316***	***226.391***	***362.375***	***249.357***	***497.722***	***224.144***	***29.748***
State Revenue										
Transit and Intercity Rail Capital Program (TIRCP)	805.000	-	280.218	476.097	48.684	-	-	-	-	-
Traffic Congestion Relief Program Funds (TCRP)	27.000	27.000	-	-	-	-	-	-	-	-
Other State Revenue	18.185	18.185	-	-	-	-	-	-	-	-
Regional Improvement Program Funds (RIP)	202.139	34.630	-	-	93.504	74.005	-	-	-	-
SB1 - Local Partnership Program	74.944	-	-	-	-	-	74.944	-	-	-
State Revenue Subtotal	***1,127.268***	***79.815***	***280.218***	***476.097***	***142.189***	***74.005***	***74.944***	***-***	***-***	***-***
TOTAL SOURCES	**$ 3,998.675**	**$ 552.404**	**$ 310.218**	**$ 563.413**	**$ 605.561**	**$ 639.819**	**$ 575.645**	**$ 497.722**	**$ 224.144**	**$ 29.748**

(1) The negative amount in FY26 reflects an accounting adjustment that moves costs for a feasibility study to a separate phase of the project.

(2) These costs are tracked separately to distinguish project expenditures not eligible for federal reimbursement, including real estate goodwill, and to ensure transparency in the use of non-federal funds.

(3) Includes transfer of surplus Measure R funding of $182.0M.

(4) Reflects $49.417 million allocated from Measure R Highway (20%) I-5 North Capacity Enhancement.

(5) Measure M funding of $810.5 million, inclusive of inflation adjustments from Contingency Funds.

PROCUREMENT SUMMARY

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PROJECT
PHASE 2 SUPPLEMENTAL PROGRESSIVE DESIGN-BUILD
CONTRACT NO. PS89616000

1.	**Contract Number**: PS89616000			
2.	**Contractor**: San Fernando Transit Constructors (SFTC), a Joint Venture (JV) of Skanska USA Civil West California District, Inc. (Skanska) and Stacy and Witbeck, Inc.			
3.	**Mod. Work Description**: Phase 2 Supplement			
4.	**Contract Work Description**: East San Fernando Valley Light Rail Transit Line Project			
5.	**The following data is current as of**: April 16, 2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	02/23/2023	**Contract Award Amount:**	$ 30,979,750
	Phase 1 Notice to Proceed (NTP):	04/14/2023	**Total of Modifications Approved:**	$ 411,936,490
	Original Complete Date:	10/31/2025	**Pending Modifications (including this action):**	$1,988,038,124
	Current Est. Complete Date:	09/30/2031	**Current Contract Value (with this action):**	$2,430,954,364
7.	**Contract Administrator**: Robert Romanowski		**Telephone Number**: 213.922.2633	
8.	**Project Manager**: Greg Gastelum		**Telephone Number**: 213.922.2168	

A. Procurement Background

This Board Action is to amend the Progressive Design-Build Contract with San Fernando Transit Constructors to implement Phase 2 for the completion of construction of the East San Fernando Valley Light Rail Transit Line Project. This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On February 23, 2023, the Board awarded a Progressive-Design Build (PDB) Contract No. PS89616000 (File #2022-0865) with San Fernando Transit Constructors (SFTC), a Joint Venture (JV) of Skanska USA Civil West California District, Inc. (Skanska) and Stacy and Witbeck, Inc. The contract award for pre-construction services (Phase 1) was $30,979,750 for a period of performance of 30 months. The construction phase of this contract was initiated on August 29, 2024, with the Chief Executive Officer's approval of Identified Early Works Package (EWP) 03 in the amount of $32,841,918, which accelerated the advanced utility adjustment portion of Phase 2. The Phase 2 includes the scope, cost, risk, and schedule of all the construction work.

B. Cost/Price Analysis

The Phase 2 amount shown below includes all previously negotiated Early Works Packages, Contract Modifications, and resolves all Change Orders issued to date (refer to Attachment C – Contract Modification/Change Order Log), as well as implementing Phase 2 for the completion of construction of the East San Fernando Valley Light Rail Transit Project Line. The amount has been determined to be fair and reasonable based upon fact finding, the independent cost estimate (ICE), cost analysis, technical evaluation, and negotiations.

Proposal Amount	Metro ICE	Negotiated Phase 2 Amount
$2,399,974,614	$ 2,358,151,945	$2,399,974,614

ATTACHMENT C

CONTRACT MODIFICATION / CHANGE ORDER LOG

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PROJECT
PHASE 2 SUPPLEMENTAL PROGRESSIVE DESIGN-BUILD
CONTRACT NO. PS89616000

Mod. No.	Description	Status (Approved or Pending)	Date	$ Amount
1	Revise Incorporated Documents	Approved	08/01/2023	**$0**
2	Early Works Package 01 (EWP 01)	Cancelled		**$0**
3	Revise Sections 23.2 and 23.4 and Exhibit 14 Parts D & E (Waivers)	Approved	12/11/2024	**$0**
4	Additional Load Flow Analysis Report for 810vdc	Approved	10/29/2024	**$116,009**
5	Revise and Reissue Federal Wage Determination	Approved	11/12/2024	**$0**
6	Design Potholing	Approved	11/20/2024	**$3,034,495**
7	Modify Exhibit 6 - Worksite	Approved	12/23/2024	**$0**
8	Specify Delay Compensation Rate for and within EWP 03 – UA 4/6	Approved	04/01/2025	**$0**
9	Modification to Early Works Package (EWP) 04 – Authorization to Continue with Final Design for Firm Fixed Price	Approved	05/30/2025	**$118,030,568**
10	Incorporate Tall Faregates into the Design Documents	Approved	11/12/2025	**$0**
11	Revise GR Section 01 56 39 for Tree Establishment Period in EWP 06	Approved	10/31/2025	**$36,512**
12	Incorporate the Work Self-Performed by (DWP-PS) (3-mile Underground) into Design Work Schedule	Approved	11/20/2025	**$918,581**
13	Incorporate VE items (Encapsulation, Crossover Design, Defer Vertical Conveyance, and Paving Pattern) into the Phase 2 Work	Approved	11/12/2025	**$250,000**

14	Additional Phase II Environmental Work at MSF Parcel E-011: Indoor/Ambient Air Sampling and Soil Vapor Sampling	Approved	11/26/2025	**$25,795**
15	Incorporate Revised LACMTA Construction Safety and Security Manual (CSSM) Revision 6.0: February 2025 and Modify Section 13.1 (c) Prequalification of Subcontractors	Approved	01/07/2026	**$0**
EWP 01	Design Studies	Approved	07/29/2024	**$4,807,602**
EWP 02	Initial IPMO	Approved	08/06/2024	**$8,793,508**
EWP 03	Utility Adjustment (UA) 4-6	Approved	08/29/2024	**$32,841,918**
EWP 04	Final Design	Approved	09/30/2024	**$80,000,000**
EWP 05	IPMO (Project Office)	Approved	12/14/2024	**$24,063,661**
EWP 06	Utility Adjustment Packages (UA) 2-3-7	Approved	01/03/2025	**$83,500,000**
EWP 07	UA 5 Water, Demolition, and Select long lead procurement	Approved	08/19/2025	**$50,017,841**
EWP 08	CIDH Piles at Van Nuys-G Line Station	Approved	05/22/2025	**$5,500,000**
16	**Phase 2**	**Pending**	**05/28/2026**	**$1,988,038,124**
	Modification Total:			**$2,399,974,614**
	Original Contract:			**$30,979,750**
	Total:			**$2,430,954,364**

DEOD SUMMARY

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PROJECT
PHASE 2 SUPPLEMENTAL PROGRESSIVE DESIGN-BUILD
CONTRACT NO. PS89616000

A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) has established a zero percent (0%), Disadvantaged Business Enterprise (DBE) goal for the Phase 2 Supplement of this project. 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, counting of participation, and enforcement, effective October 3, 2025.

LACMTA encouraged San Fernando Transit Constructors (SFTC) to maintain its support for and engagement with the small business community during Phase 2 Work. In response, SFTC submitted a voluntary Small Business Enterprise (SBE) participation plan listing 15% SBE involvement. This is noteworthy, as small businesses play a critical role in the economy by driving job creation, fostering innovation, and strengthening local communities.

For Phase 1 – Pre Construction and various Early Works Packages, SFTC has engaged 65 certified small businesses to perform work on this project.

B. Local Small Business Enterprise (LSBE) Preference

The 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. Contracting Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan (COMP) is applicable to the Phase 2 Work and is due 60 Days following execution of the Phase 2 Supplement. San Fernando Transit Constructors is required to identify a minimum of four (4) LACMTA or BART certified small business firms for protégé development.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing Wage requirements apply to Phase 2 of this project, including all Early Work Packages. 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).

F. Project Labor Agreement/Construction Careers Policy

This contract is subject to Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) requirements. For PLA-applicable construction contracts, including Early Works Packages (EWPs) exceeding $2.5 million, the Contractor shall comply with Metro's National Targeted Hiring goals in effect at the time of award.

Federally Funded Projects		
Extremely / Economically Disadvantaged Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

Compliance shall be reported and monitored in accordance with Metro's established PLA/CCP reporting and compliance procedures.

G. 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

East San Fernando Valley Light Rail Transit Line Project

Measure R and Measure M Unified Cost Management Policy Analysis

Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in July 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The East San Fernando Valley Light Rail Transit Line Project (the Project) is subject to this policy analysis due to a proposed increase in the Project budget relative to the budget established in connection with Metro's receipt of the Section 3005(b) Expedited Project Delivery (EPD) Grant and execution of the Federal Full Funding Grant Agreement (FFGA).

To date, the Project has been funded under the approved Preconstruction Budget of $1,487,826,000. The proposed $3,998,675,309 Life-of-Project (LOP) budget represents the total project cost and includes an increase relative to the FFGA budget, which triggers this Policy analysis. The proposed LOP budget includes all incurred and forecasted costs for the Project, including Metro labor and non-labor costs, support services, environmental/planning, design, preconstruction services, utilities, right-of-way, construction, and required contingencies. A full breakdown is provided in Attachment A, Funding and Expenditure Plan.

Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following.

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

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

Scope Reductions

The Project cost increase since execution of the Federal Full Funding Grant Agreement is attributable primarily to market-driven construction cost escalation, including labor, materials, and contractor pricing, and not to increases in project scope or additional

project requirements. As part of Phase 1 of the Progressive Design-Build contract, value engineering (VE) concepts were evaluated to identify opportunities to capture cost and time savings. As a result, final design plans will incorporate VE's agreed to be carried forward in line with the project scope defined in the FFGA. There is no opportunity to materially reduce Project scope to address the cost increase without affecting the Board-approved Project or delaying delivery. Accordingly, scope reductions are not feasible.

New Local Agency Funding Resources

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

The Project is eligible for Measure R and Measure M funding and is allocated all the funding that is identified for the Project in the Measure R and Measure M sales tax ordinance Expenditure Plans.

The Project is in the San Fernando Valley subregion and within the City of Los Angeles. Local funding resources from both the subregion and the city could be considered for the cost increase.

Subregional Programs

Measure M has funding for a transit-eligible North San Fernando Valley Bus Rapid Transit Improvements subregional program that is designated for the San Fernando Valley. However, this funding has been entirely programmed for a separate project. There is no Subregional Equity Program (SEP) in the San Fernando Valley subregion. The SEP is a subregional program that has the flexibility to be used on highway or transit capital projects, but none is available for San Fernando Valley.

Local Agency Contributions

The City of Los Angeles has Project stations and is expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R ordinance and the requirement of the Measure M ordinance. However, the cities are generally not responsible for cost increases to the Project as the local contribution amount is determined at 30% design, and thus the 3% contributions are not considered a source of funding for the Project cost increase.

Measure M, Measure R, and Propositions A and C provide "local return" funding to Los Angeles. Los Angeles will receive an estimated $3.6 billion of local return over ten years from FY 2026 to FY 2035 that is eligible for transit use and could contribute a portion to the Project. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Gold Line Foothill 2B, Crenshaw/LAX Transit, Westside Subway Section 1, and Eastside Access did not support the use of local return. It is not assumed that these funds would be available for the cost increase to the Project.

State and Federal Funding (Discretionary)
The Federal Transit Administration (FTA) has granted the East San Fernando Valley project $893.32 million, through the Expedited Project Delivery Grant.

The state of California has granted $805 million in TIRCP funding (through multiple awards) and $27 million from the Traffic Congestion Relief Program. In addition, Metro allocated formula funding to the Project of $202 million from the Regional Improvement Program and $74.9 million from the SB1 Local Partnership Program.

Additional state or federal discretionary funding (where Metro would compete for the funding) is not probable, as the Project cost increase does not reflect added scope or new project benefits that would support a competitive grant request. Also, the Project is about to enter construction, and discretionary grants are generally not eligible for projects in construction (i.e., projects that have awarded construction contracts). Because the Project is advancing to Phase 2 under a mutually agreed upon scope in the Progressive Design-Build Contract, additional discretionary funding is not considered a viable source to address the Project cost increase.

Value Engineering
Value engineering opportunities were evaluated throughout project development and Phase 1 of the PDB contract, and feasible measures consistent with the approved project scope have been incorporated into the current estimate. No additional material value engineering opportunities have been identified that would reduce costs without affecting the approved project scope.

Countywide Cost Reductions and/or Other Funds
Regional or countywide funding could be considered if new local agency resources are not allocated to the Project cost increase. A portion of these funds are programmed for other uses in Metro's 2025 Short Range Transportation Plan financial forecast during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding for the Project, including operations-eligible funds, are Measure R and Measure M Contingency Funds for inflation adjustments, Proposition A and C, the Metro General Fund, and Lease Revenues. Countywide funds are considered if sufficient new local agency resources are not utilized for the cost increase.

Both Measure R and Measure M have funding designated for the Project.

The Measure R Expenditure Plan includes $68.5 million for the San Fernando Valley East North-South Rapidways project (now the East San Fernando Valley Light Rail Transit Line Project). In addition, the Board approved programming $182.0 million of Measure R “surplus” funding to the Project from the San Fernando Valley North-South Rapidways (Canoga Corridor) project (also known as the Orange Line Extension to Chatsworth) and $49.417 million of surplus Measure R Highway funds from the I-5 Capacity Enhancement from SR-134 to SR-170 project.

The Project is also eligible for “inflation adjustments” to be funded from Measure R Contingency Funds. However, the Board adopted the initial Unified Cost Management Policy in January 2011, and this caps the Measure R funding (to exclude inflation adjustments) unless approved as part of the decision criteria set forth in the Policy. The Board has yet to approve the programming of any Measure R funding for inflation adjustments as actual and forecasted Measure R sales tax receipts are materially lower than estimated in the Expenditure Plan, and Metro has incurred a significant amount of debt to meet the Expenditure Plan funding requirements, resulting in Measure R principal and interest payments that must be met. Because of the limited availability of Measure R, no Measure R Contingency Funds are recommended for the Project cost increase.

The Measure M Expenditure Plan includes $810.5 million of funding for the Project in 2015 dollars. The Measure M funding can be increased for inflation adjustments if, among other things, less than 2/3rds of the funding is spent prior to FY 2027. Metro staff estimate that, based on the current expenditure plan for the Project, most of the Measure M will be spent after FY 2027, resulting in $210.3 million of Measure M inflation adjustments that can be used for the Project cost increase.

The $213.6 million balance of funding needed to address the cost increase would come from Proposition C 25%, which is eligible for use on major components of the Project.

State and Federal Funding (Formula)
Metro receives state formula funding through the Regional Improvement Program (RIP) and SB1 Local Partnership Program (LPP), both of which are already programmed in the approved funding plan. Additional capacity in these programs is not currently available, as available formula funds have been committed through existing programming and future cycles are planned for other priorities.

Additional federal funding is also not considered a viable source. The Project has received federal participation through the Section 3005(b) Expedited Project Delivery Grant, and federal participation is based on the budget established under the executed Federal Full Funding Grant Agreement, rather than the locally updated Life-of-Project budget. The EPD regulations limit the federal share to 25% of a project cost. Because the FFGA budget is finalized and the Federal Transit Administration does not recognize the proposed LOP increase as a basis for increasing federal participation, additional federal funding is not assumed to be available to address the Project cost increase.

Accordingly, additional state or federal formula funding is not considered a viable source to address the Project cost increase, and the funding plan instead relies on proposed Measure R and Measure M Contingency Funds for inflation adjustments, as provided under each Ordinance, and additional Proposition C 25% Transit-Related Streets and Highways funding.

Recommendation

Metro staff recommends using approximately $210.3 million of Measure M 35% for permitted inflation adjustments and $213.6 million of Proposition C 25% Transit-Related Streets and Highways for the proposed $423.9 million Project cost increase. These funding sources are identified in the proposed funding plan and represent the most viable strategy to address the funding gap while maintaining delivery of the Board-approved Project.

The recommended use of these funding sources is consistent with the applicable provisions of the Measure M and Proposition C Ordinances and reflects the funding strategy identified through this Policy analysis.



East San Fernando Valley Light Rail Transit Project

Construction Committee Meeting
May 20, 2026

Metro

East San Fernando Valley Light Rail Transit Project
RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life-of-Project (LOP) budget in the amount of $3,998,675,309 for the East San Fernando Valley Light Rail Transit Project (Project);

B. AMEND Progressive Design-Build Contract No. PS89616000 with San Fernando Transit Constructors (SFTC), a Joint Venture (JV) of Skanska USA Civil West California District, Inc. (Skanska) and Stacy and Witbeck, Inc., to implement the Phase 2 Supplement of Project in the amount of $1,988,038,124 increasing the total contract value from $442,916,240 to $2,430,954,364; and

C. AWARD and EXECUTE all project-related agreements and modifications to existing contracts within the authorized LOP Budget.

East San Fernando Valley Light Rail Transit Project
ISSUE AND DISCUSSION

ISSUE

Establishing a LOP budget in the amount of $3,998,675,309 for the Project.

DISCUSSION

- Board Approved Preconstruction Budget: $1,487,826,000
- Capital Funding Programmed: $ 3,574,773,281
- Proposed Life of Project Budget $3,998,675,309

CAPITAL FUNDING PROGRAMMED	ADDITIONAL FUNDING REQUESTED	RECOMMENDED LOP AMOUNT
$ 3,574,773,281	$ 423,902,028	$ 3,998,675,309

PROGRESSIVE DESIGN-BUILD CONTRACT PS89616000 PHASE 2 SUPPLEMENT

ISSUE

Execute a contract modification to implement the Phase 2 Supplement of Project in the amount of $1,988,038,124.

DISCUSSION

- Value Engineering assessed during Phase 1 of PDB Contract.
- Scope Refinements maintain alignment with FTA FFGA requirements.
- The Phase 2 Supplement implements all remaining Phase 2 Project Requirements.

CONTRACTOR	PHASE 1 CONTRACT PRICE	PHASE 2 CONTRACT PRICE ($2,399,974,614)		TOTAL PDB CONTRACT PRICE
	Phase 1	Approved Modifications to Date	Phase 2 Supplement	
San Fernando Transit Constructors	$30,979,750	$411,936,490	$1,988,038,124	$ 2,430,954,364

MEASURE R AND MEASURE M UNIFORM COST MANAGEMENT POLICY

ISSUE

The cost increase is subject to the Metro Uniform Cost Management Policy.

DISCUSSION

- Scope reductions, Value Engineering must be considered per the Policy
  — these are reflected in the LOP amount.
- Additional local funds, or state or federal grants are not available.
- Metro countywide funding is needed
  — additional Measure M 35% for inflation and Proposition C 25% are recommended

FUNDING SOURCE	AMOUNT (millions)	AVAILABILITY
Measure M Transit 35%	$210.3	Funding for inflation adjustments allowed by the Ordinance.
Proposition C 25%	$213.6	Funding and financing for eligible streets-related components.

NEXT STEPS

Upon Board approval of Recommendations:

- Amend Progressive Design-Build Contract No. PS89616000 incorporating Phase 2 Supplement
- Issue Notice to Proceed

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

File #: 2026-0209, **File Type:** Public Hearing **Agenda Number:** 22.

BUDGET PUBLIC HEARING
FINANCE, BUDGET, AND AUDIT COMMITTEE
MAY 21, 2026

SUBJECT: FISCAL YEAR 2027 (FY27) PROPOSED BUDGET

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. ADOPTING the proposed FY27 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net <https://www.metro.net/about/financebudget/>);

1. AUTHORIZING $9.7 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;

2. AUTHORIZING a total of 12,321 FTEs, of which 10,024 are Represented FTEs and 2,297 are Non-Represented FTEs;

3. AUTHORIZING an average 3% performance-based merit increase for Non-Represented employees. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 4.0%;

4. AUTHORIZING a 5% adjustment to current Non-Represented job pay grade levels to reflect best practice (see Attachment A);

5. APPROVING the Life of Project (LOP) budgets exceeding $5.0 million for new capital projects and LOP budget increases for existing projects exceeding $1.0 million. Project details are presented in Attachment B;

6. AUTHORIZE the CEO to execute Metrolink's continuing resolution to extend FY26 budget authorization through first quarter of FY27 until October 1, 2026, and execute all necessary agreements between Metro and SCRRA based on the continuing resolution;

7. AMENDING the proposed FY27 Budget document by including 76 additional FTEs for the

Department of Public Safety (DPS), to support the phased start-up of the care-based, multi-layered safety unit, and $5.6 million in non-labor budget;

8. AUTHORIZE the CEO to execute contract modifications to extend the current transit law enforcement contracts annually (for up to three additional years), utilizing funds to be requested during future fiscal years' budget processes;

9. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2026); and

B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY27 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval.

ISSUE

California Public Utilities Code Section 130105 requires Metro to adopt an annual budget to manage the revenues and expenses of the Agency's projects and programs. The budget is the legal authorization to obligate and spend funds and to implement Board policy. It includes all operating, capital, planning and programming, subsidy funds, debt service requirements, and general fund activities for the fiscal year. The legal level of control is at the fund level. Total annual expenditures cannot exceed the final appropriation by the Board at the fund level except for capital expenditures, which are authorized on a life of project basis.

On May 5, 2026, the FY27 Proposed Budget was made available to the public at www.metro.net <http://www.metro.net>, in printed copies through the Records Management Center (RMC) at RMC@metro.net <mailto:RMC@metro.net>, and on the plaza level of the Gateway building. The public hearing is scheduled for May 21, 2026. On April 21, 2026, advanced public notifications of the Budget Public Hearing were issued through advertisements posted in more than ten news publications and in various languages.

BACKGROUND

In preparation for the FY27 Budget development process, the Office of Management and Budget (OMB) initiated early engagement with the Board through a comprehensive presentation to the Finance, Budget, and Audit Committee on September 18, 2025. This analysis identified a growing structural deficit, driven by constrained revenue growth alongside rising operating and system expansion costs. In response, Metro approached FY27 as a disciplined budget reduction year, emphasizing cost control, operational efficiency, and the preservation of core services.

Metro is also advancing a forward-looking strategy to strengthen long-term financial resilience by actively evaluating and advancing opportunities to diversify and enhance revenue streams across the organization. These efforts, further elevated during the March 2026 Special Board Workshop, will continue to be refined over the coming fiscal year to support a more sustainable and adaptable

financial future.

Transparency and public engagement were central to the FY27 Budget development process, with a significant expansion of outreach beginning in September 2025. Through a dual-track strategy that included relaunching the My Metro Budget Activity Tool and introducing the youth-focused My Metro Priorities tool, Metro broadened participation and ensured more inclusive input, particularly from younger riders. These efforts resulted in high engagement, with more than 7,400 responses and 5,000 comments received, representing the highest level of public participation in Metro's budget process. This level of engagement not only strengthens transparency but also ensures that budget decisions are directly informed by the communities Metro serves. Additional details are provided in Attachment D.

This report represents the culmination of the FY27 Budget development process and the final in a series of monthly updates to the Board. Building on the transition from recovery to reinvention, the FY27 Proposed Budget reflects a measured and strategic response to near term fiscal constraints, advancing Metro's transit and transportation objectives in a fiscally responsible manner while embedding an equity centered approach led by the Office of Equity and Race (OER). Together, these actions position Metro to navigate current challenges while laying the foundation for a more resilient, equitable, and sustainable transit system.

DISCUSSION

FY27 Proposed Budget Overview

The FY27 Proposed Budget totals $9.7 billion, reflecting a $223 million increase (2.4%) over the prior year. This growth remains modest and below the current inflation rate of approximately 3%, underscoring Metro's commitment to cost discipline even as it addresses contractual obligations, system expansion, and rising operating costs.

Achieving a balanced budget this year proved exceptionally difficult, requiring a strategic reliance on fund balances to bridge the gap between projected revenues and rising expenditures. While this approach successfully preserves our existing workforce and avoids service cuts, it has significantly drawn down our fund balances, leaving limited flexibility for future fiscal years and highlighting the urgent need for long-term financial sustainability.

Despite these fiscal headwinds, the budget continues to advance critical multi-year capital investments already underway, while emphasizing efficiency, cost containment, and the preservation of the existing workforce.

Metro's Commitment to Preserving Service

The FY27 Proposed Budget marks a clear transition from recovery to reinvention, positioning Metro to move beyond stabilization and toward a more resilient, forward looking future. Under the direction of the CEO, Metro applied a disciplined and strategic approach to resource allocation, ensuring that limited funding is directed toward core operations and high value service delivery. This included a comprehensive reassessment of programs and expenditures to identify efficiencies, refine scopes, and align investments with the agency's strategic priorities. The budget balances equity centered decision making with disciplined fiscal stewardship, prioritizing essential operations, preserving

service quality, and aligning resources with the agency's core mission.

Metro will continue to proactively address near term financial challenges while remaining grounded in its guiding principles of preserving essential services and prioritizing quality service. In FY27, the agency will maintain approximately 7.13 million bus revenue service hours and 1.45 million rail revenue service hours, including expanded service for new stations along the D Line. Maintaining this level of service underscores Metro's commitment to delivering consistent, reliable mobility for the residents of Los Angeles County, even as the agency navigates a constrained fiscal environment.

FY27 Public Input and Alignment

The FY27 Proposed Budget is grounded in the delivery of a safer, cleaner, and improved transit system, shaped by an unprecedented level of public engagement. This input has directly informed strategic alignment across the agency, ensuring departments allocate resources in a manner that reflects the priorities of the riders. Key investments continue to enhance customer experience, including infrastructure improvements such as lighting retrofits and the modernization of elevators and escalators to improve reliability.

In addition, FY27 priorities include the expansion of Throne Restrooms pilot, continuation of the Tap-to-Exit pilot program, and the expansion of the taller faregate pilot to strengthen access control and reduce fare evasion. Metro's multi-layered approach to enhance public safety, which balances traditional security measures with care-based services, further reinforces its commitment to system quality. Collectively, these investments ensure the FY27 Proposed Budget reflects the safety, cleanliness, and accessibility priorities identified by Metro's riders.

Risks and Uncertainties

While the budget is balanced, Metro continues to operate in a complex and uncertain fiscal environment. Economic forecasts suggest a potential inflection point as investment in emerging sectors and fiscal stimulus begin to take hold; however, the recovery across California and Los Angeles County is expected to remain uneven, with modest job growth and unemployment levels continuing to exceed national averages.

At the local level, economic conditions present ongoing challenges to revenue stability. Los Angeles County continues to lag neighboring regions in sales tax growth, while out migration, high costs of living, and rising household expenses continue to repress consumer spending. These trends directly impact Metro's primary revenue sources, reinforcing uncertainty in sales tax projections and limiting near term revenue growth.

External risks, including federal funding, tariff-related impacts on procurement, and persistent inflation. Federal transit funding remains subject to ongoing reauthorization discussions, increasing the likelihood of short-term continuing resolutions, while inflation, influenced by geopolitical conditions, energy prices, and tariffs, remains elevated above historical targets and continues to exert pressure on both operating and capital costs.

Internal pressures, such as ongoing rail expansion and increasing capital needs, continue to place constraints on available operating resources. Preparations for upcoming mega events add further

uncertainty with a lack of additional funding. In response, Metro is maintaining a proactive and adaptive approach, closely monitoring economic conditions, revenue performance, and expenditure trends, and remains prepared to adjust projections and spending as necessary throughout FY27 to ensure continued fiscal stability and responsible program delivery.

FY27 Budget Summary & Proposed Budget can be accessed at:
Budget Book | Metro Budget Portal <https://budget.metro.net/budget-book.html>

Resources Summary

The FY27 Proposed Budget ensures that resources are available to meet the planned Metro program and project delivery schedules for the upcoming fiscal year. Revenue projections are informed by the following socio-economic factors:

- Uncertainty over tariffs, inflation, and immigration, impacting overall economic stability
- Rising insurance, health care, and housing costs, which constrain consumer spending on taxable goods
- Gradual economic recovery projections for FY27
- Leading regional economic forecasting sources such as UCLA, Beacon Economics, and Muni Sevrices

The total FY27 Proposed Budget planned resources are $9.7 billion, which are a 2.4% increase from the FY26 Budget. The 1.8% projected increase in sales tax revenues assumes a moderate sales tax revenue growth.

Figure 1

	Resources ($ in millions)	FY26 Budget	FY27 Proposed	$ Change	% Change
1	Local and State Sales Tax	$ 4,815.0	$ 4,900.5	$ 85.5	1.8%
2	STA and SB1	260.2	249.4	(10.8)	-4.2%
3	**Sales Tax and STA/SB1 Revenues Subtotal**	**$ 5,075.2**	**$ 5,149.9**	**$ 74.7**	**1.5%**
4	Passenger Fares	174.7	149.6	(25.2)	-14.4%
5	Toll, Advertising, and Other	205.5	207.0	1.5	0.7%
6	**Operating & Other Revenues Subtotal**	**$ 380.2**	**$ 356.5**	**$ (23.7)**	**-6.2%**
7	Grant Reimbursements	1,214.5	1,527.5	313.1	25.8%
8	Bond Proceeds & Prior Year Carryover [(1)]	2,784.8	2,643.7	(141.1)	-5.1%
9	**Capital & Bond Resources Subtotal**	**$ 3,999.3**	**$ 4,171.2**	**$ 172.0**	**4.3%**
10	**Resources Total**	**$ 9,454.7**	**$ 9,677.7**	**$ 223.0**	**2.4%**

Note: Totals may not add up due to rounding.

[(1)] Represents use of Bond Proceeds and sales tax revenues received and unspent in prior years.

Expenditure Summary

The FY27 Proposed Budget of $9.7 billion reflects a deliberate and strategic rebalancing of resources, prioritizing investments to sustain essential operations while advancing critical capital projects already underway. This approach reinforces Metro's commitment to maintaining reliable service today while building the system for tomorrow.

Growth is concentrated in operating and service-critical areas, with Metro Transit Operations & Maintenance increasing by $83.3 million (2.9%), supporting service delivery and addressing rising cost pressures (Figure 2). These investments ensure the system remains responsive to rider needs.

Targeted capital investments also drives key program increases. The Highway Multimodal Development Program reflects progress on major initiatives, including the advancement of I-105 ExpressLanes construction and the transition of multiple I-605 Hotspot projects into construction. Similarly, growth in the Regional Rail program is driven by continued momentum on the Link Union Station project, as the team advances the Construction Manager/General Contractor (CM/GC) contract and initiates early construction.

At the same time, the Program Subtotal reflects a net reduction of $201.6 million (2.5%), driven in part by CEO directed-targeted cost efficiency efforts by Cabinet members, as well as project phasing across capital and programmatic areas. These cost efficiency efforts include the reduction of discretionary spending, tighter controls on non-essential expenditures, and the prioritization of core service delivery with high-impact investments. Additionally, departments were directed to identify operational savings, streamline processes, and defer or rescope lower-priority activities where feasible. These actions reflect a disciplined approach to managing resources, ensuring funding is aligned with near-term priorities while improving overall cost effectiveness.

Each program, function, and departmental budget focused on aligning resources to current economic conditions, operational needs, and measurable progress on priority initiatives.

The table below presents expenditures by program type in the FY27 Proposed Budget, providing a detailed view of how resources are allocated across Metro to support these priorities.

Figure 2

	Expenditures by Program Type ($ in millions)	FY26 Budget	FY27 Proposed	$ Change	% Change
1	Metro Transit - Operations & Maintenance (O&M)	$ 2,915.5	$ 2,998.9	$ 83.3	2.9%
2	Metro Transit - Capital Improvement Program (CIP)	619.9	576.5	(43.4)	(7.0)%
3	Transit Infrastructure Development	2,205.6	2,035.5	(170.1)	(7.7)%
4	Regional Allocations and Pass Throughs	1,809.9	1,759.9	(49.9)	(2.8)%
5	General Planning & Programs	257.9	255.2	(2.7)	(1.1)%
6	Congestion Management	129.6	110.6	(19.1)	(14.7)%
7	Oversight and Administration	101.3	101.5	0.3	0.3%
8	**Program Subtotal**	**$ 8,039.8**	**$ 7,838.2**	**$ (201.6)**	**(2.5)%**
9	Debt Program	481.2	537.7	56.5	11.7%
10	Highway Multimodal Development	637.7	886.9	249.1	39.1%
11	Regional Rail	295.9	415.0	119.0	40.2%
12	**Grand Total**	**$ 9,454.7**	**$ 9,677.7**	**$ 223.0**	**2.4%**

Note: Totals may not add up because of rounding.

Board Appointee Budgets

This year's budget reduction efforts include the Board appointed functions for County Counsel, Ethics, Board Admin, and Inspector General. As the agency faces tightening financial constraints, these functions, like all other departments, were tasked to undergo a review of prioritization of activities. There were no new FTE requests and includes withholding one FTE vacancy which resulted in cost reductions of -2.2%. Figure 3 includes the total non-labor and labor budgets. These reductions were achevied without compromising the fiduciary responsibilities as intended by these Board oversight functions.

Figure 3

				% Variance	
SLT ($ in millions)	FY26 Budget	FY27 Requested	FY27 Proposed	FY27 Requested vs. FY26 Budget	FY27 Proposed vs. FY26 Budget
County Counsel	$ 24.8	$ 23.6	$ 23.6	(4.9)%	(4.8)%
Ethics Office	$ 2.9	$ 3.0	$ 2.9	3.6%	(1.7)%
Office of the Board Administration	$ 8.8	$ 8.8	$ 9.1	(0.3)%	3.5%
Office of the Inspector General	$ 8.5	$ 8.7	$ 8.4	2.5%	(0.7)%
Total	**$ 45.0**	**$ 44.1**	**$ 44.0**	**(2.1)%**	**(2.2)%**

Full-Time Equivalent (FTE) Summary

The FY27 Proposed Budget includes 12,321, FTEs, an increase of 61 FTEs from FY26. FTE additions include 50 Non-Represented (33 are mostly cost-neutral by shifting from temporary to permanent) and 11 Represented (Figure 4).

Non-Represented FTEs for FY27 total 2,297, which include an additional 50 new positions (33 are mostly cost neutral), to serve the following areas:

- Operational Efficiencies
- Enhance the Transit Rider Experience
- Safety and Security
- Organizational Support: General Administration, Contract Management, Financial, and Legal Compliance
- Capital Project Support
- Workforce Initiatives
- Joint Development

Figure 4

	Agencywide FTEs: Non-Represented	Organizational Support	Safety and Security	Operational Efficiencies	Enhance the Transit Rider Experience	Capital Project Support	New Positions	Cost Neutral	FY27 New Additions
1	Chief Executive Office					1	1	4	5
2	Chief Of Staff	2			1		3	0	3
3	Chief People Office						0	5	5
4	Countywide Planning & Development						0	2	2
5	Customer Experience Office				1		1	8	9
6	Department Of Public Safety		2				2	2	4
7	Information Technology And Services			2			2	0	2
8	Office Of The Board Administration	1					1	0	1
9	Operations		2				2	0	2
10	Risk, Corporate Safety, And Asset Management			2			2	0	2
11	Strategic Financial Management	2		1			3	12	15
12	**Grand Total**	**5**	**4**	**5**	**2**	**1**	**17**	**33**	**50**

Represented FTEs for FY27 total 10,024, which includes 11 new positions (Figure 5) for the following:

- Technical Support: Network Infrastructure, Databases, and Systems, administrative functions for Vehicle Operations, as well as invoice processing and resolution.

- Operational Maintenance: CCTV, HVAC and Electricals

Figure 5

	Agencywide FTEs: Represented	Technical Support	Operational Maintenance	FY27 New Additions
1	Information Technology And Services	2		2
2	Operations	1	3	4
3	Strategic Financial Management	5		5
4	**Grand Total**	**8**	**3**	**11**

Labor Summary

The FY27 Proposed Budget includes contract wage increases of an average of 4.0% according to the negotiated Collective Bargaining Agreements (CBAs) with the represented union groups AFSCME, ATU, SMART, TCU, and Teamsters. An average 3.0% performance increase is included for non-represented employees which will be distributed on a merit-based system; this adjustment is intended to help align compensation with inflation and ensure competitive retention.

Health and welfare benefits for represented employees are determined by their respective CBAs. Non-represented employees receive medical and dental benefits at the carrier contract rates previously approved by the Board.

Non-Represented pay grade levels were last updated by 5% in July 2025. To remain competitive with the external market, the Chief People Office will adjust the current compensation pay grade levels by 5.0%. There will be a minimal impact of $361,317 to the budget and current employees' salaries. Please refer to Attachment A for more details.

Budget Amendments through June 30, 2026

The proposed budget shall include any Board approved actions currently under consideration, from now to the end of the fiscal year (June 30, 2026).

Life of Project (LOP) Budgets

The Board must approve new capital projects with LOP budgets exceeding $5.0 million; existing projects with LOP exceeding $1.0 million requiring LOP amendment also requires Board approval as separate Board action. Attachment B details projects which fall under this category.

Metrolink Continuing Resolution

Metrolink is facing significant fiscal and operational challenges which have delayed the transmission of its budget to the Member (funding) Agencies. At Metrolink's request, the new fiscal year will begin under continuing resolutions to allow time for rigorous decision-making. When Metrolink transmits its official proposed budget to Metro, staff will return to the Board for consideration of the proposed Metro subsidy for the official FY27 Metrolink budget.

Department of Public Safety (DPS) Start-up

Implementation of the Department of Public Safety (DPS) is well underway, and FY27 represents a significant milestone as the Department initiates large-scale hiring of sworn personnel. In parallel, DPS will expand the broader public safety ecosystem by adding care-based teams. To support field operations, DPS will also add new operational and administrative FTEs, including dispatchers to

facilitate communication with sworn staff and technical personnel to support the implementation of core systems such as Computer-Aided Dispatch (CAD) and Records Management Systems (RMS). Additionally, several Metro departments have identified the need for incremental staffing to support DPS implementation. These include several CPO positions to manage recruitment, hiring, pensions, and benefits, as well as ITS staff to provide programming, systems support, and communications infrastructure. Collectively, these support FTEs are critical to successfully establishing and sustaining the DPS operating model.

Additional non-labor funding is required to support the implementation of the DPS, including various stages of the hiring process, uniforms, firearms, and other related safety equipment. In addition, supporting departments-particularly CPO and ITS-require non-labor resources to hire, recruit, and onboard DPS personnel, including funding for recruitment, live-scan fingerprinting, written assessments, and other hiring-related services. ITS costs include procuring computers, mobile devices, software, and associated licenses for all new DPS hires. These investments are necessary to ensure DPS staff are fully equipped and operational from the outset.

As DPS starts the initial stages of hiring and recruiting sworn officers, Metro will continue the existing law enforcement contracts, as there is still a need for sworn officers on the system to respond to calls for service requiring a sworn officer response, and address penal code violations and violation of local laws in jurisdictions throughout the Metro system. Sworn officers will be needed during this transition, and a gradual demobilization of both contracts is expected as Metro resources assume responsibility for stations and law enforcement patrols. DPS recognizes the need to maintain services and ensure consistency on the Metro system during the upcoming major events (FIFA World Cup, Super Bowl). Metro will extend the existing law enforcement contracts, utilizing funds to be requested during the annual budget process, consistent with the last three years, as DPS hires sworn resources and begins patrolling segments of the system.

Reimbursement Resolution

Per Federal tax law, bond proceeds can only be used for capital expenditures incurred after the issuance of bonds. Metro must pass a resolution indicating the intent to issue bonds at a later date to reimburse expenditures incurred prior to the bond issuance. See Attachment C for Reimbursement Resolution.

Debt Program

Debt financing is a cash management and budget tool Metro uses to help deliver projects. Debt issuance is authorized by applicable state and federal legislation and the local sales tax ordinances. The Board-adopted Debt Policy establishes prudent guidelines for the issuance and management of debt following industry best practices and ordinance-specific affordability limits.

Debt is not an additional source of revenue. It must be paid back with interest using existing and predetermined funding sources, in most cases, local sales tax revenues. However, it is a way to spread out the impact of large spikes in capital costs over multiple years. For this reason, most of Metro’s large projects have been utilized or are expected to use debt financing to facilitate project delivery.

Beginning July 1, 2026, Metro has approximately $4.3 billion in outstanding long-term debt. The

annual debt service cost in FY27 is estimated at $535.7 million, an increase of 12.1% over the FY26 Budget of $477.8 million, according to the debt service schedule. In FY27, it is anticipated that the I-105 Express Lanes will utilize toll revenue bond proceeds and other projects such as Westside D Line (Purple) Sections 3, East San Fernando Transit Corridor, Metro G Line Bus Rapid Transit (BRT) Improvements, Vermont BRT, E-Line Eastside Transit Corridor Phase 2, A-Line Foothill Extension Phase 2B2, Heavy Rail Vehicle Procurement, Bus Acquisition and Maintenance, and various other projects will utilize bond proceeds from future issuances.

DETERMINATION OF SAFETY IMPACT

This recommendation will not have an impact on safety standards at Metro.

FINANCIAL IMPACT

The FY27 Proposed Budget, provided under separate submittal, totals $9.7 billion and is balanced. This budget reflects Metro's continued commitment to meeting its capital and operational obligations, which are critical to maintaining eligibility for federal and state funding. It also supports the effective administration and distribution of regional transportation funds to local jurisdictions and municipal operators.

EQUITY PLATFORM

Metro's commitment to equity is embedded in the FY27 Budget development process through the continued application of Equitable Zero-Based Budgeting (EZBB) and equity assessments to understand and quantify potential impacts on marginalized communities and highlight budget requests that advance equitable outcomes. Staff used the Equity Focus Communities (EFC) Budget Assessment and the Budget Equity Principles Next Step Equity Initiatives for the FY27 Budget; staff did not apply the Metro Budget Equity Assessment Tool (MBEAT). The Offices of Equity and Race (OER) and Management and Budget (OMB) are working with consultants to complete an Agencywide Budget Equity Assessment (ABEA) to identify opportunities for improvement to the MBEAT and budget equity approach overall. A revised ABEA process will be implemented in the FY28 and FY29 Budget development processes.

Per Board Direction, the EFC Budget Assessment was introduced in 2022 for the FY23 Approved Budget. It is a geographic equity analysis to identify the extent that Metro's budget invests in EFCs, areas in very high and high need of mobility investment, which comprise approximately 40% of Los Angeles County's population. The FY23 Approved Budget established a baseline of 67.3% EFC Benefits. The FY27 Proposed Budget exceeds this baseline by 13.1 percentage points, increasing EFC Benefits to 80.4% of the budget. This represents roughly $3.3 billion in targeted and $4.7 billion in indirect benefits. Year-over-year fluctuations in Benefits to EFCs in the table below can be attributed to an evolving understanding of how to quantify expenses and major transit projects being developed or coming online. OER and OMB are working on continued improvements to staff training to ensure consistent application over time. See Attachment E for more details on the EFC Budget Assessment, including the results of the EFC Budget Assessment for the FY25 Actuals, completed in December 2025.

Figure 6

EFC Benefits	FY23 Baseline	FY24 Proposed	FY25 Proposed	FY26 Proposed	FY27 Proposed	% Change FY23 vs. FY27
Targeted	26.1%	29.6%	28.1%	30.9%	33.2%	7.1%
Indirect	41.2%	45.6%	45.5%	48.4%	47.2%	6.0%
Total	**67.3%**	**75.2%**	**73.6%**	**79.2%**	**80.4%**	**13.1%**

Staff also aligned their FY27 department budgets towards Metro's Budget Equity Principles, using the Next Step Equity Initiatives Pilot, in support of Metro's Equity Platform. The Pilot was part of the ABEA and sought to engage Metro's Senior Leadership Team (SLT) in identifying the initiatives that are moving the needle the most on equity at Metro in FY27. All SLT members and their staff established measurable outcomes and identified a point person for each initiative. OER will meet with departments regularly in FY27 to check in on the progress of the initiatives.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will improve/benefit and further encourage transit ridership, ridesharing, and active transportation. Although projects and programs in this budget have mixed outcomes, taken as a whole, most of the investments described in this report will likely decrease VMT in LA County. Within the suite of projects funded in this budget, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation system, and increase accessibility to destinations via transit, cycling, walking, and carpooling. Some of the projects funded include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. However, the investments Metro is making into programs such as rail, bus, active transportation and shared mobility will result in an overall decrease in VMT. 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 the highway performance monitoring system 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 annual budget serves as the legal authority to obligate and spend funds. Failure to adopt the budget would severely impact Metro's goal of improving transportation in Los Angeles County.

NEXT STEPS

Upon Board authorization and adoption of the FY27 Proposed Budget, Metro will make funds available for the planned transit and transportation programs outlined in the proposed budget document and program funding to regional transit/transportation partnering agencies, cities, and recipients.

Staff will closely monitor the financial situation and provide regular performance updates to the Board.

ATTACHMENTS

FY27 Budget Summary & Proposed Budget can be accessed at:
Budget Book | Metro Budget Portal <https://budget.metro.net/budget-book.html>

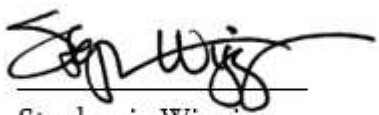
Attachment A - FY27 Compensation Adjustment
Attachment B - FY27 New Capital Projects and Existing Projects LOP Increases
Attachment C - FY27 Reimbursement Resolution
Attachment D - FY27 Public Outreach (Public Comments)
Attachment E - Metro EFC Budget Assessment Results Over Time

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ATTACHMENT A

Compensation Adjustment

Effective July 1, 2026, the Chief People Office (CPO) will be adjusting the current non-represented compensation pay grade levels by 5.0%. Below are the new FY27 pay grades:

FY27 HOURLY RATES			
Pay Grade	Minimum (Hourly)	Midpoint (Hourly)	Maximum (Hourly)
HFF	$194.10	$242.77	$291.45
HEE	$155.28	$194.09	$232.91
HDD	$123.99	$155.28	$186.57
HC2	$112.99	$141.38	$169.77
HC1	$101.99	$127.47	$152.96
HBB	$88.64	$110.67	$132.69
HAA	$79.03	$99.08	$119.12
H1Q	$71.25	$89.05	$106.86
H1P	$64.13	$80.16	$96.18
H1O	$57.96	$72.46	$86.94
H1N	$52.63	$65.77	$78.94
H1M	$47.99	$59.97	$71.95
H1L	$43.92	$54.90	$65.88
H1K	$40.38	$50.48	$60.57
H1J	$37.38	$46.71	$56.07
H1I	$34.70	$43.38	$52.04
H1H	$32.37	$40.44	$48.53
H1G	$29.36	$36.69	$44.03
H1F	$26.68	$33.35	$40.04
H1E	$24.38	$30.46	$36.56
H1D	$22.40	$27.97	$33.56
H1C	$20.67	$25.83	$31.01
H1B	$19.11	$23.89	$28.67
H1A	$17.81	$22.27	$26.73

FY27 ANNUAL RATES			
Pay Grade	Minimum (Annual)	Midpoint (Annual)	Maximum (Annual)
HFF	$403,728.00	$504,961.60	$606,216.00
HEE	$322,982.40	$403,707.20	$484,452.80
HDD	$257,899.20	$322,982.40	$388,065.60
HC2	$235,019.20	$294,070.40	$353,121.60
HC1	$212,139.20	$265,137.60	$318,156.80
HBB	$184,371.20	$230,193.60	$275,995.20
HAA	$164,382.40	$206,086.40	$247,769.60
H1Q	$148,200.00	$185,224.00	$222,268.80
H1P	$133,390.40	$166,732.80	$200,054.40
H1O	$120,556.80	$150,716.80	$180,835.20
H1N	$109,470.40	$136,801.60	$164,195.20
H1M	$99,819.20	$124,737.60	$149,656.00
H1L	$91,353.60	$114,192.00	$137,030.40
H1K	$83,990.40	$104,998.40	$125,985.60
H1J	$77,750.40	$97,156.80	$116,625.60
H1I	$72,176.00	$90,230.40	$108,243.20
H1H	$67,329.60	$84,115.20	$100,942.40
H1G	$61,068.80	$76,315.20	$91,582.40
H1F	$55,494.40	$69,368.00	$83,283.20
H1E	$50,710.40	$63,356.80	$76,044.80
H1D	$46,592.00	$58,177.60	$69,804.80
H1C	$42,993.60	$53,726.40	$64,500.80
H1B	$39,748.80	$49,691.20	$59,633.60
H1A	$37,044.80	$46,321.60	$55,598.40

ATTACHMENT B

FY27 New Capital Projects and Existing Projects LOP Increases

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ATTACHMENT B

FY27 NEW CAPITAL PROJECTS

Capital Improvement Program (CIP)

1

PROJECT: Bus Division CNG Equipment Replacement	
PROJECT OWNER: Operations - Bus - Facilities Improvements	
LOP: $26,600,000	Budget Request: $500,000
SCOPE: Replacement of CNG infrastructure equipment at the following bus divisions: 1; 2; 3; 5; 7; 8; 9; 10; and 18.	
JUSTIFICATION: The underground CNG (Compressed Natural Gas) fueling compounds used by the Bus Divisions have reached a critical point in their operational lifecycle, necessitating immediate replacement of key components. These systems, originally installed during Metro's initial CNG infrastructure build-out in the 1990s, are now exhibiting frequent mechanical failures due to age-related degradation, including corrosion, wear, and outdated technology. Such failures have directly impacted on the timely rollout of buses, causing delays in fueling operations and reducing fleet availability for scheduled routes. This not only disrupts public transit service but also increases maintenance costs and safety risks, as aging infrastructure is more prone to leaks and pressure irregularities. Furthermore, continued reliance on obsolete equipment jeopardizes compliance with evolving safety and environmental regulations. Replacing these critical components will restore reliability, enhance operational efficiency, and support the divisions' commitment to safe, sustainable, and uninterrupted transit service.	
ELIGIBLE FUNDING SOURCE: Transportation Development Act (TDA) Article 4	

2

PROJECT: FY27 Environmental Capital Program	
PROJECT OWNER: Program Management - Bus - Facilities Improvements	
LOP: $35,750,000	Budget Request: $6,696,431
SCOPE: Installation of an above-ground storage tank and retirement of the existing underground tank, which is at the end of its life. This project also includes the replacement of all Veeder Root systems with INCON monitoring systems.	
JUSTIFICATION: New above ground Storage Tank is required due to Consent Decree and to ensure compliance with AQMD/CARB regulations. This is also necessary to ensure compatibility with HVAC systems, stormwater, industrial wastewater, and for expedited response to notices of violation.	
ELIGIBLE FUNDING SOURCE: Transportation Development Act (TDA) Article 4	

3

PROJECT: El Dorado & New Flyer 60 Ft Bus Midlife	
PROJECT OWNER: Operations - Bus - Fleet Maintenance	
LOP: $206,872,469	Budget Request: $45,574,796
SCOPE: For regular midlife fleet maintenance for the ENC El Dorado series 3850-4199 and 1800-2058/60ft New Flyer series 8700-8764.	

JUSTIFICATION: The Bus Midlife Program improves the safety, performance, and reliability of Metro buses. The improved overall condition of the program's vehicles also helps to reduce ongoing maintenance costs and the amount of maintenance work performed at the Metro Bus Operating divisions. The program promotes the efficient use of Metro and Central Maintenance resources by having each bus series go through a planned production process in which labor, material and facilities are scheduled, versus reacting to unplanned problems as they arise. The planned maintenance program also enables Central Maintenance to manage demand for heavy bus repairs.
ELIGIBLE FUNDING SOURCE: Federal & Transportation Development Act (TDA) Article 4

4

PROJECT: Systemwide Line Status Monitor	
PROJECT OWNER: Operations - Rail - Wayside Systems	
LOP: $15,450,420	Budget Request: $257,000
SCOPE: For installation of Line Status Monitoring (LSM) systemwide for public-facing phones at Metro rail line stations.	
JUSTIFICATION: The existing public-facing telephones are aging, and they use 20-year-old analog technology. These phones do not have the capability to monitor the status of Rail Operation Control (ROC). A Line Status Monitoring (LSM) system is needed for remote monitoring capability. The LSM systems are part of the safety system to ensure that public-facing phones are always working properly.	
ELIGIBLE FUNDING SOURCE: Proposition A 35%	

5

PROJECT: Direct Fixation Concrete Plinths Replacement	
PROJECT OWNER: Operations - Rail - Wayside Systems	
LOP: $9,277,837	Budget Request: $170,000
SCOPE: For the repair of concrete plinths within the seismic section of the B line tunnel.	
JUSTIFICATION: The existing plinths are over 27 years old and require repair due to constant use and water that caused deterioration. Plinths are an integral part of the system that the tracks sit upon.	
ELIGIBLE FUNDING SOURCE: Proposition A 35%	

6

PROJECT: Light Detection and Ranging (LiDAR) Intrusion Detect System	
PROJECT OWNER: Operations - Rail - Wayside Systems	
LOP: $41,037,708	Budget Request: $68,000
SCOPE: For systemwide Installation of LiDAR Intrusion Detection System at Interlocks to detect intruders and provide alarms and visual video streaming.	
JUSTIFICATION: High voltage copper wires are frequently stolen along the ROW located at Interlocks. The LiDAR system is required to detect the intruders and provide alarms and video streaming to ROC and Metro Security to monitor and respond to these incidents.	
ELIGIBLE FUNDING SOURCE: Proposition A 35%	

7

PROJECT: E Line West & D Line Fiber Replacement	
PROJECT OWNER: Operations - Rail - Wayside Systems	
LOP: $122,360,662	Budget Request: $1,000,000
SCOPE: For installation of new fiber cables & associated communication equipment on E Line West (7th/Metro to Downtown Santa Monica) and D Line (Wilshire/Vermont to Wilshire/Western).	
JUSTIFICATION: Existing fiber cables are about 20 years and are not reliable. In addition, existing fiber cables have limited capacity and cannot accommodate additional network capacity (high bandwidth) systems such as new CCTV systems & Security Improvements.	
ELIGIBLE FUNDING SOURCE: Proposition A 35%	

8

PROJECT: CSP – Cloud Transition	
PROJECT OWNER: Operations - OAI- Systemwide & Hubs	
LOP: $11,521,510	Budget Request: $4,059,988
SCOPE: The purpose of this project is to support the board-adopted NextGen Bus Plan. This project will deploy cloud-based transit signal priority to all existing corridors and expand the current footprint. It includes the installation and upgrade of hardware and software, leverages regional GTFS (general transit feed specification) data, and invests in a scalable cloud-based solution.	
JUSTIFICATION: This project is an essential bus speed and reliability improvement project needed to support Metro board-adopted NextGen Bus Plan. This project will deploy cloud-based transit signal priority to all existing corridors and expand the current footprint with a scalable cloud-based platform.	
ELIGIBLE FUNDING SOURCE: Proposition C 40%	

9

PROJECT: Systemwide Solar Panel & Renewable Energy Replacement	
PROJECT OWNER: Program Management - OAI - Systemwide & Hubs	
LOP: $27,000,000	Budget Request: $442,355
SCOPE: This project will remove and replace aging solar photovoltaic (PV) parts and systems that have been in service for almost 15 years. This includes field verification, decommissioning, and disposal of the existing solar panels, associated racking, and the balance-of-system components in accordance with applicable safety and environmental regulations.	
JUSTIFICATION: Existing panels are about 15 years old, inefficient, and unreliable. The new system will meet current codes and updated system requirements and will help achieve Climate Action and Adaptation Plan (CAAP) organizational goals.	
ELIGIBLE FUNDING SOURCE: Proposition C 40%	

10

PROJECT: Bus Lane Enforcement Expansion	
PROJECT OWNER: Operations - OAI - Technology	
LOP: $52,050,210	Budget Request: $250,000
SCOPE: Metro has implemented the installation of the pilot program of handsfree cameras for 90 dedicated buses. LADOT has started issuing tickets and collecting fines along the routes of the dedicated fleet. Metro will expand and install handsfree cameras to an additional planned total 437 bus vehicles in 12 additional bus routes throughout Los Angeles County.	
JUSTIFICATION: The existing Bus Lane Enforcement project has been found to be effective in reducing vehicles from stopping on bus lanes/stops and improving the transit headway speeds on the current routes. Installation of cameras on the additional bus vehicles will result in the same improvement and effectiveness through the affected corridors.	
ELIGIBLE FUNDING SOURCE: Transportation Development Act (TDA) Article 4	

11

PROJECT: Financial Process Improvements	
PROJECT OWNER: Strategic Financial Management - OAI - Technology	
LOP: $20,000,000	Budget Request: $500,000
SCOPE: Automate manual processes with online validation and exception handling in billing, budgeting, and payroll processes, ensuring Metro's financial data is secure and complying with best practices.	
JUSTIFICATION: Ensuring Metro's financial data is secure and complying with best practices by automating manual processes with online validation and exception handling in billing, budgeting, and payroll processes.	
ELIGIBLE FUNDING SOURCE: Transportation Development Act (TDA) Article 4	

12

PROJECT: Human Capital Management (HCM) Phase II	
PROJECT OWNER: Information Technology Services - OAI - Technology	
LOP: $6,998,000	Budget Request: $350,000
SCOPE: Identify business needs and pain points (redundancies, inefficiencies, etc.) through stakeholder interviews and workshops; define measurable outcomes; and quantify potential benefits of expanded HCM capabilities (e.g., talent development, analytics, automation). Also includes business process reengineering; HCM configuration and integration; implementation and training; transition and risk mitigation; and post-implementation support.	
JUSTIFICATION: Phase 2 aims to significantly increase efficiency and streamline operations by reducing administrative burdens in our HR processes. Additionally, with the upcoming Olympics, there is an urgent need for heightened focus and efficiency to ensure our workforce is well-prepared and capable of meeting the increased demands and expectations during this period. HCM Phase 2 will expand Metro's capabilities across talent management, learning, performance, and analytics, enabling a unified platform for managing the employee lifecycle. This integration will improve the employee experience by eliminating fragmented HR processes, improving data consistency, and supporting agency-wide goals for operational efficiency and service delivery. By leveraging Oracle's advanced analytics and AI capabilities, Metro will gain real-time insights into workforce trends, succession planning, and employee engagement by empowering data-driven decision-making and enabling predictive modeling for future workforce needs. Phase 2 will strengthen Metro's compliance posture by aligning HIPAA and NIST standards, improving data governance, and reducing cyber vulnerabilities associated with legacy systems. Additionally, it will simplify Metro's integration layer by consolidating HR data into a unified ERP database, allowing seamless, near real-time data sharing across departments.	
ELIGIBLE FUNDING SOURCE: Transportation Development Act (TDA) Article 4	

LOP INCREASES

13

PROJECT: SR-91 East Bound Atlantic to Cherry Auxiliary Lane Improvements	
PROJECT OWNER: Program Management - Highway Multimodal Development Program	
LOP: $174,187,000	Additional LOP: $24,333,000 Revised LOP: $198,520,000
SCOPE: The project consists of adding a 0.86-mile auxiliary lane in the eastbound direction, between Atlantic Avenue on-ramp and Cherry Avenue off-ramp, along with modifications to on- and off-ramps, higher soundwalls and new retaining walls within the 1.4-mile project limits. These improvements will enhance safety by minimizing weaving, reducing traffic incidents, and improving traffic flow. The project includes accommodation of deeper freeway retaining walls that will provide additional usable space to assist the City of Long Beach in building the Hamilton Loop Community Park, partly within the project limits to benefit the North Long Beach community.	
JUSTIFICATION: The adjustment in the LOP is attributed to additional costs incurred to mitigate and address stakeholder and community concerns, which resulted in an approximately 20-month suspension of the project. These added costs include increases in labor, materials, and equipment, as well as supplemental mitigation measures and expenses incurred during the suspension period.	

FUNDING SOURCE: Measure R Highway 20%, Trade Corridor Enhancement Program (TCEP), Surface Transportation Block Grant (STBG)

14

PROJECT: D Line Public Safety Center	
PROJECT OWNER: Program Management - Transit Infrastructure Development Program	
LOP: $2,000,000	Additional LOP: $2,000,000 Revised LOP: $4,000,000
SCOPE: Build Public Safety Center at northwest corner of Wilshire / La Cienega Plaza.	
JUSTIFICATION: Construction costs are higher than initial projection.	
FUNDING SOURCE: City of Beverly Hills will assume full cost per license agreement.	

ATTACHMENT C

REIMBURSEMENT RESOLUTION

OF THE

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

FOR FISCAL YEAR 2027

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "Metro") desires and intends to finance certain costs relating to (i) the design, engineering, construction, equipage and acquisition of light rail lines; (ii) the design, engineering, construction, equipage and acquisitions for the Rail and Bus State of Good Repair Program including station improvements and rail gating installations; (iii) the design, engineering, construction, equipage of heavy rail lines; (iv) the engineering, construction, renovation, maintenance, and/or acquisition of various capital facilities and equipment, including buses and rail cars, related to service operation; (v) the engineering, construction, renovation, maintenance, and/or acquisition of various highway/surface transportation assets; and (vi) other transit related projects (each a "Project" and collectively, the "Projects");

WHEREAS, to the extent that federal and/or state grant funding budgeted to be received during FY27 is delayed or reduced, the Los Angeles County Metropolitan Transportation Authority desires and intends to finance certain costs relating to the Projects.

WHEREAS Metro expects to issue debt through the issuance of tax-exempt indebtedness to pay for these expenditures, each bond issue will have its own separate security source, Proposition A, Proposition C, Measure R and Measure M sales tax revenues, respectively, grant revenues, or toll revenues to finance the costs of the Projects on a permanent basis (the "Debt");

WHEREAS Metro expects to expend money of the Enterprise Fund (other than money derived from the issuance of Debt) on expenditures relating to the costs of the Projects prior to the issuance of the Debt, which expenditures will be properly chargeable to a capital account under general federal income tax principles.

Whereas Metro reasonably expects to reimburse certain of such capital expenditures with the proceeds of the Debt.

WHEREAS Metro expects that the amount of Debt that will be issued to pay for the costs of the Projects will not exceed $150 million for Proposition A, $400 million for Proposition C, $300 million for Measure R, $850 million for Measure M and $400 million for toll revenues.

WHEREAS, at the time of each reimbursement, Metro will evidence the reimbursement in writing, which identifies the allocation of the proceeds of the Debt to Metro, for the purpose of reimbursing Metro for the capital expenditures made prior to the issuance of the Debt;

WHEREAS, Metro expects to make reimbursement allocations no later than eighteen (18) months after the later of (i) the date on which the earliest original expenditure for the Project is paid or (ii) the date on which the Project is placed in service (or abandoned), but in no event

later than three (3) years after the date on which the earliest original expenditure for the Project is paid;

WHEREAS, Metro will not, within one (1) year of the reimbursement allocation, use the proceeds of the Debt received by way of a reimbursement allocation in a manner that will result in the creation of replacement proceeds of the Debt or another issue (e.g., Metro will not pledge or use the proceeds received as reimbursement for the payment of debt service on the Debt or another issue, except that the proceeds of the Debt can be deposited in a bona fide debt service fund); and

WHEREAS this Resolution is intended to be a "declaration of official intent" in accordance with Section 1.150-2 of the Treasury Regulations.

NOW THEREFORE, BE IT RESOLVED, that (i) all of the foregoing recitals are true and correct and (ii) in accordance with Section 1.150-2 of the Treasury Regulations, Metro declares its intention to issue Debt in an amount not to exceed $150 million for Proposition A, $400 million for Proposition C, $300 million for Measure R, $850 million for Measure M and $400 million for toll revenues; the proceeds of which will be used to pay for the costs of the Projects, including the reimbursement to Metro for certain capital expenditures relating to the Projects made prior to the issuance of the Debt.

ATTACHMENT D

FY27 Public Outreach (Public Comments)

Overview

Public outreach launched in September 2025 with a new youth-focused initiative, *My Metro Priorities*, marking a strategic expansion of Metro's engagement approach. In November, the *My Metro Budget Activity* was released to a broader audience, initiating a multi-channel, data-driven outreach campaign. Participation exceeded last year's levels by 16%, marking the highest level of public engagement achieved to date.

My Metro Budget Activity / My Metro Priorities

Following the launch, Metro executed a robust communications strategy reaching hundreds of thousands of Los Angeles County residents. This included targeted eblasts, distribution of over 39,500 QR-coded outreach materials, on-the-ground engagement, live demonstrations, and presentations to various Metro groups. Outreach was further amplified through Metro's *The Source* blog and social media platforms including TikTok, Facebook, Instagram, NextDoor, and LinkedIn.

Stakeholder engagement deepened through Regional Service Councils in all five regions and continued through sustained coordination with advisory bodies, community-based organizations, and Metro-led groups.

A key advancement in this cycle was an intentional expansion of youth engagement. Metro prioritized presence at youth-centered events and institutions, including Youth Council initiatives, the Women & Girls Governing Council, SEED School, and TCAP, ensuring early and meaningful input from the next generation of transit riders. The under-18 demographic saw a seven-fold increase in participation, from 92 to 676 responses.

Outreach efforts were reinforced through recurring communications across GoPass, TAP, and Community Relations channels, alongside new partnerships with social media content creators to strengthen resonance with both youth and general audiences. Additional visibility was achieved through placements on the Metro Micro app, reflecting a continued commitment to meeting customers where they are.

Metro equipped departments with enhanced tools to integrate public input into budget decision-making. Since January, a continuously updated internal dashboard has included AI-enabled comment analysis, expanded scenario questions, refined categories, and integrated insights from *My Metro Priorities*. The dashboard guided departments in developing budgets that aligned with riders' priorities.

Public Feedback Analysis

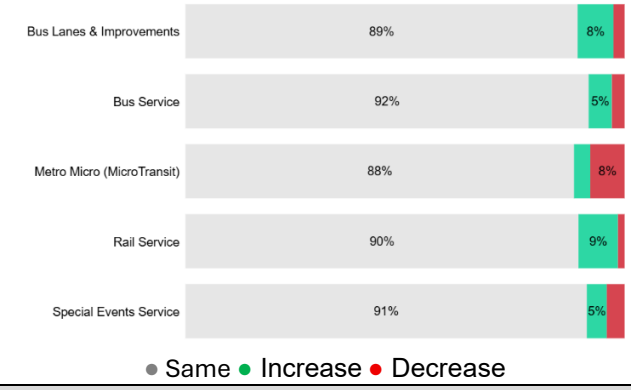
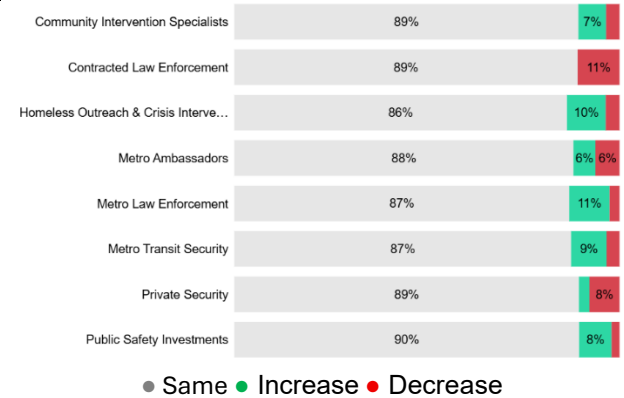
Analysis of the collective quantitative and qualitative input revealed ongoing priorities for the Metro community. These core themes, validated by riders year after year, will be central to Metro's budgetary decision-making:

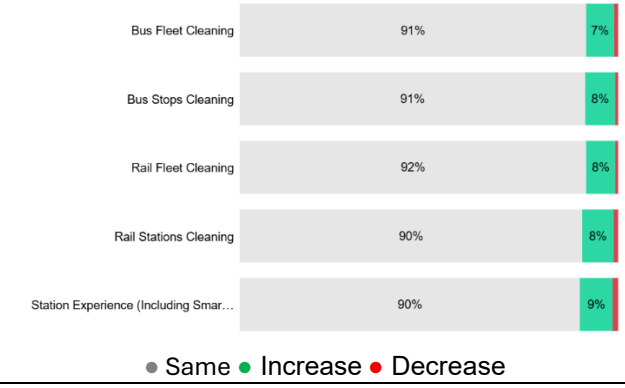
- **Public Safety**: Prioritizing enhanced security measures, including traditional and care-based approaches.

- **Service Frequency & Reliability**: Committing resources to ensure transit remains efficient, frequent, and accessible.
- **Infrastructure & Cleanliness**: Maintaining high standards for vehicle and station upkeep to ensure a consistently clean and dependable riding experience.

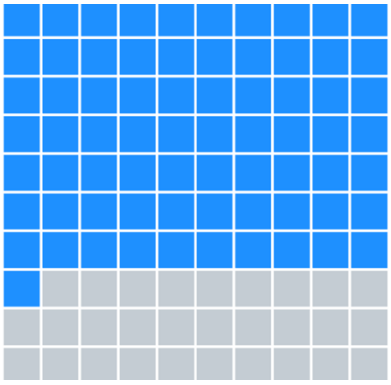
My Metro Budget Activity Quantitative Results

Below are the results of the add/subtract categories and scenario questions. Generally, respondents kept budget items unchanged. Like last year, the statistical rigor of this sample confirms its high representativeness; these findings are robust and unlikely to shift materially with additional participation.

Operations	Top Three Increases:
	• Rail Service • Bus Lanes & Improvements • Bus Service
Public Safety	**Top Three Increases:**
	• Metro Law Enforcement • Homeless Outreach & Crisis Intervention • Metro Transit Security

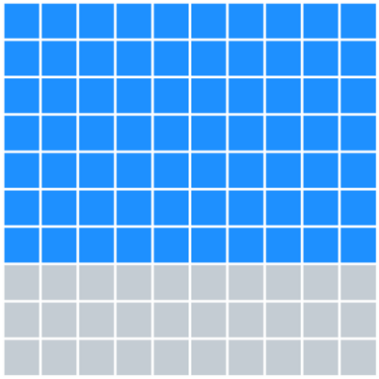
Cleaning	Top Three Increases:
	• Station Experience (including Throne Restrooms) • Rail Fleet & Station Cleaning • Bus Stop & Fleet Cleaning

Should Metro invest in retail amenities?



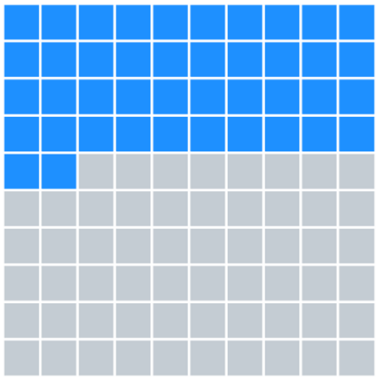
71% Yes / 29% No
N = 3,419

Should Metro invest in code of conduct enforcements & taller faregates?



70% Yes / 30% No
N = 3,284

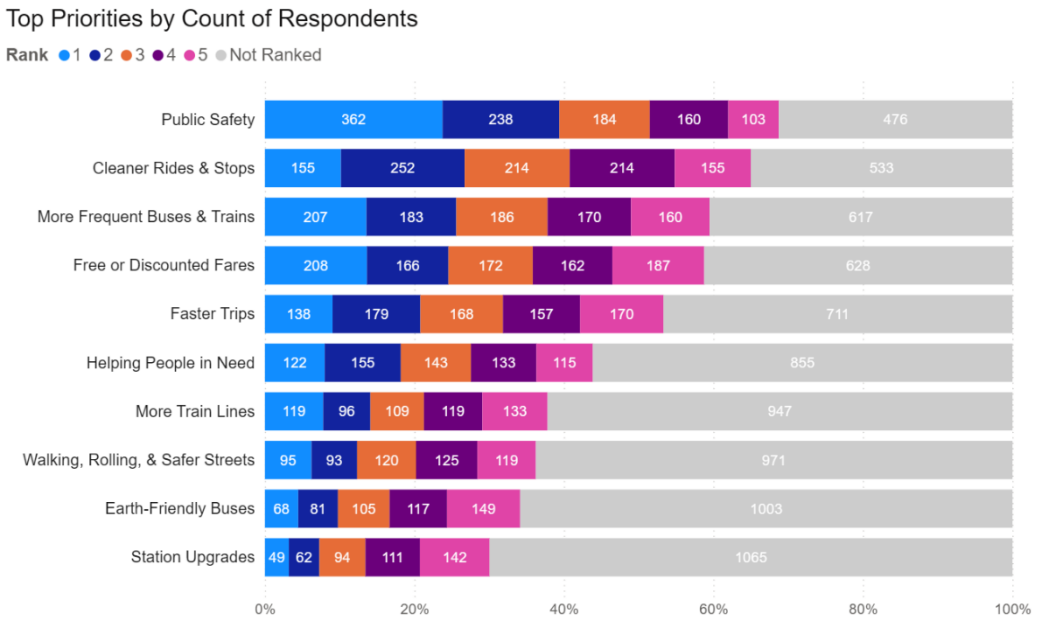
Should Metro focus its real estate on revenue generation or affordable housing?



42% Revenue / 58% Housing
N = 3,230

My Metro Priorities **Quantitative Results**

The new *My Metro Priorities* initiative delivered forward-looking insights directly from younger riders. Utilizing a streamlined, preference-based system, participants were given five 'tokens' to allocate across ten priority options and then rank them. Each rank corresponds to a weighted value: where the most important selection yields five points and the least important yields one. The top five priorities, ranked by most to least important, are: Public Safety, Cleaner Rides & Stops, More Frequent Buses & Trains, Free or Discounted Fares, and Faster Trips. Below are the results.



Demographic Results (Combined)

The demographic profile of survey respondents is statistically valid and aligns with the broader population of LA County and Metro ridership. This year's participation highlights significant engagement within key communities:

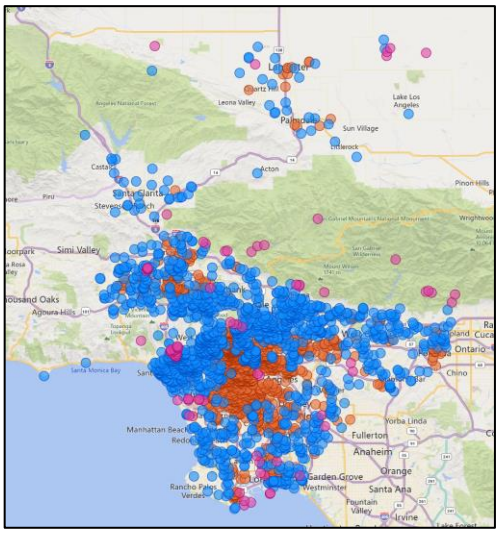
- 48% of respondents reside within an Equity Focus Community (up 2% from FY26)
- 44% report household incomes under $25,000
- 41% identify as Hispanic
- 72% utilize Metro services at least weekly

For the first time, female participants represent the largest proportion of the sample, at 49%, a shift attributable to youth outreach efforts through *My Metro Priorities*. Spanish speakers represent 15.5% of respondents (up from 14.5% in FY26), an increase of over 200 respondents. Notable from the demographic information is the increase in youth (under 18) participation, at 10% overall (1.4% in FY26). Below are all the demographic results.

ATTACHMENT D



EFC Analysis



● EFC ● Non-EFC ● Outside EFC Analysis

The accompanying map illustrates the precise geographic footprint of participation, with orange markers specifically denoting residents within designated Equity Focus Communities (EFCs). This visualization underscores Metro's strategic imperative: maintaining deep and targeted engagement within these areas. Metro remains committed to strengthening outreach infrastructure across all EFCs to ensure that the voices and needs of the most impacted communities are not only heard but integrated into Metro's operational and financial planning.

Metro's Response to Feedback

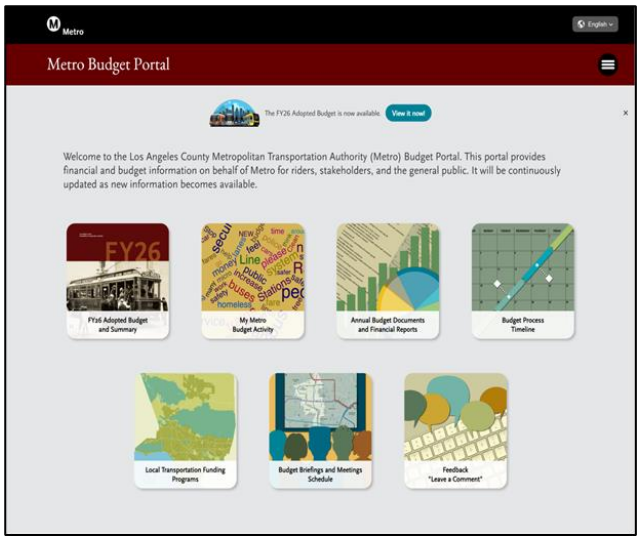
Between January 2026 and May 2026, OMB has provided transparent updates on community input and addressing all submitted commentary throughout March and April. Metro is strategically managing fiscal constraints to maintain a resilient budget position while vigorously protecting and sustaining the delivery of essential services. The proposed allocations for FY27 are not merely fiscal line items; they represent a direct translation of comprehensive public sentiment, successfully integrating both nuanced stakeholder feedback and the foundational priorities established earlier in this report.

Outreach Strategy - Metrics

Public Engagement	Participation
My Metro Budget Activity Responses	>5,900
My Metro Budget Activity Comments	>4,800
My Metro Budget QR Info Cards	>33,000 distributed
My Metro Priorities Responses	>1,500
My Metro Priorities Comments	>200
My Metro Priorities QR Info Cards	>6,500 distributed
Budget Portal Views (https://budget.metro.net)	>8,300
Community Based Organizations	>650 reached

Email Blasts/Community Newsletters	>20 sent
The Source/El Pasajero Posts	4
Social Media Platforms	4 – Facebook, Instagram, LinkedIn, NextDoor
Newsprint Publications – Public Hearing Announcements	20
Stakeholder & Public Engagement Meetings	28

Budget Portal



The Metro Budget Portal (https://budget.metro.net) remains the definitive source for all fiscal information. Under the continuous enhancement by OMB, this centralized hub provides comprehensive access to official documentation, key timelines, and system notifications. It features an integrated dashboard where data from outreach initiatives is made publicly available, alongside dedicated channels for public feedback and personalized subscription alerts.

Stakeholder Meetings

Continuous stakeholder dialogues guided budget development to the final, legally mandated public hearing (California PUC § 130106) and potential FY27 budget adoption by the Board of Directors. All meeting details, agendas, and up-to-date financial data were transparently provided via the Finance and Budget portal: https://budget.metro.net. The following is a schedule of the meetings.

ATTACHMENT D

FY27 Budget – Outreach Meeting Schedule			
2025			
Meeting	Date	Time	Completed
Youth Council Summit	Sept 13	8am	X
SEED School presentation	Nov 12	4:30pm	X
Regional Service Councils Meet & Confer	Dec 15	5pm	X
2026			
Outreach – Flintridge Sacred Heart Academy	Feb 24	11:30am	X
Community Advisory Committee – General Assembly	Feb 25	6pm	X
Independent Citizens Advisory Committee	Mar 4	9am	X
Measure M Independent Taxpayers Oversight Committee	Mar 4	10am	X
Measure R Independent Taxpayers Oversight Committee	Mar 9	1pm	X
Regional Service Council – San Fernando Valley	Apr 1	6:30pm	X
Regional Service Council – South Bay Cities	Apr 6	5pm	X
Regional Service Council – Westside Cities	Apr 8	6pm	X
Regional Service Council – Gateway Cities	Apr 9	5pm	X
Regional Service Council – San Gabriel Valley	Apr 13	5pm	X
Community Advisory Council	Apr 23	6pm	X
Technical Advisory Committee	May 6	9:30am	X
Local Transit Systems Subcommittee	May 6	1:30pm	X
Gateway Cities COG	May 6	4pm	X
South Bay COG	May 11	10:30am	X
Valley Industry Commerce Association	May 12	8:30am	X
Accessibility Advisory Committee	May 12	1pm	X
SEED LA Career Fair	May 13	11am	X
Bus Operators Subcommittee	May 19	9:30am	X
Streets & Freeways Committee	May 21	9:30am	
Budget Public Hearing	May 21	10am	
San Gabriel Valley COG	June 3	4pm	
Independent Citizens Advisory Committee	TBD	TBD	
Measure M & R Independent Taxpayers Oversight Committees	TBD	TBD	

Looking Ahead

The roadmap for FY27 outreach ends with two key commitments to transparency and refinement. First, OMB will publicly release the aggregated results from both engagement platforms via a dedicated dashboard hosted on the Finance & Budget Portal (https://budget.metro.net). Second, a brief, two-minute exit survey will be conducted to gauge public perception of this year's outreach effectiveness and identify actionable improvements for future cycles. Metro remains steadfast in its dedication to capturing a diverse and representative audience, while continuously advancing the technological and user experience of outreach to rigorously uphold the "Listen and Learn" equity principle.

ATTACHMENT E

Metro EFC Budget Assessment Results Over Time

The EFC Budget Assessment responds to the Board's direction to utilize Metro's EFC Map to prioritize budget expenditures. To develop the EFC Budget Assessment Baseline, staff assigned an EFC Impact Category to every cost center and project of the FY23 Adopted Budget. Table 1 includes the categories and examples of their use.

Table 1. EFC Budget Assessment Categories, Definitions, and Examples

EFC Impact Category	Definition	Example
1. Targeted Benefits to EFCs	Demonstrate positive impacts from Metro's projects, programs, policies, and services that are intentionally focused on EFCs	• New or updated station improvements located in or adjacent to EFCs • Services or programs that demonstrate prioritization for EFCs
2. Indirect Benefits to EFCs	Projects, programs, or services that disproportionately serve but are not targeted to groups comprising the EFC criteria: low-income, people of color, no car.	• Expenses that fund service to the general public or ridership without intentional inclusion for people living and working in EFCs
3. No EFC Benefits or Service	No demonstrated benefit or service to EFCs	• Projects not located within EFCs or within a service area of EFCs • General/countywide services (not qualified as Indirect Benefits)
4. Formula-Based	Allocations based on formulas and laws	• Local Return programs • Pass-through funds
5. Admin. or Technical	Strictly administrative or technical support	• Treasury activity costs • Copy machine repair, payroll systems

Table 2 demonstrates that Metro has maintained or increased Total Benefits to EFCs (Targeted and Indirect categories). The actuals for FY25 were almost two percentage points higher than the proposed budget for that fiscal year. Minor differences between actual and proposed results for every fiscal year are expected, as Metro does not spend its entire budget and the total dollar amount (denominator) may differ when calculating percentages.

Table 2. EFC Budget Assessment Results FY25

	FY25 Proposed	FY25 Actuals
Targeted Benefits	28.1%	28.3%
Indirect Benefits	45.5%	47.1%
Total Benefits	**73.6%**	**75.4%**



Metro Fiscal Year (FY) 2027 Proposed Budget

May 21st, 2026 | Public Hearing

Metro

Agenda



1. PROGRAM HIGHLIGHTS

- FY27 Proposed Budget: Revenues vs Expenditures
- Metro Transit – Operations & Maintenance
  - Station Experience
  - Enhancing Customer Experience
- Metro Transit - Capital Improvement Program (CIP)
- Transportation Infrastructure Development (TID)
- Regional Allocation & Pass-throughs
- Other Programs
  - Highway Multimodal Development
  - Regional Rail
  - General Planning & Programming
  - Oversight & Administration
  - Debt Services
  - Congestion Management

2. PUBLIC OUTREACH & ENGAGEMENT



Cost Inflation & Uncertainties

ECONOMIC OUTLOOK

- Recovery strengthening, driven by AI and fiscal stimulus
- Uneven growth, led by high-tech and aerospace
- Slow job growth and elevated unemployment

REVENUE AND FISCAL PRESSURES

- Lagging sales tax growth and revenue uncertainty
- Population decline and constrained consumer spending
- Rising costs and debt limiting taxable activity
- Uncertain federal funding and increased grant competition

INFLATION AND STRATEGIC RESPONSE

- Inflation near 3%, above target
- Persistent external pressures including tariffs, energy, and global instability
- Limited near-term relief on interest rates
- Focus on flexibility and disciplined spending

FY27 Proposed Budget - $9.7B*

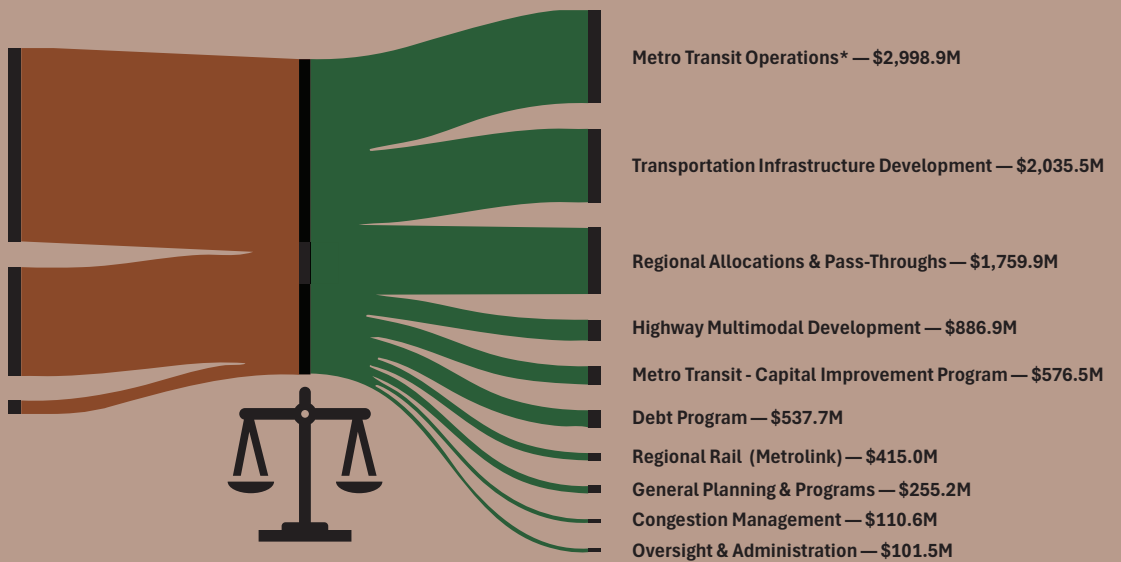
Balanced Budget that demonstrates our commitment and continued investments to building a world-class transit system

Resources

- Sales Tax, TDA & STA/SB1 — $5,149.9M
- Capital & Bond Resources — $4,171.3M
- Operating & Other Revenues — $356.5M

Expenditures

- Metro Transit Operations* — $2,998.9M
- Transportation Infrastructure Development — $2,035.5M
- Regional Allocations & Pass-Throughs — $1,759.9M
- Highway Multimodal Development — $886.9M
- Metro Transit - Capital Improvement Program — $576.5M
- Debt Program — $537.7M
- Regional Rail (Metrolink) — $415.0M
- General Planning & Programs — $255.2M
- Congestion Management — $110.6M
- Oversight & Administration — $101.5M



* 76 proposed additional FTEs and $5.6 million in non-labor budget for the Department of Public Safety (DPS) not incorporated into total

Overview:

- FY27 Proposed Budget $9.7B reflects a $223.0M or 2.4% increase over FY26
- Balanced budget with three fund source categories and ten program expenditures

Note: Pending May Board Approval

Metro Transit Operations – $2.99B*

Service plans and initiatives to improve customer experience

Bus Service
$1,939.8M
(+$44.3M, +2.3%)



Rail Service
$1,035.3M
(+$37.7M, +3.8%)



Metro Micro
$23.8M
(+$1.4M, +6.1%)



* 76 proposed additional FTEs and $5.6 million in non-labor budget for the Department of Public Safety (DPS) not incorporated into total

Overview:

- Reflects an $83.3M or 2.9% increase from FY26
- Maintaining bus, rail, & Micro revenue service hours (8.8M in FY27)
- D Line Section 2 expansion opening
- Bus: Supports NextGen & special events
- Rail: Meets current demand & expands opportunities throughout the region

Note: Pending May Board Approval

Station Experience

Redefining the station, reimagining the experience

Safe, Clean Restrooms

- ADA-accessible Throne restrooms
- Up to 64 restrooms by Summer 2026 World Cup
- Ensure responsible use



Tap-To-Exit & Taller Fare Gates

- Implementing at 16 stations in FY27
- Deter fare evasion & improve safety
- Better access control, less trespassing, smoother flow



Elevators/Escalators

- Continue modernization & replacement
- Upgrade elevator control systems
- Expand Open-Door Program to all elevators



Lighting Retrofit

- Improved lighting – enhances visibility & safety at stations
- Retrofits at Rail Stations and Transit Centers
- Deter crime and help with wayfinding



Overview:

- FY27 budget: $29.6M for Station Experience (SX) expansion & enhancements
- SX reduces crime & loitering; expanding systemwide
- Community input drives upgrades (lighting, ADA restrooms, elevators/escalators)

Note: Pending May Board Approval

Enhancing Customer Experience

Elevating rider safety and cleanliness across the system

Multi-layered Care-Based Approach



Care-Based Approach
Community Intervention Specialists (CIS), Crisis Response Program, Homeless Outreach, Transit Ambassadors



Department of Public Safety (DPS) & Contract Law Enforcement
Crime prevention & respond to calls for services



Metro Transit Security
Fare & Code of Conduct enforcement



Private Security
Security of stations, divisions, & terminals



Cleaning

Bus
Daily @ four terminals seven days per week



Rail
Daily, End-of-Line (EOL) cleaning, three shifts seven days per week, continuing mid-line cleaning



Stations
Rail custodial staff @ 17 hot spots & support for D Line expansion



Facilities
Graffiti control & abatement, pest/bird control, weed control, power sweeping, trash and vegetation removal



Overview:

- Continuing transition to Metro's Department of Public Safety (DPS)
- 2.2% ($6.7M) increase in cleaning budget

Note: Pending May Board Approval

Capital Improvement Program - $576.5M

Serving riders with transit options that are sustainable, reliable, and innovative

Bus
$186.0M
(+$15.7M, +9.2%)

- Procure Zero-Emission Buses (ZEB) and charging infrastructure
- Midlife refurbishments & overhauls
- Facilities Improvements



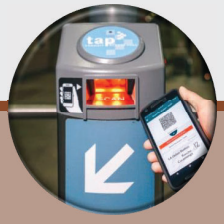
Rail
$189.7M
(-$33.7M, -15.1%)

- Procure new rail vehicles for expansion & replacement
- Midlife refurbishments & overhauls
- Facilities and Wayside improvements



Other Asset Improvements
$200.8M
(-$25.4M, -11.2%)

- CCTV, intrusion detection, faregates, signage
- Olympic-related improvements
- Power, IT, and infrastructure upgrades (TPSS, EAMS)
- Transit Signal Priority, NextGen, TAP user interface



Overview:

- Reflects a $43.4M or 7% decrease from FY26
- CIP budget modernizes Metro infrastructure & assets
- Focus: maintenance, upgrades, and system reliability
- Investments: new technology, vehicles, stations, and systems
- Improve safety, service quality, and customer experience

Note: Pending May Board Approval

Transit Infrastructure Development - $2.0B

Legacy projects to serve our communities

Planning
$229.3M

Countywide BRT Planning	$3.5M
E Line Eastside LRT Phase 2	$74.7M
K Line Extension to Torrance	$52.3M
Metro Command & Control Center	$20.6M
Sepulveda Corridor	$69.0M
SGV Forward	$0.9M
Vermont Rail Corridor	$8.2M

Construction
$1,739.9M

A Line Foothill Ext. 2B & 2B2	$93.9M
D Line Extension	$680.2M
East San Fernando Valley LRT	$319.2M
G Line BRT Improvements	$281.4M
Noho to Pasadena BR	$44.2M
Southeast Gateway Line	$188.2M
Vermont BRT	$132.8M



Closeout & Others
$66.3M

Closeout	$9.0M
Systemwide incl. Business Solution Center	$57.3M



Overview:

- Planning efforts continue to move key projects toward shovel-ready delivery
- Advances bus & rail projects from Measure R/M despite rising costs
- Shift in FY27 toward bus projects (Vermont, NoHo–Pasadena, G Line)

Note: Pending May Board Approval

Regional Allocations & Pass-Throughs - $1.76B

Transit investments across LA County



Local Agency Programs

- Local Return
- TDA 3
- TDA 8

$861.8M
+$17m (+2.0%)



Regional Transit

- Municipal & Local Operator Funds
- Access Services

$730.1M
-$32.1m (-4.2%)



Major Projects

- AV Metrolink Line
- ITC

$23.3M
-$49.2m (-67.9%)



Other Local Programs

- Call for Projects
- ATP-Transit
- CRD Toll
- Federal Pass-Thru
- TOD Grants

$86.3M
+$14.0m (19.3%)



Regional Federal Grants

- JARC
- New Freedom
- 5310
- Federal Exchange

$21.8M
-$0.3m (-1.4%)



Fare Assistance

- LIFE

$36.7M
+$0.4m (+1.2%)

Overview:

- Reflects a $49.9M or 2.8% decrease from FY26
- Sales Taxes drive most funding; 86% to agencies/jurisdictions, 14% to Access & LIFE
- Funding distributed to regional transit partners and municipalities to carry out local transportation needs

Note: Pending May Board Approval

Other Programs - $2.3B

Other investments that support living, working, and playing in LA



Highway Multimodal Development
$886.9M
(+$249.1M, +39.1%)

- Bus Only Lane projects
- Capacity improvements
- ExpressLanes/ HOV improvements



Regional Rail
$415.0M
(+$119.0M, +40.2%)

- Link Union Station
- Double Tracking & Grade Separation projects
- Metrolink (FY27 Proposed Budget is pending transmittal of the official budget request)



General Planning & Programming
$255.2M
(-$2.7M, -1.1%)

- Bike Hubs & Lockers
- LA River Bike Path
- Bike share program expansion
- Joint Development initiatives



Congestion Management
$110.6M
(-$19.1M, -14.7%)

- ExpressLanes
- Freeway Service Patrol
- Motorist Services
- Rideshare Services



Debt Program
$537.7M
(+$56.5M, +11.7%)

- Debt financing to advance major capital investment projects
- Debt issuance is authorized by state/federal legislation & local sales tax ordinances



Oversight & Admin
$101.5M
(+$0.3M, +.3%)

- Legal Services
- Ethical Compliance
- Internal Investigations
- Regulatory Environmental Assessments
- Finance & Compliance Audits

Overview:

- Highway Multimodal Development, Regional Rail, Oversight & Admin, and Debt Program increasing over FY26
- General Planning & Programming and Congestion Management decreasing over FY26

Note: Pending May Board Approval

Public Outreach & Engagement

Engaging communities, informing decisions

Key Demographics



48%
EFC



10%
Under 18



44%
Income <$25,000



71%
Ride 1+ day/week

Note: Based on combined responses from My Metro Budget Activity & My Metro Priorities

Participation

	My Metro Budget Activity	My Metro Priorities
Respondents	5,900+	1,550+
Comments	4,800+	200+

Collection Period: Sept 2025 – May 2026

Key Themes

- Public Safety
- Service Frequency & Reliability
- System Cleanliness

Reach

- **CBO Engagement**
  650+ Reached
- **E-blasts/Newsletters**
  20+ Distributed
- **Social Media**
  4 platforms total
- **Newsprint**
  20 agencies
- **Stakeholder Meetings**
  28 held
- **QR Infocards**
  39,500+ distributed

Overview:

- Base participation increased by 1,000 responses over FY26
- My Metro Budget Activity is an ICMA multi-award-winning initiative
- Introduced “impacts” feature
- NEW youth-focused My Metro Priorities
- Increased youth participation over 650%
- Utilized various marketing methods

We Want Your Feedback!

Metro wants to Listen and Learn



My Metro Budget Activity

> Submit your own budget at mybudget.metro.net



Public Hearing

> May 21, 2026, 10AM @ Metro HQ



Email

> Send an email to budgetcomments@metro.net

My Metro Priorities

> Submit your priorities at mybudget.metro.net/prioritize



Budget Portal

> Visit the budget portal at budget.metro.net



Mail

> LACMTA
> One Gateway Plaza, MS99-3-1
> Los Angeles, CA 90012-2932
> Atten: Board Clerk





Board Report on FY27 Budget Adoption

Proposed FY27 Budget for Consideration and Approval

A. ADOPTING the proposed FY27 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);

1. AUTHORIZING $9.7 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;
2. AUTHORIZING a total of 12,321 FTEs, of which 10,024 are Represented FTEs and 2,297 are Non-Represented FTEs;
3. AUTHORIZING an average 3% performance-based merit increase for Non-Represented employees. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 4.0%;
4. AUTHORIZING a 5% adjustment to current Non-Represented job pay grade levels to reflect best practice (see Attachment A);
5. APPROVING the Life of Project (LOP) budgets exceeding $5.0 million for new capital projects and LOP budget increases for existing projects exceeding $1.0 million. Project details are presented in Attachment B;
6. AUTHORIZE the CEO to execute Metrolink's continuing resolution to extend FY26 budget authorization through first quarter of FY27 until October 1, 2026, and execute all necessary agreements between Metro and SCRRA based on the continuing resolution;
7. AMENDING the proposed FY27 Budget document by including 76 additional FTEs for the Department of Public Safety (DPS), to support the phased start-up of the care-based, multi-layered safety unit, and $5.6 million in non-labor budget;
8. AUTHORIZE the CEO to execute contract modifications to extend the current transit law enforcement contracts annually (for up to three additional years), utilizing funds to be requested during future fiscal years' budget processes;
9. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2026); and

B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY27 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval.

Thank You!

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

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Metropolitan Transportation
Authority
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3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2026-0334, **File Type:** Contract **Agenda Number:** 43.

REGULAR BOARD MEETING
MAY 28, 2026

SUBJECT: RENEWABLE NATURAL GAS (RNG) PROVIDER

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five (5) year Indefinite Delivery/Indefinite Quantity (IDIQ) contract, Contract No. OP132076000, with Shell Energy North America (US), LP for Renewable Natural Gas (RNG), inclusive of a five-year base in the Not-To-Exceed (NTE) amount of $140,004,228.05 and one three-year option in the NTE amount of $88,902,684.81, for a combined NTE amount of $228,906,912.86; and

B. EXECUTE individual Task Orders, Transaction Confirmations, and Contract Modifications up to 10% of the contract value.

ISSUE

Metro uses Renewable Natural Gas (RNG) fuel to power the engines on the majority of the bus fleet. RNG fuel is currently being procured under four contracts due to previously limited RNG availability from one single supplier.

RNG remains a critical bridge fuel during Metro's transition to a fully Zero-Emission Bus (ZEB) fleet. As charging infrastructure is constructed and new electric buses are phased into service, RNG ensures uninterrupted transit operations while maintaining progress toward greenhouse gas and criteria pollutant reduction goals. Maintaining a reliable RNG supply during this transition period protects operational continuity, safeguards service reliability, and provides flexibility as Metro refines future fleet and energy demand projections.

BACKGROUND

Metro's energy choices have far-reaching implications for climate, air quality, community health, and the stability of our transportation network. Recognizing this, Metro has made long-term commitments to energy efficiency, renewable energy adoption, greenhouse gas reductions, climate adaptation, and systemwide energy resilience. These commitments have been in place since 2007 and are reaffirmed

through the Board-approved 2019 Climate Action and Adaptation Plan, 2025 Climate Action and Adaptation Plan Update, the 2025 Energy Master Plan (EMP), and the 10-Year Strategic Plan, *Moving Beyond Sustainability*, and the 2026 MBS Five-Year Update.

Metro continues the development and installation of the electric bus charging infrastructure and procurement of new electric buses. Metro will continue to achieve greenhouse gas emissions and criteria air pollutant reduction goals during this transition by using Compressed Natural Gas (CNG) buses using RNG fuel during this transition.
Renewable natural gas can be difficult to differentiate from fossil fuel based natural gas, since both gases can be used interchangeably in the same applications. The main difference between fossil fuel -based natural gas and RNG lies in each gas' production methods, and consequently their environmental impacts.

RNG is a carbon-neutral fuel that captures human-generated biogas already present in the environment in landfills, wastewater treatment plants and livestock operations. Raw biogas or methane from these sources is then converted into RNG at a treatment plant. Methane capture helps mitigate climate change by removing harmful gases that would otherwise be released into the atmosphere and pollute the communities where landfills and livestock operations exist. RNG is considered renewable as it comes from naturally occurring sources.

DISCUSSION

As Metro phases in Zero-Emission Buses (ZEBs), beginning with the G and J-Lines, staff will be able to collect data to inform the pace of RNG reduction over the next few years. The phasing of new ZEB deliveries and completion of ZEB infrastructure will further refine the information. The contract's end-date synchronization will provide staff with time to accurately assess future gas consumption needs, although RNG consumption is anticipated to decline with the expanded delivery and use of ZEBs. The procurement of electric buses is currently underway, and construction of the charging infrastructure is in process. As additional electric buses are placed into service, staff will be able to more accurately assess the declining demand for RNG as CNG buses are systematically retiring from service. Additional funding is required to fuel the existing fleet of Metro buses operating on RNG to prepare Metro for any significant future cost fluctuations. This provides reliable, essential transit service to our customers through the smooth, uninterrupted operation of the bus fleet.

Consolidating the existing RNG agreements into a single contract structure improves administrative efficiency, enhances pricing transparency, and strengthens Metro's negotiating position in a maturing renewable gas market. A unified contract vehicle also allows Metro to better align fuel procurement strategy with long-term energy planning objectives outlined in the Energy Master Plan and Moving Beyond Sustainability framework. This structure enables Metro to respond to market conditions while maintaining consistency across divisions and fueling operations. This also supports administrative efficiency, operational coordination, and procurement consistency. The approach is responsive to prior Board discussion regarding opportunities to streamline Metro's renewable natural gas contracting structure. The recommended contract structure provides operational flexibility during the transition period while allowing Metro to periodically reassess future RNG demand as fleet electrification accelerates.

The issues and solutions to Metro's energy and climate change challenges are intertwined. In fact, more than half of Metro's climate change strategy is tied to energy, energy management, energy resiliency, and renewable energy. There must be an integrated approach moving forward, and the recommended award of Contract No. OP132076000 to Shell Energy North America (US), LP for Renewable Natural Gas (RNG) Provider Services is designed to fulfill that need. These services will ensure the protection of human health and the environment, address the challenge of operational sustainability while ensuring a renewable, resilient and reliable energy future.

As stated during public comment at the April Operations, Safety, and Customer Experience Committee meeting, one of the proposers, Clean Energy Renewable Fuels (CERF), filed a protest on April 22, 2026, on the contract award to Shell Energy North America. Metro reviewed the claims cited by CERF in their letter and denied the protest on May 1, 2026. Subsequently, CERF filed an appeal to the protest decision on May 6, 2026. After careful review, consideration, and investigation of the issues set forth in CERF's appeal, Metro determined the appeal did not have merit and was, therefore, denied on May 22, 2026. The protest period for this procurement has expired.

DETERMINATION OF SAFETY IMPACT

The award of this contract will ensure that all operating divisions have an adequate supply of renewable natural gas for the Metro bus fleet that provides safe, clean, and reliable transportation service for Metro customers. A reliable supply of RNG supports safe transit operations by ensuring uninterrupted fueling of the bus fleet. Maintaining stable fuel access reduces the risk of service disruptions that could affect customers who depend on Metro for essential travel. Operational continuity is a key component of system safety, and this contract ensures that bus divisions have the necessary fuel resources to operate safely and reliably.

The use of RNG further improves safety, as it is a carbon-neutral fuel produced by capturing human-generated biogas already present in the environment at landfills, wastewater treatment plants, and livestock operations. The capturing of these gases improves the safety of our communities by capturing the harmful gases that would otherwise be released into the atmosphere and pollute our environment.

FINANCIAL IMPACT

Funding for RNG will be included in FY26 and FY27 operating budgets in various bus divisions' cost centers, under project 306002 - Operations Maintenance, under line item 50402 FUEL CNG - REVENUE EQUIPMENT. Cost center managers and the Chief Operations Officer will be responsible for budgeting the cost of RNG in the future fiscal years.

Under the California Air Resources Board's (CARB) Low Carbon Fuel Standard (LCFS) and the US Environmental Protection Agency's Renewable Index Numbers (RINs) programs, Metro is currently generating carbon credits through the dispensing of natural gas for bus fueling and use of electricity for light and heavy rail propulsion. Specific to renewable natural gas, the fuel's lower carbon intensity enables us to generate carbon credits. These carbon credits are managed through the Metro Office

of Sustainability and sold by Metro's Vendor/Contract Management, with proceeds reinvested towards Metro sustainability and resiliency initiatives, consistent with the 2020 10-year Sustainability Strategic Plan.

Staff's LCFS credit revenue assumptions for this RNG procurement were intentionally conservative and modeled at approximately $40 per LCFS credit. Under this assumption, projected revenue from the future sale of carbon credits generated over the life of this contract is approximately $44.5 million. Recent observed LCFS market pricing has generally ranged above that level, with recent weekly averages between April through May 2026 ranging approximately $62 and $67 per credit.

These market conditions reinforce the long-term value of Metro's greenhouse gas reduction and environmental credit monetization strategy. Revenue generated through LCFS and Renewable Identification Number (RIN) programs helps offset operational fuel costs while supporting Metro's broader sustainability, resiliency, and zero-emission transition objectives.

Impact to Budget

The current sources of funds for this action are Federal 5307, Proposition A, Proposition C, Measure R, Measure M, and the Transportation Development Act. This funding is eligible for bus and rail operations.

EQUITY PLATFORM

Award of this contract advances Metro's Equity Platform by delivering energy reliability improvements that protect communities most dependent on transit. lower-income riders, communities of color, people with disabilities, seniors, youth, and essential workers disproportionately rely on Metro for daily access to jobs, healthcare, and basic services-and they are the first and hardest hit when outages disrupt service. The Energy Master Plan projects a 200% increase in electricity demand by 2050 and identifies three bus divisions and three park-and-ride facilities already operating in constrained utility zones, underscoring the urgency of strengthening system reliability to avoid disproportionate service impacts on equity-priority riders.

This action ensures the uninterrupted operation of Metro's bus fleet that serves Los Angeles County and disproportionately serves marginalized and vulnerable transit riders. RNG is needed to be able to provide reliable and safe bus service until ZEBs can be phased in and ensure that the bus fleet that serves most regions in Los Angeles County, including many underserved communities, can provide safe, clean, and reliable services to neighborhoods where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Bus Fleet Management works to maintain equity in bus assignments in accordance with Title VI of the Federal regulations. Fleet Management will continue to focus on maintaining equity in EFC/low-income communities as newer buses arrive in the coming years.

At the time of solicitation, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due to the lack of subcontracting opportunities. Shell Energy North America (US), LP is expected to perform the work with its own workforce.

VEHICLE MILES TRAVELED (VMT) 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.

This item supports Metro's systemwide strategy to reduce VMT through operational activities that will support Metro's maintenance and continued success of its RNG bus feet, need to implement advanced strategies to meet our energy and climate goals 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 RNG contracts support Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Renewable natural gas is required for the bus fleet, providing clean, safe, and reliable transportation services for Metro customers.

In addition to supporting Strategic Goal 2, this contract advances Strategic Goal 5 by strengthening Metro's environmental sustainability leadership and accelerating progress toward greenhouse gas reduction and clean energy commitments. The use of RNG as a transition fuel aligns with Metro's long-term electrification strategy and supports implementation of the Energy Master Plan and Moving Beyond Sustainability objectives.

ALTERNATIVES CONSIDERED

The alternative is to continue procurement of RNG utilizing the four contracts with various contract end dates. In this scenario, Metro would still need to increase the contract authority for three contracts, Contract No. OP59812000A with Clean Energy, Contract No. OP59812000B with Shell, and Contract No. OP59812000C with Trillium as a separate board item. This approach is not recommended since conversion to a single contract for RNG is expected to provide better pricing and services for the delivery of natural gas. There is currently enough renewable natural gas supply accessible to any single supplier in the market. Procurement of renewable natural gas from retail stations outside of the contract is not feasible due to the large size of our bus fleet. The procurement of non-renewable natural gas is not recommended as it would result in the loss of environmental benefits, carbon credits, and revenues.

A single consolidated contract structure also improves coordination across divisions, simplifies contract administration, and enhances Metro's ability to manage fuel procurement in response to evolving market conditions. This approach reduces duplication of effort and supports integrated planning across fleet operations and energy management programs.

Another alternative considered to address price volatility is hedging. Commodity Swap/Cash Settlement Agreements ("Commodity Hedges") can be entered into to mitigate the volatility in index pricing. Staff monitors the market pricing of Commodity Hedges regularly. Historically, on average the price of entering Commodity Hedges has either exceeded the price of purchasing RNG at market rates or RNG market rates have fallen within a reasonable range of annual budgetary tolerance. At this time, staff does not recommend entering into Commodity Hedges but will continue to monitor market pricing of these instruments.

Extension of the current contracts or procurement of fossil natural gas if this contract is not approved would also expose Metro to additional operational fuel costs and LCFS deficit obligations that would materially reduce environmental revenues currently supporting Metro sustainability and resiliency initiatives. Those exposures would cost the agency from between $17.9M (contract extension of current contracts for one year) to $40M (no contract award and no extension of current contract for one year).

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP132076000 and proceed with issuing Task Orders as the need for these services arise. Material activities and work products relative to the support provided by this contract will be included in Metro’s annual sustainability report.

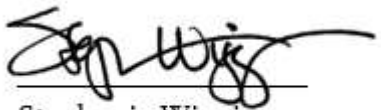
Staff will continue monitoring RNG market conditions, carbon credit performance, and fuel consumption trends as Zero-Emission Buses are deployed. Updates will be incorporated into Metro’s annual sustainability reporting and budget planning processes to ensure alignment with operational needs and long-term energy strategy.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Cris B. Liban, Deputy Chief Sustainability Officer, (213) 922-2471
Uduak-Joe Ntuk, Senior. Director, Environmental Compliance/Sustainability, (213) 523-9351
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

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



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY
RENEWABLE NATURAL GAS (RNG) PROVIDER/OP132076000

1.	**Contract Number**: OP132076000	
2.	**Recommended Vendor**: Shell Energy North America (US), L.P.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 07/02/2025	
	B. Advertised/Publicized: 07/03/2025	
	C. Pre-Proposal Conference: 07/09/2025	
	D. Proposals Due: 08/11/2025	
	E. Pre-Qualification Completed: 09/04/2025	
	F. Ethics Declarations Form Submitted to Ethics: 08/11/2025	
	G. Protest Period End Date: 04/21/2026	
5.	**Solicitations Downloaded**: 33	**Bids/Proposals Received**: 5
6.	**Contract Administrator:** Ricardo E. Narvaez	**Telephone Number:** (213) 418-3158
7.	**Project Manager**: Uduak-Joe Ntuk	**Telephone Number**: (213) 922-4197

A. Procurement Background

This Board Action is to approve Contract No. OP132076000 for the procurement of Renewable Natural Gas (RNG) to fulfill Metro's RNG bus fuel requirements. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposal (RFP) No. OP132076 was issued in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery/Indefinite Quantity (IDIQ). The Diversity & Economic Opportunity Department (DEOD) did not recommend a goal for this solicitation.

Four (4) amendments were issued for this RFP:

- Amendment No. 1, issued July 25, 2025, revised the schedule of quantities and prices, and added the certification of prospective contractor form exhibit to the RFP.
- Amendment No. 2, issued July 30, 2025, extended the proposal and prequalification due date.
- Amendment No. 3, issued August 8, 2025, revised the evaluation criteria.
- Amendment No. 4, issued November 24, 2025, revised the evaluation criteria.

A total of 104 firms downloaded the RFP and were included on the planholders' list. A virtual pre-proposal conference was held on July 9, 2025, and was attended by 10 participants. There were 31 questions received for this RFP and responses were provided prior to the proposal due date.

A total of five proposals were received by the due date of August 11, 2025, and are listed below in alphabetical order:

1. Anew RNG, LLC (Anew)
2. Clean Energy Renewable Fuels, LLC dba in CA as Clean Energy Renewables (Clean Energy)
3. Shell Energy North America (US), LP (Shell)
4. Trillium USA Company, LLC (Trillium)
5. U.S. Venture, Inc. (U.S. Energy)

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Metro's Office of Sustainability, Program Management, and Strategic Financial Management departments was convened to conduct a comprehensive technical evaluation of the proposals received.

The proposals were evaluated according to the following evaluation criteria:

- Qualifications, capabilities and experience 30 percent
- Proposed project organization & staffing 15 percent
- Project approach & work plan 15 percent
- Price Proposal 40 percent

The evaluation criteria are appropriate and consistent with criteria developed for other similar procurements. Several factors were considered when developing these weights, giving the greatest importance to the price and qualifications, capabilities, and experience.

On August 21, 2025, the evaluation committee conducted virtual interviews with the firms. The firm's key personnel had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. In general, each team's presentation addressed each firm's technical proposal with a focus on the industry experience, organizational resources, and work plan to deliver the requirements.

Each firm was asked questions regarding their strategy for ensuring supply continuity, systems in place for transparent tracking of RNG volumes, commitment to supply Metro's full requirement and volume availability, existing RNG production sites relative to the pipeline interconnection serving Metro CNG stations, process to ensure regulatory compliance, and experience mitigating challenges with RNG credits to past clients.

All five (5) firms were determined to be in the competitive range.

Qualifications Summary of Firms within the Competitive Range:

Anew RNG, LLC (Anew)

Anew is headquartered in Houston, Texas and has a global presence in other US and European cities.

It is a wholly owned subsidiary of Anew Climate, LLC founded in 2005, and is one of the largest environmental commodity companies in North America, with a focus on RNG marketing and environmental commodities. It serves RNG, low carbon fuels, electric vehicles, emissions, carbon, renewable fuel, and renewable energy credit markets.

Its clients include the Orange County Transportation Authority, SunLine Transit Agency and the Dallas Area Rapid Transit Authority.

Clean Energy Renewable Fuels, LLC dba in CA as Clean Energy Renewables (Clean Energy)

Clean Energy is headquartered in Newport Beach, California and has regional offices across North America.

Founded in 1996 and publicly traded since 2007, it is one of the largest providers of RNG for the transportation market in North America. Its clean fuel solutions include RNG, Compressed Natural Gas (CNG), Liquefied Natural Gas (LNG), renewable electricity, and hydrogen fuel.

Its clients include some of the largest fleets in the nation such as Republic Services, Amazon, UPS, the New York MTA, and LA Metro. It has supported LA Metro's CNG fleet operations since 2009. Currently, it supplies 11 CNG fueling stations, which include three designed and constructed facilities, as well as RNG to some Metro Divisions.

Shell Energy North America (US), LP (Shell)

Shell Energy is headquartered in Houston, Texas and has regional offices throughout the US and Canada. It is among North America's largest wholesale energy marketers and traders of natural gas, power, environmental, and risk management products. Its operating center in San Diego, California focuses on gas, power, carbon products and RNG services.

Founded in 1998, its parent company, Shell PLC, operates core business areas in Integrated Gas, Upstream and Downstream, and Renewables and Energy Solutions globally in over 70 countries. Its clients include the City of Los Angeles, the State of California, Waste Management Renewable Energy and LA Metro, where it has a current RNG supply contract.

Trillium USA Company, LLC (Trillium)

Trillium is headquartered in Houston, Texas and is one of the largest owners and operators of alternative fueling stations across the US, including CNG, RNG, hydrogen and electric vehicle charging.

Founded in 1964, it is a member of the Love's Family of Companies, which owns and operates hundreds of vehicle fuel stations across multiple states in the US. Collectively, these companies provide a wide range of fueling solutions for heavy-duty fleets. In addition to CNG and RNG, it offers biodiesel, renewable diesel, solar, and microgrids.

Its clients include Cities of Norwalk, Victory Valley, San Diego and Culver City, Orange County Transportation Authority, North County Transit District, and LA Metro, where it has a current RNG supply contract.

U.S. Venture, Inc. (U.S. Energy)

U.S Energy is headquartered in Appleton, Wisconsin and is one of the biggest providers in the US for the supply of renewable natural gas and renewable diesel, development of renewable natural gas projects, and generation and monetization of environmental credit markets such as the federal Renewable Fuel Standard (RFS) and California's Low Carbon Fuel Standard (LCFS).

Over the past 70 years, it has become vertically integrated throughout the fuel supply chain, and as a U.S. Venture company, a leading provider of transportation products and data-based insights, it has a huge portfolio of development projects where it is capturing methane at dairies, landfills, and wastewater treatment plants and converting it to RNG.

Its clients include SoCal Gas, RTC Las Vegas, MARTA (Atlanta, GA), Stanislaw Regional Transit Authority, Modesto, CA and the Salem Mass Area Transit, Salem, OR

Metro conducted individual discussions with Anew, Clean Energy, Shell, Trillium and U.S. Energy regarding the firms' technical proposals, clarifications, contract exceptions, and price assumptions. These discussions were held to give the proposers within the competitive range an opportunity to fully address and meet Metro's requirements.

Upon conclusion of the discussions, Metro issued a request for Best and Final Offers (BAFO) on January 27, 2026. BAFO proposals were distributed to the PET for technical scoring in accordance with the evaluation criteria established in the solicitation.

At the conclusion of the evaluation process, which was comprised of technical evaluations of submitted proposals, oral interviews and presentations, comprehensive discussions with all firms in the competitive range, and review of BAFOs, the proposal of SHELL ENERGY was determined to be the highest-ranked proposal.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Shell Energy North America (US), LP**				
3	Qualifications, Capabilities & Experience	92.23	30.00%	27.67	
4	Proposed Project Organization & Staffing	92.20	15.00%	13.83	
5	Project Approach & Work Plan	88.33	15.00%	13.25	
6	Price Proposal	100.00	40.00%	40.00	
7	**Total**		**100.00%**	**94.75**	**1**
8	**Clean Energy Renewable Fuels, LLC dba in CA as Clean Energy Renewables**				
9	Qualifications, Capabilities & Experience	98.33	30.00%	29.50	
10	Proposed Project Organization & Staffing	98.87	15.00%	14.83	
11	Project Approach & Work Plan	98.33	15.00%	14.75	
12	Price Proposal	88.45	40.00%	35.38	
13	**Total**		**100.00%**	**94.46**	**2**
14	**U.S. Venture, Inc.**				
15	Qualifications, Capabilities & Experience	93.90	30.00%	28.17	
16	Proposed Project Organization & Staffing	92.20	15.00%	13.83	
17	Project Approach & Work Plan	90.00	15.00%	13.50	
18	Price Proposal	54.58	40.00%	21.83	
19	**Total**		**100.00%**	**77.33**	**3**
20	**Anew RNG, LLC**				
21	Qualifications, Capabilities & Experience	95.57	30.00%	28.67	
22	Proposed Project Organization & Staffing	96.67	15.00%	14.50	

23	Project Approach & Work Plan	93.33	15.00%	14.00	
24	Price Proposal	0.00	40.00%	0.00	
25	**Total**		**100.00%**	**57.17**	**4**
26	**Trillium USA Company, LLC**				
27	Qualifications, Capabilities & Experience	93.33	30.00%	28.00	
28	Proposed Project Organization & Staffing	91.13	15.00%	13.67	
29	Project Approach & Work Plan	85.87	15.00%	12.88	
30	Price Proposal	1.32	40.00%	0.53	
31	**Total**		**100.00%**	**55.08**	**5**

C. Cost/Price Analysis

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

The Metro ICE was estimated using only the Commodity Price that Metro will pay to purchase the RNG fuel. It did not account for any monetization of environmental credits that Metro will receive as part of this agreement.

Shell's BAFO Commodity Price of $228,906,912.87 is approximately 1.5% lower than the Metro ICE of $232,407,019.

When applied, Shell's proposed BAFO LCFS and RINs Credits are likely to offset Shell's BAFO Commodity Price, and yielded a total of $44,486,197.41 in potential revenue to Metro.

Proposer	Metro ICE (Commodity Price Only)	Commodity Price	LCFS Credits	RINs Credits	Total* Proposed Price
Shell	**$232,407,019.00**	**$228,906,912.87**	**$59,473,556.68**	**$213,919,553.60**	**($44,486,197.41)**
Clean Energy		$197,452,629.63	$0.00	$229,199,521.68	($31,746,892.05)
U.S. Energy		$269,741,479.38	$72,001,840.18	$192,094,432.96	$5,645,206.24
Trillium		$269,741,479.38	$30,731,246.21	$174,628,207.04	$64,382,026.13
Anew		$297,182,308.08	$60,247,154.25	$171,081,071.56	$65,854,082.27

*Total Proposed Price (D) = (A) – (B) – (C):
(A) = Commodity Price: The price of the RNG that Metro will pay (Cost to Metro)
(B) & (C) = Environmental Credits: Incentives for using low-carbon fuel (Revenues to Metro)
- (B) = LCFS Credits (Low Carbon Fuel Standard): State-level (e.g., California) credits based on the carbon intensity of fuels
- (C) = RINs Credits (Renewable Identification Numbers): Federal EPA-regulated tracking codes for biofuels

D. Background on Recommended Contractor

Shell Energy is headquartered in Houston, Texas and has regional offices throughout the US and Canada. It is among North America's largest wholesale energy marketers and traders of natural gas, power, environmental, and risk management products. Its operating center in San Diego, CA focuses on gas, power, carbon products and RNG services.

Shell's clients include the City of Los Angeles, the State of California, Waste Management Renewable Energy and LA Metro, where it has a current RNG supply contract. Shell has performed satisfactorily on its contracts with Metro.

DEOD SUMMARY

RENEWABLE NATURAL GAS (RNG) PROVIDER / OP132076000

A. Small Business Participation

At the time of solicitation, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due to the lack of subcontracting opportunities. Shell Energy North America (US), LP is expected to perform the work with its own workforce.

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 and 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 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).

E. 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.

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.

Renewable Natural Gas (RNG) Provider Contract

Contract No. OP132076000

Regular Board Meeting
May 28, 2026

Metro

Recommendation

AUTHORIZE the Chief Executive Officer to:

A. AWARD a five (5) year Indefinite Delivery/Indefinite Quantity (IDIQ) contract, Contract No. OP132076000, with Shell Energy North America (US), LP for Renewable Natural Gas (RNG), inclusive of a five-year base in the Not-To-Exceed (NTE) amount of $140,004,228.05 and one three-year option in the NTE amount of $88,902,684.81, for a combined NTE amount of $228,906,912.86; and

B. EXECUTE individual Task Orders, Transaction Confirmations, and Contract Modifications up to 10% of the contract value.

Issue

Metro uses Renewable Natural Gas (RNG) fuel to power the engines on the majority of the bus fleet. RNG fuel is currently being procured under four contracts due to previously limited RNG availability from one single supplier.

RNG remains a critical bridge fuel during Metro's transition to a fully Zero-Emission Bus (ZEB) fleet. As charging infrastructure is constructed and new electric buses are phased into service, RNG ensures uninterrupted transit operations while maintaining progress toward greenhouse gas and criteria pollutant reduction goals. Maintaining a reliable RNG supply during this transition period protects operational continuity, safeguards service reliability, and provides flexibility as Metro refines future fleet and energy demand projections.

Discussion

- ***Zero-emission transition underway:*** Electric buses + charging infrastructure; RNG use declines as CNG buses retire.
- ***Bridge fuel needed:*** RNG ensures service reliability, continuity, and operational flexibility during transition.
- ***One contract approach:*** Streamlines administration, improves price transparency, strengthens negotiating power.
- ***Strategic alignment:*** Supports Energy Master Plan and Moving Beyond Sustainability; adapts to market changes.
- ***Award of Contract No. OP132076000*** to Shell Energy North America ensures a resilient, renewable energy supply that supports public health, environmental goals, and operational sustainability.

Proposal Evaluation 1

AWARDEE

Shell Energy North America (US), LP

EVALUATION CRITERIA	MAXIMUM POINTS	Shell Energy North America (US), LP	Clean Energy Renewable Fuels, LLC dba in CA as Clean Energy Renewables	U.S. Venture, Inc.	Anew RNG, LLC	Trillium USA Company, LLC
Qualifications, Capabilities & Experience	30	27.67	29.50	28.17	28.67	28
Proposed Project Organization & Staffing	15	13.83	14.83	13.83	14.50	13.67
Project Approach & Work Plan	15	13.25	14.75	13.50	14	12.88
Price Proposal	40	40	35.38	21.83	0	.53
Total Score	**100**	94.75	94.46	77.33	57.17	55.08

Proposal Evaluation 2

PRICE ANALYSIS: 40% of Evaluation Criteria

Proposer Name	Bid Amount	Metro ICE	LCFS Credits	RINS Credits	Negotiated Amount (see Notes below)
Shell Energy	$228,906,912.87	$232,407,019.00	$59,473,556.68	$213,919,553.60	($44,486,197.41)
Clean Energy	$197,452,629.63	$232,407,019.00	$0.00	$229,199,521.68	($31,746,892.05)
U.S. Energy	$269,741,479.38	$232,407,019.00	$72,001,840.18	$192,094,432.96	$5,645,206.24
Trillium	$269,741,479.38	$232,407,019.00	$30,731,246.21	$174,628,207.04	$64,382,026.13
Anew	$297,182,308.08	$232,407,019.00	$60,247,154.25	$171,081,071.56	$65,854,082.27

Notes:
1. The Metro ICE estimated using only the Commodity Price that Metro will pay to purchase the RNG fuel.
2. The ICE did not account for any monetization of environmental credits that Metro will receive as part of this agreement.
3. Shell's BAFO Commodity Price of $228,906,912.87 and when applied will likely yield a total of $44,486,197.41 in potential revenue to Metro.
4. Same process was applied to all proposals and results are shown in last column of the above table.

ADDITIONAL CONSIDERATIONS

Recommended contract structure provides operational flexibility during the Metro's fleet electrification transition while allowing the agency to periodically assess future RNG demand as ZEB deployment accelerates.

Based on a conservative assumption of $40 per LCFS credit price and the credit allocations contained in Shell's Best and Final Offer, potential revenue to Metro is approximately $45M over the contract term. Recent observed LCFS market pricing from April to May 2026 has generally ranged between $62-$67 per credit, reinforcing the long-term value of Metro's environmental credit monetization strategy.

Year 1 No Award fiscal consequences

- Extension of existing contracts result in ~$17.9M in net annual cost
- Non-award and procurement of fossil natural gas result in ~$40M in net annual costs and foregone environmental credit revenues

PROTEST TIMELINE AND RESOLUTION

- Report presented in the April 2026 Operations, Safety, and Customer Experience Committee meeting,
- Clean Energy Renewable Fuels (CERF), filed a protest on April 22, 2026.
- Metro reviewed the claims cited by CERF in their letter and denied the protest on May 1, 2026.
- CERF filed an appeal to the protest decision on May 6, 2026.
- After careful review, consideration, and investigation of the issues set forth in CERF's appeal, Metro determined the appeal did not have merit and was, therefore, denied on May 22, 2026.
- The protest period for this procurement has expired.

DEOD COMMITMENT

At the time of solicitation, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due to the lack of subcontracting opportunities. Shell Energy North America (US), LP is expected to perform the work with its own workforce.

Local Small Business Enterprise (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.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP132076000 and proceed with issuing Task Orders as the need for these services arise. Material activities and work products relative to the support provided by this contract will be included in Metro's annual sustainability report.

Staff will continue monitoring RNG market conditions, carbon credit performance, and fuel consumption trends as Zero-Emission Buses are deployed. Updates will be incorporated into Metro's annual sustainability reporting and budget planning processes to ensure alignment with operational needs and long-term energy strategy.

Board Report

File #: 2026-0218, **File Type:** Resolution **Agenda Number:** 44.

REGULAR BOARD MEETING
MAY 28, 2026

SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire either the Fee Simple Interest ("Fee Interest") or certain Improvements Pertaining to Realty ("IPR") for the properties identified in Attachment A and described as:

A. 14529 Keswick Street, Van Nuys, CA 91405; APN: 2210-030-027; ESFV-B-002-1 ("B-002"). (IPR Interests Only);

B. 13287-13289 Van Nuys Blvd., Pacoima, CA 91331; APN: 2619-017-008; ESFV-C-005-1 ("C-005"). (Fee Interest Only);

C. 13291 Van Nuys Blvd., Pacoima, CA 91331; APN: 2619-017-009; ESFV-C-006-1 ("C-006"). (IPR Interests Only); and

D. 6429 Van Nuys Blvd., Van Nuys, CA 91401; APN 2236-023-001; ESFV-A-002-1 ("A-002"). (IPR Interests Only).

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 East San Fernando Valley Light Rail Transit Project ("Project"), specifically for Traction Power Substations ("TPSS") and track alignment for the 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, B-2, B-3, and B-4) 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 extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit ("LRT") system with 14 at-grade stations. The Board certified the Project's Final Environmental Impact Report on December 3, 2020, and the Federal Transit Administration signed a Record of Decision on January 29, 2021. Included in the Final Environmental Impact Statement/ Environmental Impact Report is the initial operating segment (IOS) defined as the southern 6.7 miles of the Project alignment. The IOS is street-running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a Maintenance and Storage Facility (MSF) for the LRT vehicles.

The Project will improve mobility in the area by:

- introducing an improved north-south transit connection between key transit hubs/routes;
- enhancing transit accessibility/connectivity for residents to local and regional destinations and activity centers;
- increasing transit service efficiency; and
- encouraging a modal shift from driving in order to achieve reductions in vehicle miles traveled.

TPSS units are required along the alignment to support vehicle operations. TPSS units are electrical substations that provide direct current to the LRT vehicles. There are 9 proposed TPSS units, placed at approximately 0.75-mile intervals, along the alignment and 1 proposed TPSS unit at the MSF. The TPSS units are placed in locations where maximum power draw is expected, and such that they will allow continued operation in the event one TPSS unit is offline.

All of these properties were included in the Project's environmental document and extensive public outreach was done as part of the applicable environmental procedures. As per Federal and State requirements, public meetings were held and the environmental document was made available to the public. During the DEIS/DEIR and FEIS/FEIR phases, LACMTA conducted numerous community meetings and other various public outreach activities. These diverse outreach activities to targeted audiences included newspaper ads, direct mail notifications, and announcements through social media platforms.
Acquisition of the Property Interests is required for TPSS and track alignment.

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 ("Owner") and/ or named tenants, where applicable, as follows:

- For Parcel B-002 to the Owner on November 13, 2025; to the named tenants on October 9, 2025, and on January 27, 2026 (IPR Interests);
- For Parcel C-005 to the Owner on October 2, 2025 (Fee Interest);
- For Parcel C-006 to the Owner and named tenant on October 16, 2025 (IPR Interests); and

- For Parcel A-002 to the Owner and named tenant on September 18, 2025 (IPR 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, which will allow LACMTA to obtain possession, and ultimately title, in order to maintain the Project's schedule and to construct and operate the TPSS and track alignment. LACMTA will continue in good faith to try to accomplish a voluntary purchase of the Property Interests even after commencement of the action if possible, in which case Owners and any named tenants will not need to participate in the litigation with regard to their resolved interests in the parcels.

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 authorizes 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 offer required by Section 7267.2 of the Government Code has been made to the owner(s) of the Property Interests, or the offers has 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; and (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. 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 one - six above exist.

Acquisition of these Property Interests will require relocation of six business tenants: two marble and granite shops, a towing business, a billboard, night club and a restaurant. A dedicated relocation agent is working with the businesses to explain benefits, provide referrals for replacement properties, and process appropriate payments for relocation benefits. The named tenants have been provided with the appropriate General Information Notice, Notice of Eligibility, and a 90-day Informational Notice. Prior to being required to relocate, the named tenants have or will be provided 30-day notices.

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, relocation activities, and the recommended right of way action for the properties referenced in this report are included in the adopted Project's Preconstruction budget under Cost Center 8510 Project number 865521, East San Fernando Valley

Light Rail Transit Corridor.

Impact to Budget

The sources of funds for the recommended actions include Measure R, Measure M, State Grants, and Federal Grants. These funds are not eligible for bus and rail operations.

EQUITY PLATFORM

The Project will serve 11 new stations along Van Nuys Boulevard and will improve connections and access to key destinations to Metro's customer base and several Equity Focus Communities (EFCs) in the East San Fernando Valley. In addition, the Project will deliver several other benefits to the area including enhanced transit mobility and enhanced transportation to important community resources.

The Property Interests being required are necessary to construct the Project and deliver its benefits to the community. Offers of Just Compensation for the Property Interests were made to the Owners and tenants as follows:

- For Parcel B-002 to the Owner on November 13, 2025; to the named tenants on October 9, 2025 and on January 27, 2026;
- For Parcel C-005 to the Owner on October 2, 2025;
- For Parcel C-006 to the Owner and named tenant on October 16, 2025; and
- For Parcel A-002 to the Owner and named tenant on September 18, 2025.

The offers of just compensation that were made to the owners of the Property Interests were based on the Property Interests' fair market values. Fair market value is defined as "the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." Metro staff has been negotiating with the owners of the Property Interests, but either agreements have not been reached or acquisition of the Property Interests cannot be achieved without eminent domain. Approving this action will allow staff to continue the acquisition negotiations for the remaining acquisitions while maintaining the project schedule.

Occupants displaced by the Project may receive relocation benefits in accordance with the Uniform Relocation Act. These benefits include both monetary funding and advisory services to mitigate any potential hardships. Agents are assigned to displacees from the beginning of the relocation cycle to guide displacees through their moving and reestablishment processes. Metro will also assist the displacees in finding replacement sites within the community. These relocation services demonstrate Metro's commitment to minimizing the impacts of displacement and relocation.

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. VMT for the project has already been analyzed for this item through the East San Fernando Valley Transit Corridor DEIS/DEIR. VMT summary can be found in Appendix G of the Transportation Impacts Report published in 2020. VMT was forecasted with Metro's Travel Demand Model using traffic counts collected in 2011, 2012, and 2013. Year 2040 was chosen for the definition of future baseline conditions. The result of this analysis was that the number of transit trips would reduce the number of trips by auto in general due to mode Preference changes by commuters. A VMT reduction of 54,207 miles was calculated for the project.

*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 Metro Vision 2028 Strategic Plan Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

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 tenants to find suitable replacement locations.

ATTACHMENTS

Attachment A - Staff Report
Attachment B-1 - Resolution of Necessity - Parcel B-002
Attachment B-2 - Resolution of Necessity - Parcel C-005
Attachment B-3 - Resolution of Necessity - Parcel C-006

Attachment B-4 - Resolution of Necessity - Parcel A-002

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Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTY INTERESTS REQUIRED FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT ("PROJECT") PROJECT PARCELS B-002, C-005, C-006, and A-002.

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 assessor parcel number, project parcel number, address, record property owner and tenant, purpose of the acquisition, and nature of the property interests sought to be acquired for the Project are summarized as follows:

Summary Table 1

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/Tenant	Property Interest(s) Sought
ESFV-B-002-1 (B-002)	2210-030-027	14529 Keswick Street, Van Nuys, CA 91405	Ilan Bender: DBA Bender Leasing Company as to the building and improvements; and Bender Realty LTD., as to the ground/land. *(Former real property owner)*	IPR
			OutFront Outdoor Advertising *(Tenant)*	IPR
			Prousalis Marble and Granite aka Peter Prousalis DBA Pacific Coast Marble *(Tenant)*	IPR
			S&L Towing Service, Inc. *(Tenant)*	IPR
			Stone Shop Designs, Inc. *(Tenant)*	IPR
ESFV-C-005-1 (C-005)	2619-017-008	13287-13289 Van Nuys Blvd., Pacoima, CA 91331	Iuana Tello aka Juana Tello, an unmarried woman *(Owner)*	Fee
ESFV-C-006-1 (C-006)	2619-017-009	13291 Van Nuys Blvd., Pacoima, CA 91331	El Paseo Night Club *(Tenant)*	IPR
			Flora Castaneda Bravo, a single woman.*(Owner)*	IPR
ESFV-A-002-1 (A-002)	2236-023-001	6429 Van Nuys Blvd., Van Nuys, CA 91401	El Cafetal Restaurante Salvadoreno *(Tenant)*	IPR
			Michael Bacall, Trustee of the MBA Trust dated March 15, 2015, as to 2/3 interest Judith Wies, Trustee of the Stephen and Judith Wies Family Trust dated June 18, 1994, as to 1/3 interest. *(Owner)*	IPR

Property Requirements:

Purpose of Acquisitions: Construction and operation of the East San Fernando Valley Light Rail Transit Project.

Property Interests Sought:

With regard to Project parcel B-002, C-006, and A-002, LACMTA has already purchased a fee interest in the properties, and seeks to acquire the Improvements Pertaining to Realty ("IPR") on those properties by way of eminent domain. With regard to Project parcel C-005, LACMTA seeks to acquire the fee interest (together the fee and IPR property interests sought to be acquired by eminent domain as set forth herein are referred to as the "Property Interests"). The Property Interests are required to construct Traction Power Substations (TPSS) and track alignment for the Project.

A written offer of Just Compensation to purchase the fee interest in C-005 was presented to the Owner of record on October 2, 2025, as required by California Government Code Section 7267.2. Similarly, and in compliance with California Government Code Section 7267.2, written offers of just compensation to purchase certain IPR's on parcels A-002, B-002, and C-006 were presented to the Owner and the named Tenants[1] as follows:

- For Parcel B-002 to the Owner on November 13, 2025; to the named tenants on October 9, 2025 and on January 27, 2026;
- For Parcel C-006 to the Owner and named tenant on October 16, 2025; and
- For Parcel A-002 to the Owner and named tenant on September 18, 2025.

A. <u>The public interest and necessity require the Project.</u>

The Project is a vital public transit infrastructure investment that will provide improved transit service along the busy Van Nuys Boulevard and San Fernando Road corridors serving the eastern San Fernando Valley. The Project will ultimately provide a 9.2-mile light rail transit system to connect from the Van Nuys LACMTA G Line (Orange Line) Station in the community of Van Nuys to the Sylmar/San Fernando Metrolink Station in the City of San Fernando, providing commuters with significantly more options when navigating Los Angeles County.

The Project will improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes including direct access to Metrolink/Amtrak and G-line stations, enhancing transit accessibility/connectivity for residents to local and regional destinations and activity centers, increasing transit service efficiency, and encouraging a modal shift from driving to achieve reductions in greenhouse gas emissions. It is projected that by the year 2035, there will be 37,759 daily transit trips on the completed Project. The Project will provide new transit service and improved transit connectivity in future years. The Project is consistent with one of LACMTA's overall goals of providing high quality mobility options that enable people to spend less time traveling.

Based on an evaluation of socioeconomic, congestion growth trends, travel conditions, and feedback from the project stakeholder meetings, it is demonstrated that existing and projected levels of traffic congestion in the corridor limit mobility will increase the demand for reliable transit services. In light of these conditions, the Project supports the public interest and necessity through its ability to:

[1] As between Owner and the named tenant LACMTA does not know who claims ownership of the IPR, and for that reason, the offer to purchase the IPR was made to both the Owner and the named Tenant.

- Improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes;
- Enhance transit accessibility/connectivity for residents within the eastern San Fernando Valley to local and regional destinations;
- Provide more reliable transit service within the eastern San Fernando Valley;
- Provide additional transit options in an area with a large transit dependent population and high number of transit riders; and
- Encourage modal shift to transit in the eastern San Fernando Valley, thereby improving air quality.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B. <u>The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.</u>

In September and October of 2017, the Draft Environmental Impact Study/Draft Environmental Impact Report (DEIS/DEIR) was circulated for public review and comment for 60 days. The following six alternatives were evaluated in the DEIS/DEIR:

- No-Build Alternative;
- TSM Alternative;

<u>BRT Alternatives</u>:

- Alternative 1 – Curb-Running BRT Alternative;
- Alternative 2 – Median-Running BRT Alternative;

<u>Rail Alternatives</u>:

- Alternative 3 – Low-Floor Light Rail Transit (LRT)/Tram Alternative;
- Alternative 4 – LRT Alternative.

All build alternatives considered within the DEIS/DEIR (Alternatives 1 through 4) would operate at grade over 9.2 miles, either in a dedicated busway or dedicated guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station on the north to the Van Nuys Metro Orange Line station on the south, with the exception of Alternative 4, which included a 2.5-mile segment within Metro-owned railroad right-of-way adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of the City of Los Angeles communities of Panorama City and Van Nuys.

Metro applied the objectives below in evaluating potential alternatives for the Project:

- Provide new service and/or infrastructure that improves passenger mobility and connectivity to regional activity centers;
- Increase transit service efficiency (speeds and passenger throughput) in the project study area; and
- Make transit service more environmentally beneficial by providing alternatives to auto-centric travel modes and other environmental benefits, such as reduced air pollutants, including reductions in greenhouse gas emissions in the project study Area.

These goals draw upon those presented in the Alternatives Analysis Report completed in 2012. For the purposes of the DEIS/DEIR, these goals were updated and refined to reflect public involvement and further analysis of the proposed project, the project area, and the background transportation system. Based on the project objectives and the public comments received during the 60-day comment period for the DEIS/ DEIR, a modified version of Alternative 4 (Alternative 4 Modified: At-Grade LRT) was developed on June 28, 2018, and the Metro Board of Directors formally identified Alternative 4 Modified: At- Grade LRT as the Locally Preferred Alternative (LPA). The primary difference between DEIS/DEIR Alternative 4 and the LPA is the elimination of the 2.5-mile subway portion of DEIS/DEIR Alternative 4. Under the LPA, the entire 9.2-mile alignment would be constructed at grade. The subway portion was eliminated because it would be very expensive, have significant construction impacts, and result in little time savings compared with a fully at-grade alignment.

In addition, Metro determined that the LPA best fulfilled the project's purpose and need to:

- Improve north–south mobility;
- Provide more reliable operations and connections between key transit hubs/routes;
- Enhance transit accessibility/connectivity to local and regional destinations;
- Provide additional transit options in a largely transit-dependent area, and
- Encourage mode shift to transit.

Additional factors that were considered by Metro in identifying Alternative 4 Modified as the LPA include: the greater capacity of LRT compared to the BRT alternatives, the LPA could be constructed in less time and at reduced cost compared to the DEIS/DEIR Alternative 4, fewer construction impacts compared to DEIS/DEIR Alternative 4, and strong community support for a rail alternative.

The Project will cause private injury, however, 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 specifically needed for the southern segment of the Project ("Southern Segment"). The Southern Segment of the Project consists of a 6.7-mile at-grade alignment light rail transit system, which will include 11 new transit stations, 10 Traction Power Substations, and a new Maintenance and Storage Facility. The purpose of the Project is to improve connections and access to crucial destinations while connecting transit users to the growing network in the San Fernando Valley.

The Southern Segment of the Project will operate in the center of Van Nuys Boulevard from the LACMTA G Line (Orange) Van Nuys Station to Van Nuys Boulevard and San

Fernando Road. Once constructed, the Project's light rail system will travel in a semi-exclusive right-of-way in the median of Van Nuys Boulevard, separated by a barrier except at signalized intersections. There will be 33 light rail vehicles. The light rail system will be powered by an electrified overhead contact system, a network of overhead wires that distributes electricity to the light rail vehicles. The TPSS sites will provide the electricity to power the light rail vehicles.

The Property Interests are required for construction and operation of the Project. Specifically, Parcel B-002 is required to construct the Maintenance Facility and track alignment, and Parcels C-005, C-006, and A-002 are required to construct TPSSs.

Staff recommends that the Board find that the acquisition of the Property Interests are 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 two independent appraisals, one of the real property and one of the IPR, 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 owner 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 Owner and Tenant 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 (offer for fee acquisition was made to Owner; offer for IPR was made to Owner and Tenant;

5. Provided the Owner and Tenant 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 Owner 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 the Owner and the named tenant.

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 §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. LACMTA has complied with the California Environmental Quality Act.

The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by Page 8 of 36 the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

CONCLUSION

Staff recommends that the Board approve the Resolutions of Necessity.

ATTACHMENTS

Exhibit A-1 – Parcel B-002 – Legal Description
Exhibit B-1 – Parcel B-002 – Plat Map
Exhibit C-1 – Parcel B-002 – Improvements Pertaining to Realty (IPR)
Exhibit A-2 – Parcel C-005 – Legal Description
Exhibit B-2 – Parcel C-005 – Plat Map
Exhibit A-3 – Parcel C-006 – Legal Description
Exhibit B-3 – Parcel C-006 – Plat Map
Exhibit C-3 – Parcel C-006 – Improvements Pertaining to Realty (IPR)
Exhibit A-4 – Parcel A-002 – Legal Description
Exhibit B-4 – Parcel A-002 – Plat Map
Exhibit C-4 – Parcel A-002 – Improvements Pertaining to Realty (IPR)

EXHIBIT A-1

PARCEL B-002

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES (VAN NUYS AREA) IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 4 AND 5, TRACT NO. 7090, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 88, PAGES 94 AND 95 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM, THE WESTERLY 38 FEET OF SAID LOTS 4 AND 5. ALSO EXCEPTING

THEREFROM THE SOUTHERLY 2 FEET OF SAID LOT 5.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LOT 5, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF THE SOUTHERLY 2 FEET OF SAID LOT 5 WITH THE EASTERLY LINE OF THE WESTERLY 38 FEET OF SAID LOT 5; THENCE NORTHERLY
15 FEET ALONG SAID EASTERLY LINE; THENCE SOUTHEASTERLY IN A DIRECT LINE TO THE INTERSECTION OF SAID NORTHERLY LINE OF SAID LOT 5 WITH THE EASTERLY LINE OF THE WESTERLY 53 FEET OF SAID LOT 5; THENCE WESTERLY 15 FEET ALONG SAID NORTHERLY LINE TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM, THE EASTERLY 2 FEET OF SAID LOTS 4 AND 5.

ALSO EXCEPTING THEREFROM, THAT PORTION OF SAID LOT 5, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF THE SOUTHERLY 2 FEET OF SAID LOT 5 WITH THE WESTERLY LINE OF THE EASTERLY 2 FEET OF SAID LOT 5; THENCE NORTHERLY ALONG SAID WESTERLY LINE TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 25 FEET AND BEING TANGENT AT ITS POINT OF ENDING TO SAID NORTHERLY LINE OF THE SOUTHERLY 2 FEET OF SAID LOT 5; THENCE SOUTHWESTERLY ALONG SAID CURVE TO SAID POINT OF ENDING IN SAID NORTHERLY LINE; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE POINT OF BEGINNING.

ALSO EXCEPT ALL OIL, GAS, WATER AND MINERAL RIGHTS WHICH ARE NOW VESTED IN THE CITY, WITHOUT, HOWEVER THE RIGHT TO USE THE SURFACE OF SAID LAND FOR THE EXTRACTION OF SAID OIL, GAS, WATER AND MINERALS, AS RESERVED BY THE CITY OF LOS ANGELES, IN DEEDS RECORDED OCTOBER 18, 1976, AS INSTRUMENT NO. 225 AND MAY 8, 1980, AS INSTRUMENT NO. 80- 466806, OFFICIAL RECORDS.RECORDS.

APN: **2210-030-027**

EXHIBIT B-1

PARCEL B-002

PLAT MAP

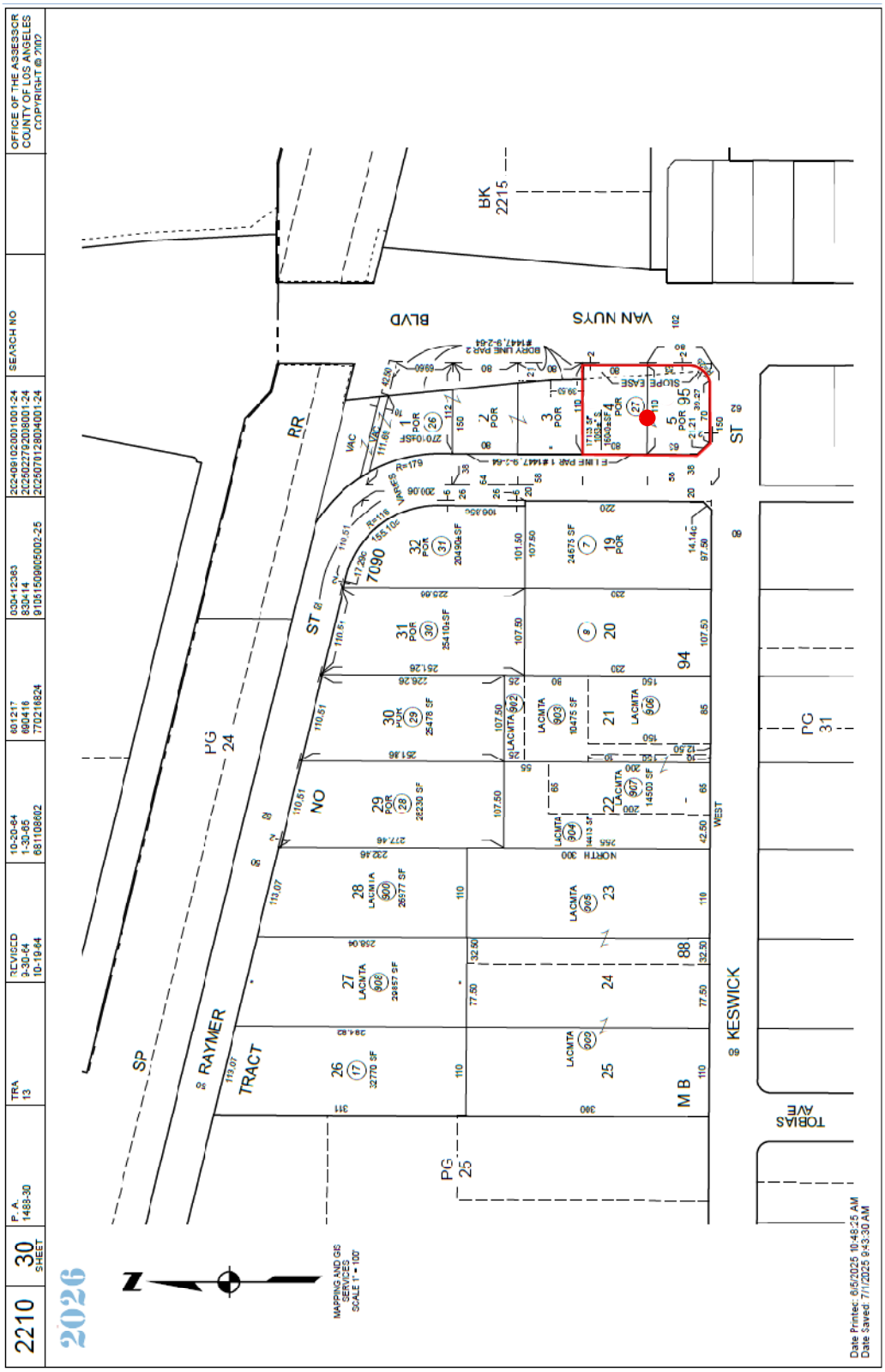


EXHIBIT C-1
PARCEL B-002

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Bender Realty, Ltd.

Qty.	Description
2	Overhead bridge cranes, 2 ton capacity, each with 2 electrified crane runways, 94'L, 15'h, steel girders, wall-mounted with steel support columns, local electrical, consisting of:
	1 — 38 LF span, steel frame, twin girder, motorized, with trolly, motorized
	1 — 40 LF span, steel frame, twin girder, motorized, with trolly, motorized, 1 manual hoist, 1 ton

EXHIBIT C-1
PARCEL B-002

IMPROVEMENTS PERTAINING TO REALTY (IPR)

OutFront Outdoor Advertising

Qty.	Description
1	Urban "Rotate" outdoor advertising sign, Sign No.: 2035, 14'h x 48'w (estimated), single face with poster panel back up, 36" diameter pole, approximately 25'h at bottom of board, cantilevered, 2 catwalks, illuminated 1 - poster panel back-up, 12' x 25' (estimated), illuminated, Sign No.: 4641

EXHIBIT C-1
PARCEL B-002

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Pacific Coast Marble & Granite

Qty.	Description
1	Group of hand painted signage, exterior walls-mounted, consisting of: 2 Addresses, 1- "14529", 1'h, single color 1 "Pacific Coast", 2'h, single color 1 "MARBLE & GRANITE", 4'h, single color 1 "818-785-3576", approximately 1.5'h, single color 2 "MARBLE & GRANITE", 2.75'h, "FABRICATION INSTALLATION MARBLE SALES", 1.5'h, including, 2 plastic channel letters signs, "PACIFIC COAST", 1.5'h, 1 "818-785-3576", 16"h, 2 colors total throughout
2	Work light fixtures, 1-12'L feet long, 6-4'L, fluorescent elements, 1-wall washer, wall-mounted in warehouse, local electrical
2	Work benches, in warehouse, 1-10'L x 2.5'D, painted softwood, 1-6.25'L x 2'd, plywood top, tubular metal frame, in warehouse
1	Wall cabinet, 8'w x 16"h x 1'd, diamond plate metal, 2 door, in warehouse
276	Linear feet (LF) of water drainage channel, surface-recessed on existing concrete floor, approx. 1'd, 54 LF of 6" to 8"w, 222 LF of 12" to 14"w, including, 1 floor recessed clarifier, 5' x 7' footprint, 3 compartment, concrete lined with metal grates throughout, 1 sump pump in clarifier, in warehouse
140	LF of water piping, PVC, including, 30 LF of 2" diameter, 110 LF of 1" diameter, in warehouse
170	LF of pneumatic compressed air piping, 2" diameter threaded metal, including, 7 quick connects, in warehouse
4	Specialty jib cranes, 12'L, with water discharge piping, 4 water nozzles each, 1 light fixture each, 8'L, 4 element
1	Group of supplemental electrical power distribution for specific business equipment, including, circuit breakers, consisting of:

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Pacific Coast Marble & Granite (Cont.)

Qty.	Description
1	Start controller, Definite Purpose Controls by Square D Company, including, 1 safety switch, Eaton, 30 A, 240 V, approx. 25 LF of wire in .75" diameter flex conduit, for exterior air compressor
1	Safety Switch, Manufacturer: not available, assumed to be 60 A, 240 V, (if other than as assumed herein, our opinions of value may be different), for northeast saw, including, approx. 20 LF of wire in 1" diameter flex conduit
1	Safety switch, Square D Company, 200 A, 240 V, for saw by FOMA, including, approx. 10 LF of flex conduit, 1" diameter, 1 on/off switch, GE, 30 A, 600 V with approx. 20 LF of 1" diameter flex metal conduit
3	Control switches, Furnas, for saw by Ares, including, approx. 150 LF of wire in .75" diameter conduit
37	LF of painted concrete block dike, 8"h, concrete filled, floor-mounted at Forza saw
30	LF of concrete block wall, 15 LF of 4'h, 15 LF of 16"h, concrete filled, at Italtech saw
1	Group of reinforced concrete block improvements for older saw at northwest of warehouse, including, 5 footings for travel table, 3'L x 16"h x 8"d, 1 pedestal for saw, 28"w x 30"h x 28"d
8	LF of track lighting channel, with 3 spotlight fixtures, ceiling-mounted, local electrical, in office
20.5	LF of polished marble countertop, 14"d, with painted wood under shelving, 3 tier, vertical dividers, including, 53 wall-mounted polished stone samples, 12" x 12", with 100 LF of wood rail brackets

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EXHIBIT C-1
PARCEL B-002

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Pacific Coast Marble & Granite (cont.)

Qty.	Description
3	Area light fixtures, high bay, high intensity, 2 ceiling-mounted, 1-with plastic lens, bridge crane-mounted, local electrical
1	West office expansion build-out, electrical receptacles, area light fixtures, local electrical, consisting of: 1 First floor addition, rectangular shape, 10.25' x 18' footprint (FP), 185 SF, 8.25'h, stone tile flooring, wood frame, plywood and drywall wall covering, flat wood roof covering, painted drywall ceiling, 1 painted wood pedestrian door, 2 vinyl slide windows, 46" x 36", stone tile flooring, 12" x 12" 1 Mezzanine addition, slightly irregular shape, approx. 15' x 16', approx. 240 SF, 6.75'h, wood frame wall and roof, wood roof covering, painted wood and drywall wall covering, 1 painted wood pedestrian door, 1 fixed window, 6'w x 2.5"h, carpet floor covering, 1 built-in drafting table, 7.5'L x 3'd, stained wood, 1 walk-in closet, 4.5' x 5.5' FP, 1 painted wood pedestrian door, 36 LF of painted wood shelving, wood framed over stairwell, 1 wall-recessed shelving unit, 3.5'w x 3.5'h x 3.5'd, 2- 3.5'w shelves, painted wood shelving, wood framed over stairwell, 1 staircase, wood frame, 12 carpet covered stairs, 4.5'w, with landing, 2 wall-mounted hand rails, 12'L each, painted wood
1	East office construction, irregular shape, approx. 540 SF, 8'h, electrical receptacles, area light fixtures, local electrical and plumbing, roof-mounted HVAC package with ducting, wood framed walls and roof, wood roof covering, painted drywall interior walls and ceiling covering, 2 pedestrian doors, 1 painted wood, 1-painted wood with inset glass panes, 2 windows, 1 aluminum slider, 4'w x 2'h, 1 fixed, 3'w x 3.5'h, 26 LF of 8'h interior partition walls, stone tile flooring, 12" x 12", 13 LF of built-in recessed shelving, 2-4 tier, painted wood, 1 restroom, 7' x 7' FP, mixed ceramic tile wainscotting, sink counter, 4'w x 2'd, 1 toilet, 1 wall mirror, 6'w x 44"h, wall-mounted, 1 wall cabinet, 5'w x 2'h, painted wood, 4 door

EXHIBIT C-1
PARCEL B-002

IMPROVEMENTS PERTAINING TO REALTY (IPR)

S&L Towing Service, Inc.

Qty.	Description
1	Banner sign, 8' x 2', "SL TOWING", "24 Hr. Service", including, 2 telephone numbers and logo, vinyl, exterior-wall mounted

EXHIBIT C-1
PARCEL B-002

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Stone Shop Designs, Inc.

Qty.	Description
16	Surveillance cameras, VOIP, 6 exterior, 10 interior, including, brackets, cabling
1	Group of supplemental electrical power distribution for specific business equipment, including, circuit breakers, consisting of: 1 Start controller, Definite Purpose Controls by Square D Company, including, 1 safety switch, assumed to be 30 A, 240 V, (if other than as assumed herein, our opinions of value may be different), 25 LF of wire in 1" diameter flex conduit, for interior air compressor 1 Safety switch, for southern most polishing machine by GLA Stone, Siemens, 60 A, 240 V, approx. 125 LF of wire in 1" metal flex conduit 1 Safety switch for polishing machine by GLA Stone, Eaton, 60 A, 240 V, approx. 20 LF of flex conduit 1 Safety switch for radial arm polishing machine by FOMA, Eaton, 30 A, 240 V, including, approx. 25 LF of wire in .5" diameter metal conduit 2 Safety Switches, Square D Company, 60 A, 240 V, for saw by Forza saw, including approx. 20 LF of wire in 1" diameter flex conduit 1 Safety Switch, 60 A, 240 V, for saw by Italtech, including approx. 55 LF of wire in 1" diameter flex conduit
40	LF of painted concrete block pony wall, 4'h, concrete filled, for southern most machine by GLA Stone
40	LF of water drainage channel, surface-recessed on existing concrete floor, 14"w x 1'd, including, 1 floor recessed water basin, 4'w x 4'h x 4'd, concrete lined with metal grates, throughout
45	LF of water supply and recirculating piping, PVC, 1" to 1.5" diameter, including 1 shallow water pump, Drummond, M: 63407, S: 37179-2432
19	LF of concrete block pony wall, 40"h, concrete filled, for machine by GLA Stone, including, 2 concrete footings for machine frame, 8.5'L x 8"h x 1.5'w

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Stone Shop Designs, Inc. (cont.)

Qty.	Description
1	Through wall air conditioner, Frigidaire, in east office
1	Shelving unit, 5'L x 2.5'h x 16"d, laminated plastic, 2 tier, wall-mounted, in east office

EXHIBIT A-2

PARCEL C-005

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE SOUTHWESTERLY HALF OF THAT PORTION OF BLOCK 252 OF MACLAY RANCHO EX-MISSION OF SAN FERNANDO, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, SATE OF CALIFORNIA, AS PER MAP IN BOOK 37 PAGE 5 ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FALLOWS:

BEGINNING AT A POINT DISTANT SOUTHWESTERLY 224 FEET MEASURED AT RIGHT ANGLES FROM THE NORTHEASTERLY LINE OF SAID BLOCK, SAID POINT BEING ALSO DISTANT NORTHWESTERLY 50 FEET MEASURED AT RIGHT ANGLES FROM THE CENTER LINE OF NORTH SHERMAN WAY; THENCE SOUTHWESTERLY PARALLEL WITH SAID CENTER LINE OF NORTH SHERMAN WAY, 100 FEET; THENCE AT RIGHT ANGLES NORTHWESTERLY 168.40 FEET; THENCE AT RIGHT ANGLES NORTHEASTERLY 100
FEET; THENCE AT RIGHT ANGLES SOUTHEASTERLY 168.40 FEET TO THE POINT OF BEGINNING.

APN: **2619-017-008**

EXHIBIT B-2

PARCEL C-005

PLAT MAP

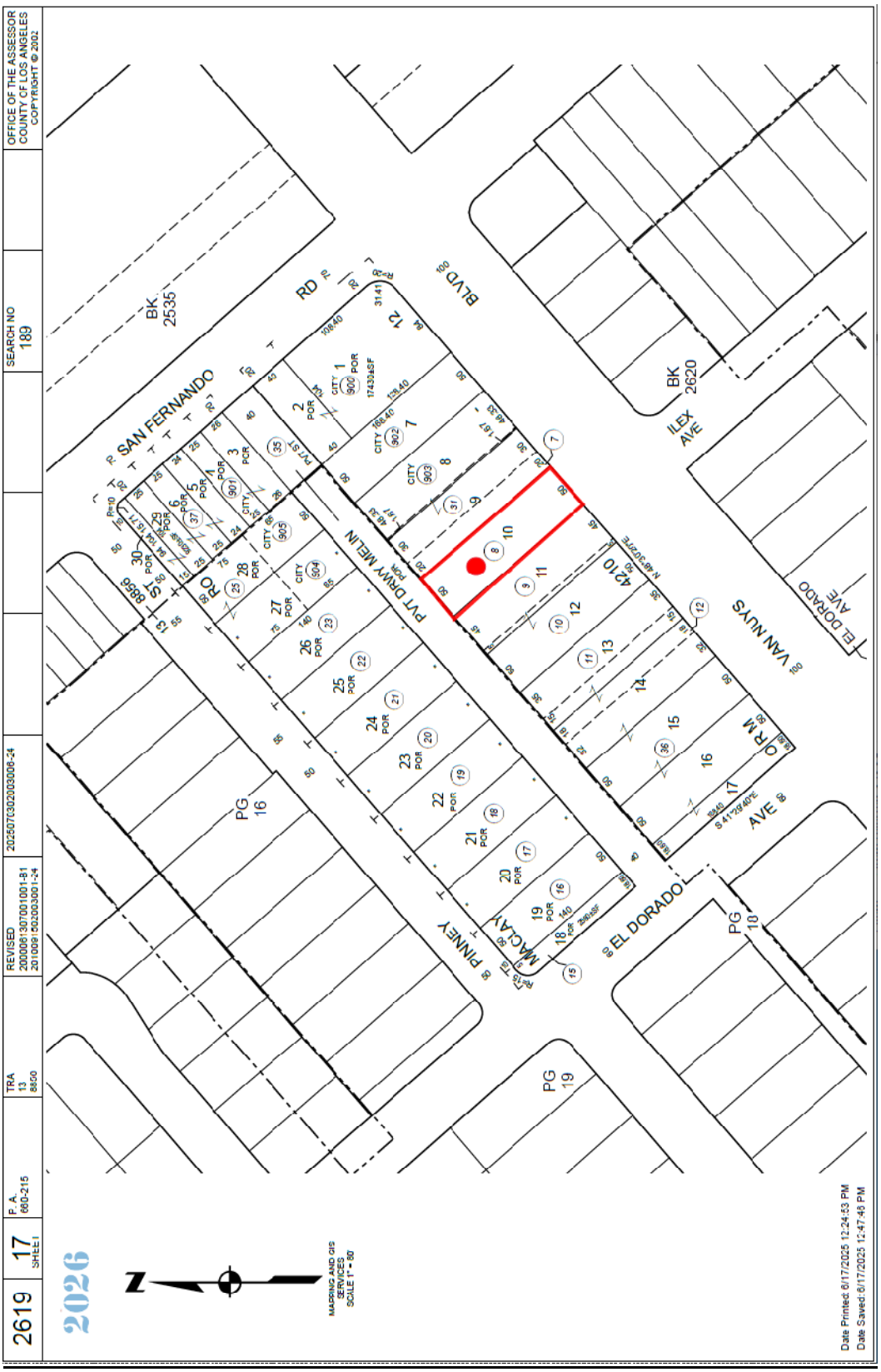


EXHIBIT A-3
PARCEL C-006

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF BLOCK 257 OF THE MACLAY RANCHO EX-MISSION OF SAN FERNANDO, IN THE CITYOF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 37, PAGE 5 ET SEQ., OF MISCELLANEOUS RECORDS, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTHEASTERLY LINE OF SAID BLOCK 252, DISTANT 324 FEET SOUTHWESTERLY FROM THE MOST EASTERLY CORNER OF SAID BLOCK, SAID POINT OF BEGINNING BEING DISTANT 50 FEET NORTHWESTERLY AT RIGHT ANGLES FROM THE CENTER LINE OF SHERMAN WAY, ALSO BEING THE MOST SOUTHERLY CORNER OF THE LAND CONVEYED TO WILLIAM M. SCHOCK AND WIFE, BY DEED RECORDED IN BOCK 2490, PAGE 266, OFFICIAL RECORDS, OF SAID COUNTY; THENCE AT RIGHT ANGLES NORTHWESTERLY AND ALONG THE LAND DESCRIBED IN THE ABOVE MENTIONED DEED, 168.4 FEET TO POINT, THENCE AT RIGHT ANGLES SOUTHWESTERLY 50 FEET TO A POINT, THENCE AT RIGHT ANGLES SOUTHEASTERLY 168.4 FEET TO A POINT IN THE SOUTHEASTERLY LINE OF SAID BLOCK 252, THENCE NORTHEASTERLY ALONG THE SOUTHEASTERLY LINE OF SAID BLOCK, 50 FEET TO A POINT OF BEGINNING.

EXCEPT THEREFROM THE SOUTHWESTERLY 5 FEET THEREOF.

ALSO EXCEPT THEREFROM ALL REMAINING OIL, GAS, MINERAL AND HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND BUT WITHOUT RIGHT OF SURFACE ENTRY TO DEPTH OF 500 FEET, AS PER DEED RECORDED FEBRUARY 19, 1992 AS INSTRUMENT NO. 92-271732 OFFICIAL RECORDS.
APN: 2619-017-009

EXHIBIT B-3
PARCEL C-006

PLAT MAP



EXHIBIT C-3
PARCEL C-006

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Paseo Night Club

Qty.	Description
	EXTERIOR AND THROUGHOUT
1	Sign, approximately 2'h metal channel letters, "El Paseo", plastic fascias, interior illumination, wall-mounted
1	Marquee sign, 12'L x 2.5'h, painted metal cabinet, plastic fascia, interior illumination, wall-mounted, with changeable letters set
10	Surveillance cameras, 3 exterior wall-mounted, 7 interior wall-mounted, brackets, cabling
1	Group of exterior decorative and security lighting fixtures, including local electrical, consisting of: 2 Dual incandescent decorative fixtures, at front entrance 3 High intensity discharge (HID) security fixtures, roof-mounted 2 "Wall washers" security fixtures, wall-mounted 2 Dual incandescent decorative fixtures each with 1 duplex electrical receptacle, wall-mounted at rear entrance doors
1	Lot of electrical power distribution, including, 1 main service panel, exterior wall-mounted, 1-200 Amp subpanel with 30 circuit breakers, 15-20 Amps, interior wall-mounted, wire, conduit and receptacles for specific business equipment, 6-4'L fluorescent dual strip fixtures, ceiling-mounted
2	Door awnings, 6'd, 1-11'w, "El Paseo", 1-9'w, "Night Club", canvass on metal frames, exterior wall-mounted
1	Sign, 10'w x 4'h, painted metal cabinet, plastic fascia, "El Paseo Night Club", raised plastic letters, interior illumination, roof-mounted
1	Group of minor miscellaneous improvements, throughout, consisting of: 1 "Dummy" surveillance camera, roof-mounted, with metal security cage, approximately 1' square 1 Lot of minor wood and laminate wall shelving

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Paseo Night Club (cont.)

Qty.	Description
1	Ticket podium, 3'w x 3'h x 2'd, softwood frame, stained wood fascias, with shelf
1	Traffic mirror, 1.5' diameter, interior wall-mounted
80	SF of fabric drape wall covering, at seating area on stage
1	Lot of minor signage
1	Set of floor bolts for 2 compartment safe in office
300	LF (estimate) of light rope, wall and ceiling mounted
	INTERIOR
1	Alarm system, including, control panel, code pad, 4 door contact sensors, 3 motion sensors, wiring
1	Bar construction, stained wood, scored wood panel fascias, consisting of:
40	Linear feet (LF) of front counter, 2'd x 3'h, with brick foot rail, 1 dual action swing door
26	LF of back bar counter, 3'h, 4 doors, 2-8'L liquor shadow boxes, including, 13 LF of upper liquor shelving, 3 tier, stained plywood, 1 upper liquor cabinet, 7'L, 6 doors, with glass hanger rack, wall-mounted
8	LF of pony wall, 3.5'h, with drink countertop, brick foot rail
1	Bar soffit construction, 39'L x 7'h x 8'd, softwood framed, painted wood panel covering, lower decorative 3 sided mansard with wood shingles, stained wood panel underside fascia
1	Bar sink, 6'w, stainless steel, 3 compartment, 2 end boards, single mixing faucet, local plumbing
1	Group of interior lighting fixtures, including local electrical, consisting of:
11	Sconce fixtures, single element, wall-mounted
16	Down shot single element Halogen fixtures, bar soffit recessed
512	Square feet (SF) of wainscotting, stained scored plywood
416	SF of dance floor, 4' x 6" stained wood planks

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Paseo Night Club (cont.)

Qty.	Description
494	SF of wall mirrors, throughout
1	Stage, 24'w x 2.5'h x 10'd, softwood frame, carpeted top, stained wood front fascia with access panel, 2 sets of stairs, 20 LF of painted metal hand rail, 2 booth benches, 4'L, vinyl, carpet covered, wood box bases, 1 table, 2'w x 1.5'h x 1.5'd, wood frame, carpet covering, plastic top, 9 LF of DJ booth partition, 6'h, painted wood, 1 swing door, 5 LF of upper viewing window
100	SF of painted wall mural, multi-colored, behind stage, including, 1 painted wall sign, 2 color, "El Paseo", 2'h letters, above stage
1	Group of decorative surface paint, consisting of: 256 SF of "speckled" black wall paint 900 SF of upper wall "blackout" paint 3,300 SF of ceiling "blackout" paint
1	Water heater, A.O. Smith, Signature 100 series, M: G6N-UT4040NVR 500, Item ID: 100354835, gas-fired, 40 gallon capacity, like new
1	Mop sink, plastic, metal legs, faucet, local plumbing
1	Floor safe, Horizon, digital lock, 12" x 14" top

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Paseo Night Club (cont.)

Qty.	Description
3,540	SF of parking lot asphalt resurfacing, including striping for 13 regular spaces and 1 ADA space
3	Exterior doors, 3' x 7', fire rated, painted metal with closers and panic bars
2	Evaporative coolers, roof-mounted with 2 painted metal interior down shot registers
3	Exit signs, illuminated, 2 with 2 element lighting fixtures, back-up batteries
1	Group of restroom improvements, consisting of:
585	SF of ceramic wall tile, 12" x 8" tiles, 295 SF in women's, 290 SF in men's
9	LF of counter, 26"d, ceramic tile trim, granite tops, 1-5' section with 2 drop-in sinks, porcelain on cast iron, 2 faucets, finish plumbing, 1-4' section with under storage, 2 stained wood doors, women's
3	Wall mirrors, 1-51" x 40", 1-20" x 20", women's, 1-20" x 20", men's
5.5	LF of sink counter, 26"d, ceramic tile trim, granite top, 2 drop-in sinks, porcelain on cast iron, 2 faucets, finish plumbing, men's
128	SF of ceramic tile flooring, 12" x 12", men's
1	Privacy panel, 4'w, painted metal, single door, men's

EXHIBIT A-4
PARCEL A-002

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

LOT 1 AND THE NORTH 10 FEET OF LOT 2, IN BLOCK 42 OF TRACT NO. 1200, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 19, PAGE 35, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING ALL MINERALS, COAL, OILS, PETROLEUM AND KINDRED SUBSTANCES AND NATURAL GAS UNDER AND IN SAID LAND.

APN: 2236-023-001

EXHIBIT B-4
PARCEL A-002

PLAT MAP

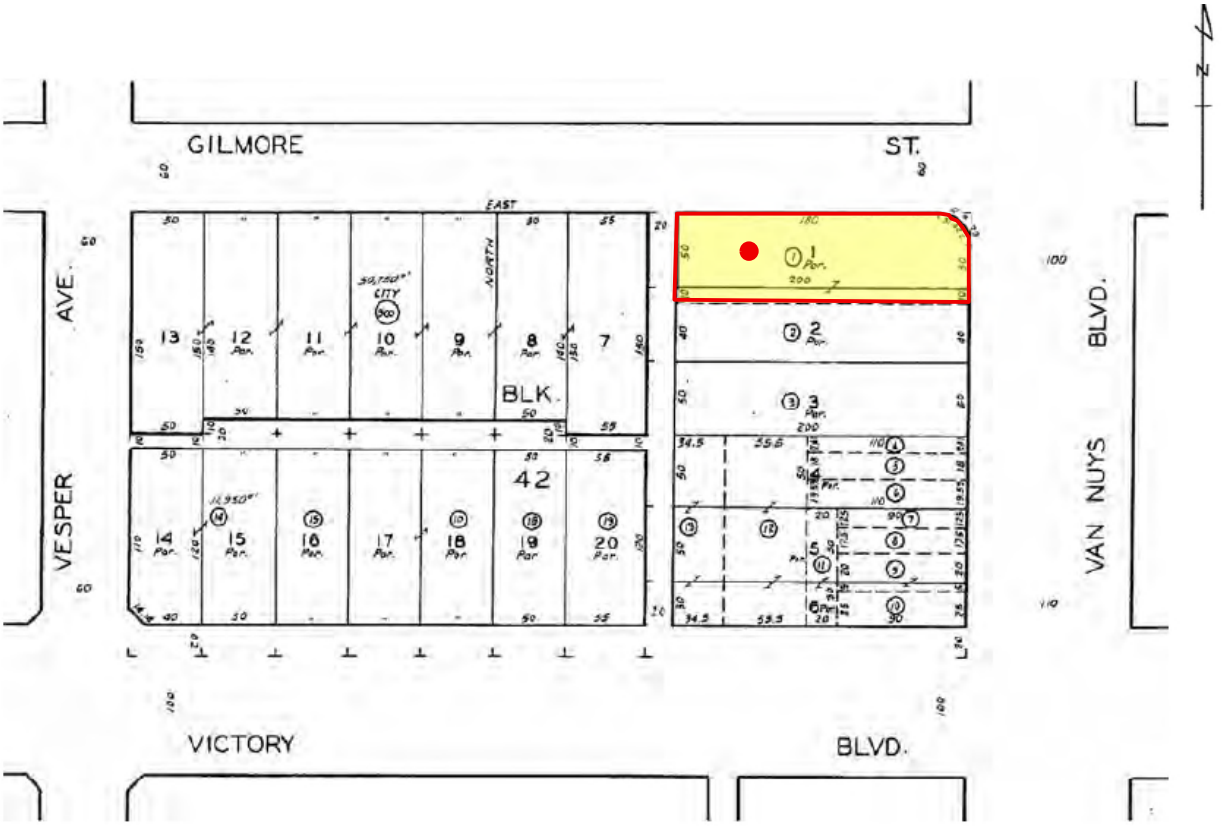


EXHIBIT C-4
PARCEL A-002

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Cafetal Restaurante Salvadoreno

Qty.	Description
1	Channel letter sign, 2' to 3' high (estimate), plastic facia, metal frame, single-sided, illuminated, "Restaurante Salvadoreño"
1	Sign cabinet, 10' x 3', plastic facia, metal cabinet, illuminated
1	Security door, 38" x 80", tubular metal, metal mesh backing
3	Awnings, 6' wide x 4' high x 3' deep, tubular metal, fabric covering
1	Pole sign, 10" x 10" support, 25' high (estimate), metal, including 1 sign cabinet, 9' wide x 8' high (estimate), dual-sided, plastic facia, metal cabinet, illuminated, "Restaurante Salvadoreño El Cafetal/ 818-901-0385" and 1 sign cabinet, 4' x 2.5' (estimate), dual-sided, plastic facia, metal cabinet, illuminated, "Karaoke Y Musica Envivo", and light fixture, pole-mounted
3	Signs, 30" diameter, plywood, single-sided, depicting food, including bird wire, 5 linear feet (estimate), wall-mounted
11	Linear feet of beverage countertop, 3' high x 31" deep, including 2 doors, 2 food tray shelves, 22" wide, 4-tier, 4 linear feet of shelving, 2-tier, laminate, 1 sink, 16" x 18", stainless steel, 15" deep, no faucet, including plumbing, 1 water dispenser, 12" x 10", single dispensing faucet, with hook-up and plumbing, 1 tabletop drain, 53" x 6", metal grate top
7	Linear feet of wall shelving, laminate, 16" deep
1	DJ platform, 8' x 7" x 4', laminate, including 8 linear feet of aluminum corner trim and 2 wall partitions, 51" x 57" x 6", assumed to be wood construction, laminate facia, including glass privacy screen, 43" x 19"

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Cafetal Restaurante Salvadoreno (cont.)

Qty.	Description
80	Linear feet of window curtains, 45" high, fabric
2	Exterior LED light fixtures, Beacon, 12" x 16", roof-mounted
20	Linear feet of window blinds, 45" high, fabric
2	Public address bullhorns, wall-mounted, including
1	Exhaust hood, 20' wide x 4' deep, stainless steel, illuminated, through-roof ventilation, with fire suppression system, Pyro-Chem, Model no.: NMCH3, 8-nozzle, roof-mounted package
1	Lot of natural gas connections for 5 appliances
258	Square feet of stainless steel washable surface wall covering, with trim, stainless steel
2	Cooking appliance platforms, 2" high, concrete, consisting of: 1 15' x 35" 1 18' x 3'
2	Floor sinks, 12" x 12", metal grate top, plumbing
1	Floor drain, 9" diameter, metal grate top
2	Menu sign cabinets, 9' x 3', metal cabinet, interior illumination, printed graphic décor facias
2	Sign cabinets, 42" x 3', metal cabinet, interior illumination, printed graphic décor facia, "El Nuevo Rinconcito"
26	Linear feet of back bar/ counter, 36" high x 18" deep, stainless steel, 3-tier, pedestal base, 6" high, with 1 drop-in sink, 12" x 8' x 12", single mixing faucet, plumbing

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Cafetal Restaurante Salvadoreno (cont.)

Qty.	Description
13	Linear feet of kitchen food counter, 16" deep, stainless steel, pony wall mounted
4	Strip lights, 4' long, single fluorescent, ceiling mounted
1	Food buffet service counter, 171" x 30" x 35", stainless steel, 2 under tiers, 9 drop-in heating wells, Wells controls, 1 sneeze guard, 11.5' x 20", stainless steel frame, glass panels, with Hatco warming lights, electrical, including front service counter, 11" deep, laminate top and base, 12" deep
10	Dining tables/ booths, 45" x 28", laminate, wall-mounted, including built-in booths, wood/ laminate base, padded vinyl seats and backs, consisting of: 2 9' long, single-sided 6 45" wide, dual-sided 2 45" wide, single-sided
20	Surveillance/ security cameras, manufacturer and model nos. vary, including wall mounts and cabling to office
1	Swamp cooler to exhaust hood make-up air, manufacturer and model no. not available, roof-mounted package
1	Front door accordion security gate, 97" x 82" high, metal track and gate, wall-mounted
1	Service counter, 16' x 34" x 54" deep, laminate on wood, 2 stainless steel under tiers, electrical
1	Hand sink, 15" x 7" x 17", stainless steel, including single mixing faucet and plumbing
1	Safety switch, manufacturer and model no. not available
1	Scullery sink, 104" x 36" x 30", stainless steel, 3-compartment, 18" x 15" x 24", including pre-rinse assembly and plumbing

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Cafetal Restaurante Salvadoreno (cont.)

Qty.	Description
1	Exhaust hood, 66" x 28" x 50", stainless steel, illuminated, including 34 square feet of stainless steel wall cover
11	Linear feet of built-in desk, 31" high x 24" deep, wood construction, 4-door, 2-drawer
15.5	Linear feet of wall cabinet, 42" high x 12" deep, 4-door
4	Linear feet of wall shelf, 18" deep, laminate
2	Linear feet of wall shelf, 2' deep, stainless steel
1	Water heater, Bradford, Model no.: V2XR75S6RN, 75 gallon capacity, 76,000 BTU/hr., natural gas, including natural gas connection
1	Alarm system, consisting of 2 door contacts, 5 motion sensors, 1 glass break sensor, 1 control panel, 1 keypad
166	Linear feet of decorative mirror wall panel, 8.5" high
1	Lot of plumbing installation for ice machine with water filtration system, Hoshizaki, Model no.: 4HC-H, and installation for dishwasher
1	Air curtain, Berner International Corp., model no. not available, 36" wide
6	Linear feet of lockers, 70" high, metal, 12 lockers total
24	Linear feet of wall shelf, 18" deep, laminate
1	Walk-in freezer, 11' x 90" x 8', galvanized metal construction, and floor, illuminated, dual coil
1	Walk-in freezer, 5' x 88" x 7', galvanized metal construction, illuminated, dual coil, quarry tile flooring

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Cafetal Restaurante Salvadoreno (cont.)

Qty.	Description
1	Walk-in refrigerator, 122" x 91" x 90", assumed to be metal construction, stainless steel roof, FRP wall cover, 32" x 78" door opening, illuminated, dual coil, concrete flooring
4	Floor drains, 8" diameter, metal grate top
2	Floor sinks, 12" x 6" x 12", ceramic, metal grate
1	Work table, 10' x 36" x 30", stainless steel construction, 1 under tier, 1 sink, 16" x 10" x 19", including single mixing faucet and plumbing
1	Janitorial sink, 22" x 13" x 22", stainless steel, including single mixing faucet, 1 splash guard, 21" x 18", stainless steel, and plumbing
830	Square feet of FRP wall cover

ATTACHMENT B-1

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN IMPROVEMENTS PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT APN: 2210-030-027
ESFV-B-002-1

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) the IPR interest in the real property described in the legal description attached hereto as Exhibit A and depicted in the plat map attached hereto as Exhibit B and (ii) the improvements pertaining to realty that are more particularly described in Exhibit C attached hereto ("Improvements") (hereinafter the Improvements are collectively referred to as the "Property Interests"). Exhibits A, B, and C are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development, construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final

Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

(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.

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.

It is the intention of the Board in adopting this Resolution to acquire all of Improvements Pertaining to Realty at the Subject Property to fulfill the purposes of the Project. A due and diligent effort has been made to identify all of the Improvements Pertaining to Realty on the Subject Property and to describe the same in the attached Exhibit C. If after the adoption of this Resolution Exhibit C is found to not accurately contain all of the Improvements Pertaining to Realty on the Subject Property, the Chief Executive Officer, or their designee, are hereby authorized to make such necessary adjustments to Exhibit C to as to include and identify all Improvements Pertaining to Realty on the Subject Property and to acquire the same as part of the authorization of this Resolution, and such adjusted or amended Exhibit C shall be the Property Interests authorized to be acquired herein.

Section 9

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 10

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 28th of May 2026.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS
Exhibit A – Parcel B-002 Legal Description
Exhibit B – Parcel B-002 Plat Map
Exhibit C – Parcel B-002 Improvements Pertaining to Realty

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES (VAN NUYS AREA) IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 4 AND 5, TRACT NO. 7090, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 88, PAGES 94 AND 95 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM, THE WESTERLY 38 FEET OF SAID LOTS 4 AND 5.

ALSO EXCEPTING THEREFROM THE SOUTHERLY 2 FEET OF SAID LOT 5.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LOT 5, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF THE SOUTHERLY 2 FEET OF SAID LOT 5 WITH THE EASTERLY LINE OF THE WESTERLY 38 FEET OF SAID LOT 5; THENCE NORTHERLY
15 FEET ALONG SAID EASTERLY LINE; THENCE SOUTHEASTERLY IN A DIRECT LINE TO THE INTERSECTION OF SAID NORTHERLY LINE OF SAID LOT 5 WITH THE EASTERLY LINE OF THE WESTERLY 53 FEET OF SAID LOT 5; THENCE WESTERLY 15 FEET ALONG SAID NORTHERLY LINE TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM, THE EASTERLY 2 FEET OF SAID LOTS 4 AND 5.

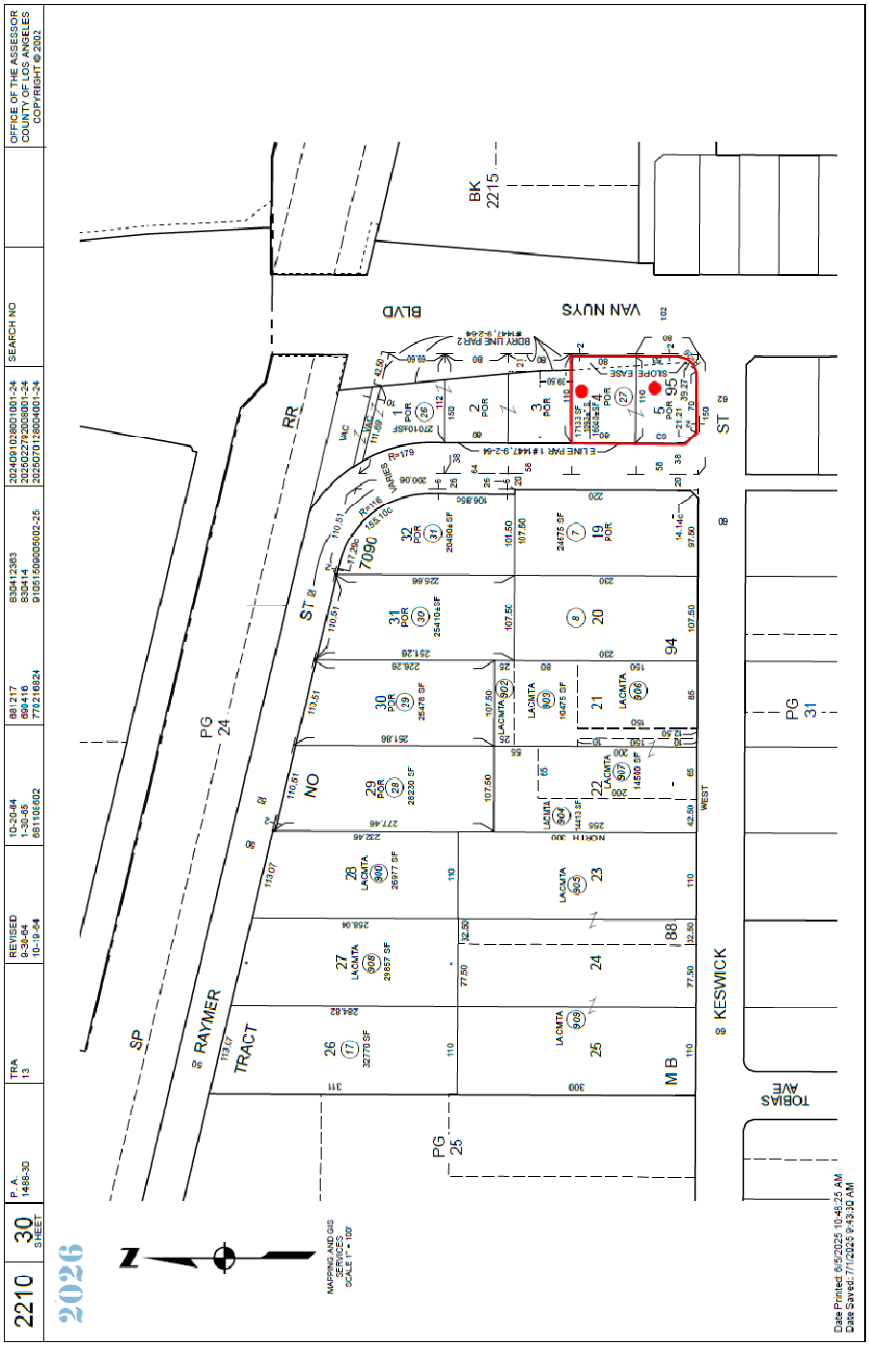
ALSO EXCEPTING THEREFROM, THAT PORTION OF SAID LOT 5, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF THE SOUTHERLY 2 FEET OF SAID LOT 5 WITH THE WESTERLY LINE OF THE EASTERLY 2 FEET OF SAID LOT 5; THENCE NORTHERLY ALONG SAID WESTERLY LINE TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 25 FEET AND BEING TANGENT AT ITS POINT OF ENDING TO SAID NORTHERLY LINE OF THE SOUTHERLY 2 FEET OF SAID LOT 5; THENCE SOUTHWESTERLY ALONG SAID CURVE TO SAID POINT OF ENDING IN SAID NORTHERLY LINE; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE POINT OF BEGINNING.

ALSO EXCEPT ALL OIL, GAS, WATER AND MINERAL RIGHTS WHICH ARE NOW VESTED IN THE CITY, WITHOUT, HOWEVER THE RIGHT TO USE THE SURFACE OF SAID LAND FOR THE EXTRACTION OF SAID OIL, GAS, WATER AND MINERALS, AS RESERVED BY THE CITY OF LOS ANGELES, IN DEEDS RECORDED OCTOBER 18, 1976, AS INSTRUMENT NO. 225 AND MAY 8, 1980, AS INSTRUMENT NO. 80-466806, OFFICIAL RECORDS.

APN: 2210-030-027

PLAT MAP


2210
30
SHEET
P. A.
1488-30
TRA
13
REVISED
9-30-64
10-19-64
10-20-64
1-30-65
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SEARCH NO
OFFICE OF THE ASSESSOR
COUNTY OF LOS ANGELES
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2026
MAPPING AND GIS SERVICES
SCALE 1" = 100'
Date Printed: 8/5/2025 10:48:25 AM
Date Saved: 7/1/2025 9:43:30 AM
BK 2215
PG 24
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88
LACMTA
ELINE PAR 1 #4427-2-2-64
BDRY LINE PAR 2
#3147-2-2-64
SLOPE EASE

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Bender Realty, Ltd.

Qty.	Description
2	Overhead bridge cranes, 2 ton capacity, each with 2 electrified crane runways, 94'L, 15'h, steel girders, wall-mounted with steel support columns, local electrical, consisting of: 1 38 LF span, steel frame, twin girder, motorized, with trolly, motorized 1 40 LF span, steel frame, twin girder, motorized, with trolly, motorized, 1 manual hoist, 1 ton

IMPROVEMENTS PERTAINING TO REALTY (IPR)

OutFront Outdoor Advertising

Qty.	Description
1	Urban "Rotate" outdoor advertising sign, Sign No.: 2035, 14'h x 48'w (estimated), single face with poster panel back up, 36" diameter pole, approximately 25'h at bottom of board, cantilevered, 2 catwalks, illuminated 1 - poster panel back-up, 12' x 25' (estimated), illuminated, Sign No.: 4641

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Pacific Coast Marble & Granite

Qty.	Description
1	Group of hand painted signage, exterior walls-mounted, consisting of: 2 Addresses, 1- "14529", 1'h, single color 1 "Pacific Coast", 2'h, single color 1 "MARBLE & GRANITE", 4'h, single color 1 "818-785-3576", approximately 1.5'h, single color 2 "MARBLE & GRANITE", 2.75'h, "FABRICATION INSTALLATION MARBLE SALES", 1.5'h, including, 2 plastic channel letters signs, "PACIFIC COAST", 1.5'h, 1 "818-785-3576", 16"h, 2 colors total throughout
2	Work light fixtures, 1-12'L feet long, 6-4'L, fluorescent elements, 1-wall washer, wall-mounted in warehouse, local electrical
2	Work benches, in warehouse, 1-10'L x 2.5'D, painted softwood, 1-6.25'L x 2'd, plywood top, tubular metal frame, in warehouse
1	Wall cabinet, 8'w x 16"h x 1'd, diamond plate metal, 2 door, in warehouse
276	Linear feet (LF) of water drainage channel, surface-recessed on existing concrete floor, approx. 1'd, 54 LF of 6" to 8"w, 222 LF of 12" to 14"w, including, 1 floor recessed clarifier, 5' x 7' footprint, 3 compartment, concrete lined with metal grates throughout, 1 sump pump in clarifier, in warehouse
140	LF of water piping, PVC, including, 30 LF of 2" diameter, 110 LF of 1" diameter, in warehouse
170	LF of pneumatic compressed air piping, 2" diameter threaded metal, including, 7 quick connects, in warehouse
4	Specialty jib cranes, 12'L, with water discharge piping, 4 water nozzles each, 1 light fixture each, 8'L, 4 element
1	Group of supplemental electrical power distribution for specific business equipment, including, circuit breakers, consisting of:

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Pacific Coast Marble & Granite (Cont.)

Qty.	Description
1	Start controller, Definite Purpose Controls by Square D Company, including, 1 safety switch, Eaton, 30 A, 240 V, approx. 25 LF of wire in .75" diameter flex conduit, for exterior air compressor
1	Safety Switch, Manufacturer: not available, assumed to be 60 A, 240 V, (if other than as assumed herein, our opinions of value may be different), for northeast saw, including, approx. 20 LF of wire in 1" diameter flex conduit
1	Safety switch, Square D Company, 200 A, 240 V, for saw by FOMA, including, approx. 10 LF of flex conduit, 1" diameter, 1 on/off switch, GE, 30 A, 600 V with approx. 20 LF of 1" diameter flex metal conduit
3	Control switches, Furnas, for saw by Ares, including, approx. 150 LF of wire in .75" diameter conduit
37	LF of painted concrete block dike, 8"h, concrete filled, floor-mounted at Forza saw
30	LF of concrete block wall, 15 LF of 4'h, 15 LF of 16"h, concrete filled, at Italtech saw
1	Group of reinforced concrete block improvements for older saw at northwest of warehouse, including, 5 footings for travel table, 3'L x 16"h x 8"d, 1 pedestal for saw, 28"w x 30"h x 28"d
8	LF of track lighting channel, with 3 spotlight fixtures, ceiling-mounted, local electrical, in office
20.5	LF of polished marble countertop, 14"d, with painted wood under shelving, 3 tier, vertical dividers, including, 53 wall-mounted polished stone samples, 12" x 12", with 100 LF of wood rail brackets

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Pacific Coast Marble & Granite (cont.)

Qty.	Description
3	Area light fixtures, high bay, high intensity, 2 ceiling-mounted, 1-with plastic lens, bridge crane-mounted, local electrical
1	West office expansion build-out, electrical receptacles, area light fixtures, local electrical, consisting of: 1 First floor addition, rectangular shape, 10.25' x 18' footprint (FP), 185 SF, 8.25'h, stone tile flooring, wood frame, plywood and drywall wall covering, flat wood roof covering, painted drywall ceiling, 1 painted wood pedestrian door, 2 vinyl slide windows, 46" x 36", stone tile flooring, 12" x 12" 1 Mezzanine addition, slightly irregular shape, approx. 15' x 16', approx. 240 SF, 6.75'h, wood frame wall and roof, wood roof covering, painted wood and drywall wall covering, 1 painted wood pedestrian door, 1 fixed window, 6'w x 2.5"h, carpet floor covering, 1 built-in drafting table, 7.5'L x 3'd, stained wood, 1 walk-in closet, 4.5' x 5.5' FP, 1 painted wood pedestrian door, 36 LF of painted wood shelving, wood framed over stairwell, 1 wall-recessed shelving unit, 3.5'w x 3.5'h x 3.5'd, 2- 3.5'w shelves, painted wood shelving, wood framed over stairwell, 1 staircase, wood frame, 12 carpet covered stairs, 4.5'w, with landing, 2 wall-mounted hand rails, 12'L each, painted wood
1	East office construction, irregular shape, approx. 540 SF, 8'h, electrical receptacles, area light fixtures, local electrical and plumbing, roof-mounted HVAC package with ducting, wood framed walls and roof, wood roof covering, painted drywall interior walls and ceiling covering, 2 pedestrian doors, 1 painted wood, 1-painted wood with inset glass panes, 2 windows, 1 aluminum slider, 4'w x 2'h, 1 fixed, 3'w x 3.5'h, 26 LF of 8'h interior partition walls, stone tile flooring, 12" x 12", 13 LF of built-in recessed shelving, 2-4 tier, painted wood, 1 restroom, 7' x 7' FP, mixed ceramic tile wainscotting, sink counter, 4'w x 2'd, 1 toilet, 1 wall mirror, 6'w x 44"h, wall-mounted, 1 wall cabinet, 5'w x 2'h, painted wood, 4 door

IMPROVEMENTS PERTAINING TO REALTY (IPR)

S&L Towing Service, Inc.

Qty.	Description
1	Banner sign, 8' x 2', "SL TOWING", "24 Hr. Service", including, 2 telephone numbers and logo, vinyl, exterior-wall mounted

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Stone Shop Designs, Inc.

Qty.	Description
16	Surveillance cameras, VOIP, 6 exterior, 10 interior, including, brackets, cabling
1	Group of supplemental electrical power distribution for specific business equipment, including, circuit breakers, consisting of: 1 Start controller, Definite Purpose Controls by Square D Company, including, 1 safety switch, assumed to be 30 A, 240 V, (if other than as assumed herein, our opinions of value may be different), 25 LF of wire in 1" diameter flex conduit, for interior air compressor 1 Safety switch, for southern most polishing machine by GLA Stone, Siemens, 60 A, 240 V, approx. 125 LF of wire in 1" metal flex conduit 1 Safety switch for polishing machine by GLA Stone, Eaton, 60 A, 240 V, approx. 20 LF of flex conduit 1 Safety switch for radial arm polishing machine by FOMA, Eaton, 30 A, 240 V, including, approx. 25 LF of wire in .5" diameter metal conduit 2 Safety Switches, Square D Company, 60 A, 240 V, for saw by Forza saw, including approx. 20 LF of wire in 1" diameter flex conduit 1 Safety Switch, 60 A, 240 V, for saw by Italtech, including approx. 55 LF of wire in 1" diameter flex conduit
40	LF of painted concrete block pony wall, 4'h, concrete filled, for southern most machine by GLA Stone
40	LF of water drainage channel, surface-recessed on existing concrete floor, 14"w x 1'd, including, 1 floor recessed water basin, 4'w x 4'h x 4'd, concrete lined with metal grates, throughout
45	LF of water supply and recirculating piping, PVC, 1" to 1.5" diameter, including 1 shallow water pump, Drummond, M: 63407, S: 37179-2432
19	LF of concrete block pony wall, 40"h, concrete filled, for machine by GLA Stone, including, 2 concrete footings for machine frame, 8.5'L x 8"h x 1.5'w

IMPROVEMENTS PERTAINING TO REALTY (IPR)

Stone Shop Designs, Inc. (cont.)

Qty.	Description
1	Through wall air conditioner, Frigidaire, in east office
1	Shelving unit, 5'L x 2.5'h x 16"d, laminated plastic, 2 tier, wall-mounted, in east office

ATTACHMENT B-2

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT
APN: 2619-017-008
ESFV-C-005-1

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) the fee interest in the real property described in the legal description attached hereto as Exhibit "A" and depicted in the plat map attached hereto as Exhibit "B" ("Fee Interest"); (hereinafter the Fee Interests referred to as the ("Property Interest"). Exhibits "A", and "B" are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development, construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final

Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

(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.

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 28th day of May, 2026.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

Exhibit A – Parcel C-005 Legal Description
Exhibit B – Parcel C-005 Plat Map

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

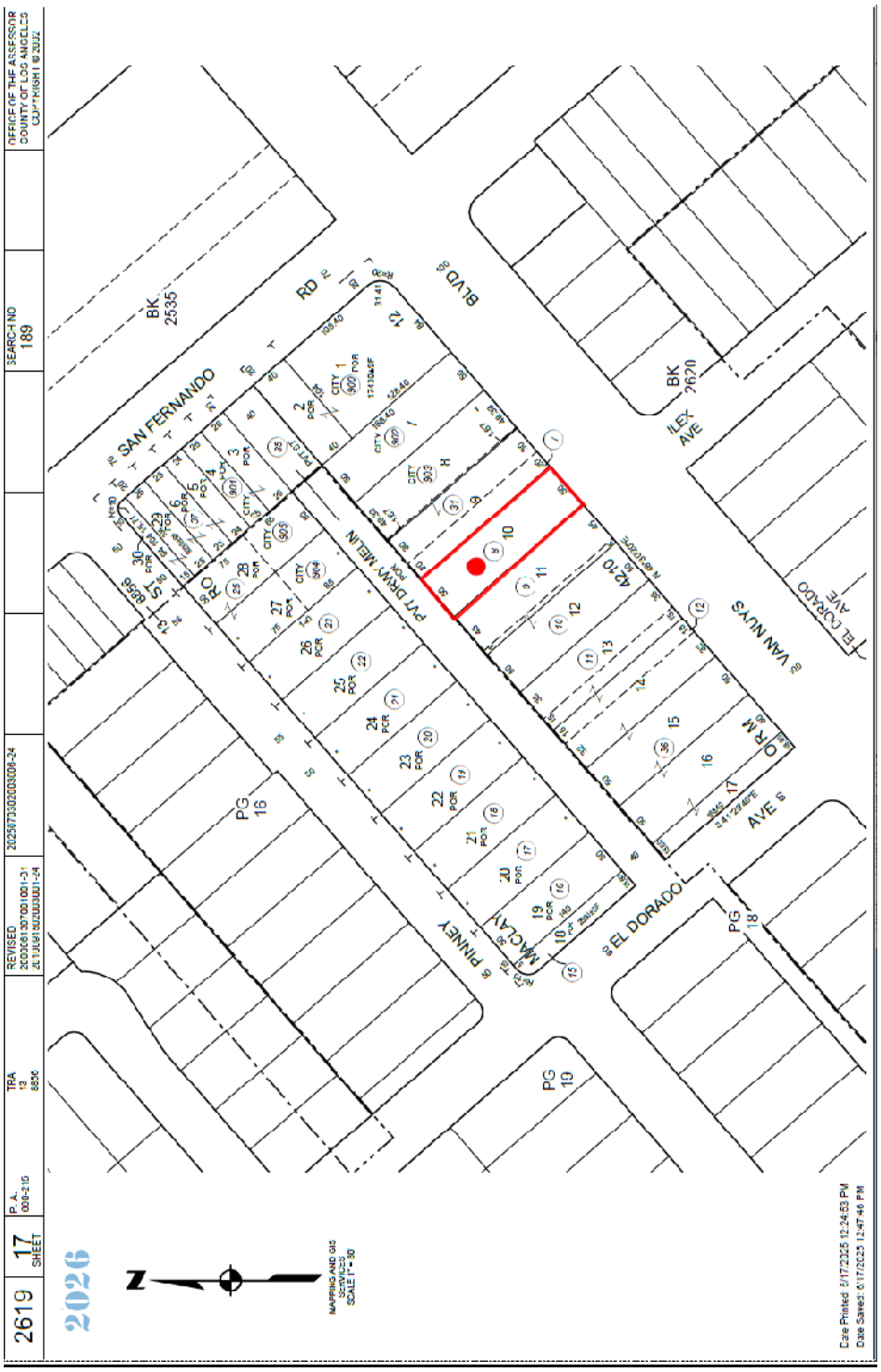
THE SOUTHWESTERLY HALF OF THAT PORTION OF BLOCK 252 OF MACLAY RANCHO EX-MISSION OF SAN FERNANDO, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, SATE OF CALIFORNIA, AS PER MAP IN BOOK 37 PAGE 5 ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FALLOWS:

BEGINNING AT A POINT DISTANT SOUTHWESTERLY 224 FEET MEASURED AT RIGHT ANGLES FROM THE NORTHEASTERLY LINE OF SAID BLOCK, SAID POINT BEING ALSO DISTANT NORTHWESTERLY 50 FEET MEASURED AT RIGHT ANGLES FROM THE CENTER LINE OF NORTH SHERMAN WAY; THENCE SOUTHWESTERLY PARALLEL WITH SAID CENTER LINE OF NORTH SHERMAN WAY, 100 FEET; THENCE AT RIGHT ANGLES NORTHWESTERLY 168.40 FEET; THENCE AT RIGHT ANGLES NORTHEASTERLY 100
FEET; THENCE AT RIGHT ANGLES SOUTHEASTERLY 168.40 FEET TO THE POINT OF BEGINNING.

APN: **2619-017-008**

EXHIBIT "B"
PARCEL ESFV-C-005-1

PLAT MAP



ATTACHMENT B-3

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN IMPROVEMENTS PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT APN: 2619-017-009
ESFV-C-006-1

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) the IPR interest in the real property described in the legal description attached hereto as Exhibit A and depicted in the plat map attached hereto as Exhibit B and (ii) the improvements pertaining to realty that are more particularly described in Exhibit C attached hereto ("Improvements") (hereinafter the Improvements are collectively referred to as the "Property Interests"). Exhibits A, B, and C are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development, construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final

Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

(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.

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.

It is the intention of the Board in adopting this Resolution to acquire all of Improvements Pertaining to Realty at the Subject Property to fulfill the purposes of the Project. A due and diligent effort has been made to identify all of the Improvements Pertaining to Realty on the Subject Property and to describe the same in the attached Exhibit C. If after the adoption of this Resolution Exhibit C is found to not accurately contain all of the Improvements Pertaining to Realty on the Subject Property, the Chief Executive Officer, or their designee, are hereby authorized to make such necessary adjustments to Exhibit C to as to include and identify all Improvements Pertaining to Realty on the Subject Property and to acquire the same as part of the authorization of this Resolution, and such adjusted or amended Exhibit C shall be the Property Interests authorized to be acquired herein.

Section 9.

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 10

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 28th day of May 2026.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

Exhibit A – Parcel C-006 Legal Description
Exhibit B – Parcel C-006 Plat Map
Exhibit C – Parcel C-006 Improvements Pertaining to Realty

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF BLOCK 257 OF THE MACLAY RANCHO EX-MISSION OF SAN FERNANDO, IN THE CITYOF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 37, PAGE 5 ET SEQ., OF MISCELLANEOUS RECORDS, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTHEASTERLY LINE OF SAID BLOCK 252, DISTANT 324 FEET SOUTHWESTERLY FROM THE MOST EASTERLY CORNER OF SAID BLOCK, SAID POINT OF BEGINNING BEING DISTANT 50 FEET NORTHWESTERLY AT RIGHT ANGLES FROM THE CENTER LINE OF SHERMAN WAY, ALSO BEING THE MOST SOUTHERLY CORNER OF THE LAND CONVEYED TO WILLIAM M. SCHOCK AND WIFE, BY DEED RECORDED IN BOCK 2490, PAGE 266, OFFICIAL RECORDS, OF SAID COUNTY; THENCE AT RIGHT ANGLES NORTHWESTERLY AND ALONG THE LAND DESCRIBED IN THE ABOVE MENTIONED DEED, 168.4 FEET TO POINT, THENCE AT RIGHT ANGLES SOUTHWESTERLY 50 FEET TO A POINT, THENCE AT RIGHT ANGLES SOUTHEASTERLY 168.4 FEET TO A POINT IN THE SOUTHEASTERLY LINE OF SAID BLOCK 252, THENCE NORTHEASTERLY ALONG THE SOUTHEASTERLY LINE OF SAID BLOCK, 50 FEET TO A POINT OF BEGINNING.

EXCEPT THEREFROM THE SOUTHWESTERLY 5 FEET THEREOF.

ALSO EXCEPT THEREFROM ALL REMAINING OIL, GAS, MINERAL AND HYDROCARBON SUBSTANCES IN AND UNDER SAID LAND BUT WITHOUT RIGHT OF SURFACE ENTRY TO DEPTH OF 500 FEET, AS PER DEED RECORDED FEBRUARY 19, 1992 AS INSTRUMENT NO. 92-271732 OFFICIAL RECORDS.
APN: 2619-017-009

EXHIBIT "B"
PARCEL ESFV-C-006-1

PLAT MAP



IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Paseo Night Club

Qty.	Description
	EXTERIOR AND THROUGHOUT
1	Sign, approximately 2'h metal channel letters, "El Paseo", plastic fascias, interior illumination, wall-mounted
1	Marquee sign, 12'L x 2.5'h, painted metal cabinet, plastic fascia, interior illumination, wall-mounted, with changeable letters set
10	Surveillance cameras, 3 exterior wall-mounted, 7 interior wall-mounted, brackets, cabling
1	Group of exterior decorative and security lighting fixtures, including local electrical, consisting of: 2 Dual incandescent decorative fixtures, at front entrance 3 High intensity discharge (HID) security fixtures, roof-mounted 2 "Wall washers" security fixtures, wall-mounted 2 Dual incandescent decorative fixtures each with 1 duplex electrical receptacle, wall-mounted at rear entrance doors
1	Lot of electrical power distribution, including, 1 main service panel, exterior wall-mounted, 1-200 Amp subpanel with 30 circuit breakers, 15-20 Amps, interior wall-mounted, wire, conduit and receptacles for specific business equipment, 6-4'L fluorescent dual strip fixtures, ceiling-mounted
2	Door awnings, 6'd, 1-11'w, "El Paseo", 1-9'w, "Night Club", canvass on metal frames, exterior wall-mounted
1	Sign, 10'w x 4'h, painted metal cabinet, plastic fascia, "El Paseo Night Club", raised plastic letters, interior illumination, roof-mounted
1	Group of minor miscellaneous improvements, throughout, consisting of: 1 "Dummy" surveillance camera, roof-mounted, with metal security cage, approximately 1' square 1 Lot of minor wood and laminate wall shelving

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Paseo Night Club (cont.)

Qty.	Description
1	Ticket podium, 3'w x 3'h x 2'd, softwood frame, stained wood fascias, with shelf
1	Traffic mirror, 1.5' diameter, interior wall-mounted
80	SF of fabric drape wall covering, at seating area on stage
1	Lot of minor signage
1	Set of floor bolts for 2 compartment safe in office
300	LF (estimate) of light rope, wall and ceiling mounted
	INTERIOR
1	Alarm system, including, control panel, code pad, 4 door contact sensors, 3 motion sensors, wiring
1	Bar construction, stained wood, scored wood panel fascias, consisting of:
40	Linear feet (LF) of front counter, 2'd x 3'h, with brick foot rail, 1 dual action swing door
26	LF of back bar counter, 3'h, 4 doors, 2-8'L liquor shadow boxes, including, 13 LF of upper liquor shelving, 3 tier, stained plywood, 1 upper liquor cabinet, 7'L, 6 doors, with glass hanger rack, wall-mounted
8	LF of pony wall, 3.5'h, with drink countertop, brick foot rail
1	Bar soffit construction, 39'L x 7'h x 8'd, softwood framed, painted wood panel covering, lower decorative 3 sided mansard with wood shingles, stained wood panel underside fascia
1	Bar sink, 6'w, stainless steel, 3 compartment, 2 end boards, single mixing faucet, local plumbing
1	Group of interior lighting fixtures, including local electrical, consisting of:
11	Sconce fixtures, single element, wall-mounted
16	Down shot single element Halogen fixtures, bar soffit recessed
512	Square feet (SF) of wainscotting, stained scored plywood
416	SF of dance floor, 4' x 6" stained wood planks

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Paseo Night Club (cont.)

Qty.	Description
494	SF of wall mirrors, throughout
1	Stage, 24'w x 2.5'h x 10'd, softwood frame, carpeted top, stained wood front fascia with access panel, 2 sets of stairs, 20 LF of painted metal hand rail, 2 booth benches, 4'L, vinyl, carpet covered, wood box bases, 1 table, 2'w x 1.5'h x 1.5'd, wood frame, carpet covering, plastic top, 9 LF of DJ booth partition, 6'h, painted wood, 1 swing door, 5 LF of upper viewing window
100	SF of painted wall mural, multi-colored, behind stage, including, 1 painted wall sign, 2 color, "El Paseo", 2'h letters, above stage
1	Group of decorative surface paint, consisting of: 256 SF of "speckled" black wall paint 900 SF of upper wall "blackout" paint 3,300 SF of ceiling "blackout" paint
1	Water heater, A.O. Smith, Signature 100 series, M: G6N-UT4040NVR 500, Item ID: 100354835, gas-fired, 40 gallon capacity, like new
1	Mop sink, plastic, metal legs, faucet, local plumbing
1	Floor safe, Horizon, digital lock, 12" x 14" top

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Paseo Night Club (cont.)

Qty.	Description
3,540	SF of parking lot asphalt resurfacing, including striping for 13 regular spaces and 1 ADA space
3	Exterior doors, 3' x 7', fire rated, painted metal with closers and panic bars
2	Evaporative coolers, roof-mounted with 2 painted metal interior down shot registers
3	Exit signs, illuminated, 2 with 2 element lighting fixtures, back-up batteries
1	Group of restroom improvements, consisting of:
585	SF of ceramic wall tile, 12" x 8" tiles, 295 SF in women's, 290 SF in men's
9	LF of counter, 26"d, ceramic tile trim, granite tops, 1-5' section with 2 drop-in sinks, porcelain on cast iron, 2 faucets, finish plumbing, 1-4' section with under storage, 2 stained wood doors, women's
3	Wall mirrors, 1-51" x 40", 1-20" x 20", women's, 1-20" x 20", men's
5.5	LF of sink counter, 26"d, ceramic tile trim, granite top, 2 drop-in sinks, porcelain on cast iron, 2 faucets, finish plumbing, men's
128	SF of ceramic tile flooring, 12" x 12", men's
1	Privacy panel, 4'w, painted metal, single door, men's

ATTACHMENT B-4

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN IMPROVEMENTS PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT
APN: 2236-023-001
ESFV-A-002-1

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) the IPR interest in the real property described in the legal description attached hereto as Exhibit A and depicted in the plat map attached hereto as Exhibit B and (ii) the improvements pertaining to realty that are more particularly described in Exhibit C attached hereto ("Improvements") (hereinafter the Improvements are collectively referred to as the "Property Interests"). Exhibits A, B, and C are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development, construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final

Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

(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.

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.

It is the intention of the Board in adopting this Resolution to acquire all of Improvements Pertaining to Realty at the Subject Property to fulfill the purposes of the Project. A due and diligent effort has been made to identify all of the Improvements Pertaining to Realty on the Subject Property and to describe the same in the attached Exhibit C. If after the adoption of this Resolution Exhibit C is found to not accurately contain all of the Improvements Pertaining to Realty on the Subject Property, the Chief Executive Officer, or their designee, are hereby authorized to make such necessary adjustments to Exhibit C as to include and identify all Improvements Pertaining to Realty on the Subject Property and to acquire the same as part of the authorization of this Resolution, and such adjusted or amended Exhibit C shall be the Property Interests authorized to be acquired herein.

Section 9.

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 10

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 28th day of May 2026.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

Exhibit A – Parcel A-002 Legal Description
Exhibit B – Parcel A-002 Plat Map
Exhibit C – Parcel A-002 Improvements Pertaining to Realty

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

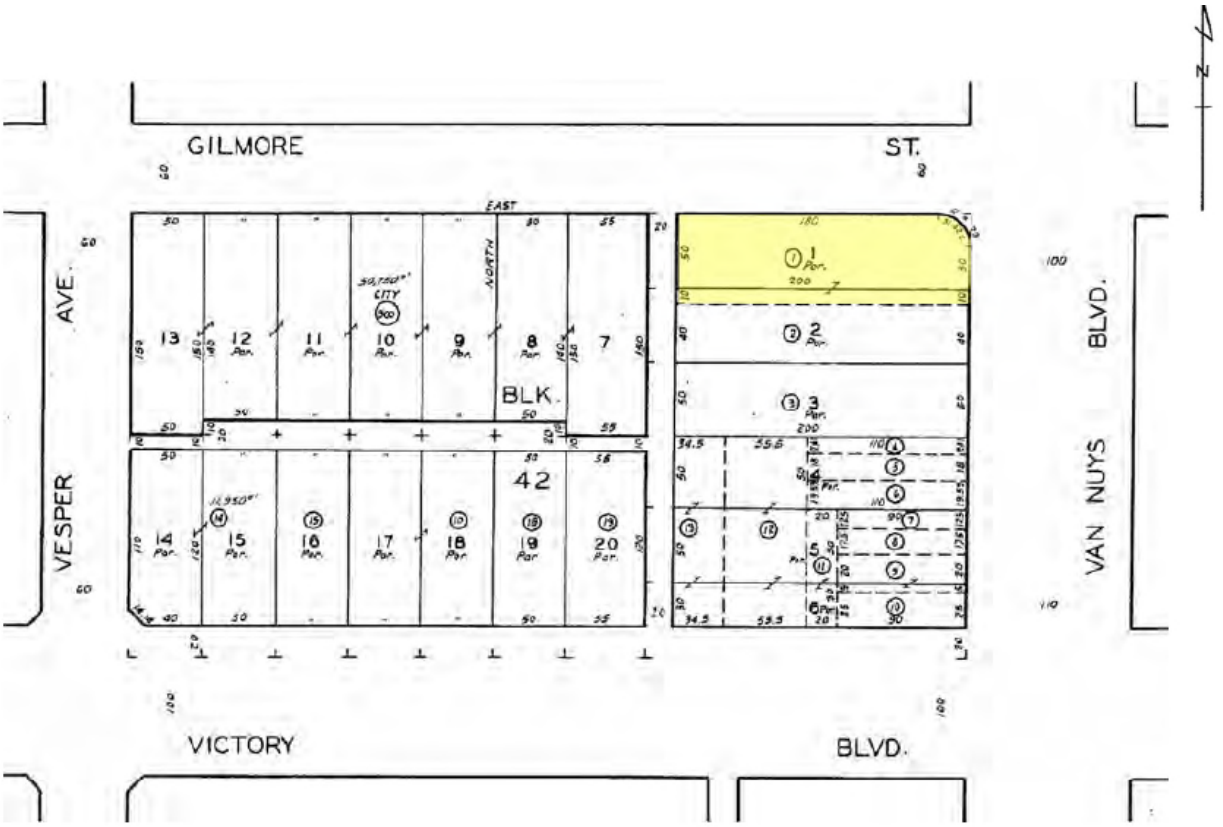
LOT 1 AND THE NORTH 10 FEET OF LOT 2, IN BLOCK 42 OF TRACT NO. 1200, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 19, PAGE 35, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING ALL MINERALS, COAL, OILS, PETROLEUM AND KINDRED SUBSTANCES AND NATURAL GAS UNDER AND IN SAID LAND.

APN: 2236-023-001

EXHIBIT "B"
PARCEL ESFV-A-002-1

PLAT MAP



IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Cafetal Restaurante Salvadoreno

Qty.	Description
1	Channel letter sign, 2' to 3' high (estimate), plastic facia, metal frame, single-sided, illuminated, "Restaurante Salvadoreño"
1	Sign cabinet, 10' x 3', plastic facia, metal cabinet, illuminated
1	Security door, 38" x 80", tubular metal, metal mesh backing
3	Awnings, 6' wide x 4' high x 3' deep, tubular metal, fabric covering
1	Pole sign, 10" x 10" support, 25' high (estimate), metal, including 1 sign cabinet, 9' wide x 8' high (estimate), dual-sided, plastic facia, metal cabinet, illuminated, "Restaurante Salvadoreño El Cafetal/ 818-901-0385" and 1 sign cabinet, 4' x 2.5' (estimate), dual-sided, plastic facia, metal cabinet, illuminated, "Karaoke Y Musica Envivo", and light fixture, pole-mounted
3	Signs, 30" diameter, plywood, single-sided, depicting food, including bird wire, 5 linear feet (estimate), wall-mounted
11	Linear feet of beverage countertop, 3' high x 31" deep, including 2 doors, 2 food tray shelves, 22" wide, 4-tier, 4 linear feet of shelving, 2-tier, laminate, 1 sink, 16" x 18", stainless steel, 15" deep, no faucet, including plumbing, 1 water dispenser, 12" x 10", single dispensing faucet, with hook-up and plumbing, 1 tabletop drain, 53" x 6", metal grate top
7	Linear feet of wall shelving, laminate, 16" deep
1	DJ platform, 8' x 7" x 4', laminate, including 8 linear feet of aluminum corner trim and 2 wall partitions, 51" x 57" x 6", assumed to be wood construction, laminate facia, including glass privacy screen, 43" x 19"

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Cafetal Restaurante Salvadoreno (cont.)

Qty.	Description
80	Linear feet of window curtains, 45" high, fabric
2	Exterior LED light fixtures, Beacon, 12" x 16", roof-mounted
20	Linear feet of window blinds, 45" high, fabric
2	Public address bullhorns, wall-mounted, including
1	Exhaust hood, 20' wide x 4' deep, stainless steel, illuminated, through-roof ventilation, with fire suppression system, Pyro-Chem, Model no.: NMCH3, 8-nozzle, roof-mounted package
1	Lot of natural gas connections for 5 appliances
258	Square feet of stainless steel washable surface wall covering, with trim, stainless steel
2	Cooking appliance platforms, 2" high, concrete, consisting of: 1 15' x 35" 1 18' x 3'
2	Floor sinks, 12" x 12", metal grate top, plumbing
1	Floor drain, 9" diameter, metal grate top
2	Menu sign cabinets, 9' x 3', metal cabinet, interior illumination, printed graphic décor facias
2	Sign cabinets, 42" x 3', metal cabinet, interior illumination, printed graphic décor facia, "El Nuevo Rinconcito"
26	Linear feet of back bar/ counter, 36" high x 18" deep, stainless steel, 3-tier, pedestal base, 6" high, with 1 drop-in sink, 12" x 8' x 12", single mixing faucet, plumbing

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Cafetal Restaurante Salvadoreno (cont.)

Qty.	Description
13	Linear feet of kitchen food counter, 16" deep, stainless steel, pony wall mounted
4	Strip lights, 4' long, single fluorescent, ceiling mounted
1	Food buffet service counter, 171" x 30" x 35", stainless steel, 2 under tiers, 9 drop-in heating wells, Wells controls, 1 sneeze guard, 11.5' x 20", stainless steel frame, glass panels, with Hatco warming lights, electrical, including front service counter, 11" deep, laminate top and base, 12" deep
10	Dining tables/ booths, 45" x 28", laminate, wall-mounted, including built-in booths, wood/ laminate base, padded vinyl seats and backs, consisting of: 2 9' long, single-sided 6 45" wide, dual-sided 2 45" wide, single-sided
20	Surveillance/ security cameras, manufacturer and model nos. vary, including wall mounts and cabling to office
1	Swamp cooler to exhaust hood make-up air, manufacturer and model no. not available, roof-mounted package
1	Front door accordion security gate, 97" x 82" high, metal track and gate, wall-mounted
1	Service counter, 16' x 34" x 54" deep, laminate on wood, 2 stainless steel under tiers, electrical
1	Hand sink, 15" x 7" x 17", stainless steel, including single mixing faucet and plumbing
1	Safety switch, manufacturer and model no. not available
1	Scullery sink, 104" x 36" x 30", stainless steel, 3-compartment, 18" x 15" x 24", including pre-rinse assembly and plumbing

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Cafetal Restaurante Salvadoreno (cont.)

Qty.	Description
1	Exhaust hood, 66" x 28" x 50", stainless steel, illuminated, including 34 square feet of stainless steel wall cover
11	Linear feet of built-in desk, 31" high x 24" deep, wood construction, 4-door, 2-drawer
15.5	Linear feet of wall cabinet, 42" high x 12" deep, 4-door
4	Linear feet of wall shelf, 18" deep, laminate
2	Linear feet of wall shelf, 2' deep, stainless steel
1	Water heater, Bradford, Model no.: V2XR75S6RN, 75 gallon capacity, 76,000 BTU/hr., natural gas, including natural gas connection
1	Alarm system, consisting of 2 door contacts, 5 motion sensors, 1 glass break sensor, 1 control panel, 1 keypad
166	Linear feet of decorative mirror wall panel, 8.5" high
1	Lot of plumbing installation for ice machine with water filtration system, Hoshizaki, Model no.: 4HC-H, and installation for dishwasher
1	Air curtain, Berner International Corp., model no. not available, 36" wide
6	Linear feet of lockers, 70" high, metal, 12 lockers total
24	Linear feet of wall shelf, 18" deep, laminate
1	Walk-in freezer, 11' x 90" x 8', galvanized metal construction, and floor, illuminated, dual coil
1	Walk-in freezer, 5' x 88" x 7', galvanized metal construction, illuminated, dual coil, quarry tile flooring

IMPROVEMENTS PERTAINING TO REALTY (IPR)

El Cafetal Restaurante Salvadoreno (cont.)

Qty.	Description
1	Walk-in refrigerator, 122" x 91" x 90", assumed to be metal construction, stainless steel roof, FRP wall cover, 32" x 78" door opening, illuminated, dual coil, concrete flooring
4	Floor drains, 8" diameter, metal grate top
2	Floor sinks, 12" x 6" x 12", ceramic, metal grate
1	Work table, 10' x 36" x 30", stainless steel construction, 1 under tier, 1 sink, 16" x 10" x 19", including single mixing faucet and plumbing
1	Janitorial sink, 22" x 13" x 22", stainless steel, including single mixing faucet, 1 splash guard, 21" x 18", stainless steel, and plumbing
830	Square feet of FRP wall cover

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

Agenda Item # 2026-0218

Metro

Regular Board Meeting
May 28, 2026

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

Project: The East San Fernando Valley Light Rail Transit Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit (LRT) system with 14 at-grade stations.

The initial operating segment (IOS) is defined as the southern 6.7 miles of the project alignment. The IOS, identified as the southern segment, is street running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility for the LRT vehicles.

Property Impacts: Full Fee Simple Interest (Fee) for one parcel and Improvements Pertaining to Realty (IPR) for three other parcels.

Property Locations: Van Nuys, CA (Parcels A-002 and B-002) and Pacoima, CA (C-005 and C-006)

Relocation Impacts: Project impacts require the relocation of five businesses.

Metro

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

PARCELS OVERVIEW

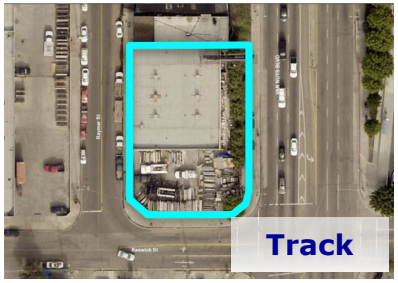


Parcel C-005
13287-89 Van Nuys Blvd.,
Pacoima, CA 91331

Parcel C-006
13291 Van Nuys Blvd.,
Pacoima, CA 91331



Parcel B-002
14529 Keswik St.,
Van Nuys, CA 91405



Parcel A-002
6429 Van Nuys Blvd.,
Van Nuys, CA 91401



Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

PARCELS OVERVIEW

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/ Tenant	Property Interest(s) Sought
B-002	2210-030-027	14529 Keswik St., Van Nuys, CA 91405	Ilan Bender *(former Property Owner)*	IPR
			OutFront Outdoor Advertising *(Tenant)*	IPR
			Prousalis Marble & Granite, aka Peter Prousalis *(Tenant)*	IPR
			S&L Towing Service, Inc *(Tenant)*	IPR
			Stone Shop Designs (Tenant)	IPR
C-005	2619-017-008	13287 – 13289 Van Nuys Blvd., Pacoima, CA 91331	Iuana Tello, aka Juana Tello *(Owner)*	Fee
C-006	2619-017-009	13291 Van Nuys Blvd., Pacoima, CA 91331	Flora Castanedo Bravo *(Owner)*	IPR
			El Paseo Night Club *(Tenant)*	IPR
A-002	2236-023-001	6429 Van Nuys Blvd., Van Nuys, CA 91401	Michael Bacall, Trustee, et al. *(Owner)*	IPR
			El Cafetal Restaurante Salvadoreno *(Tenant)*	IPR

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

Relocation Benefits Provided to Displaced Businesses:

- Movement of Personal Property and Disconnect and Reconnect Costs
- Reestablishment Benefits
- Payment for Searching and Related Expenses for a Replacement Site
- Professional services performed before purchase or lease of a replacement site; (feasibility reports, soil testing, etc.)
- Loss of Tangible Personal Property and Substitute Personal Property
- Advisory services
- Move Planning Services

Metro

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

Staff recommends the Board make the below 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 Properties sought to be acquired, which have been described herein, are necessary for the proposed Project;
- The offers required by Section 7267.2 of the Government Code have been made to the Owners; and
- Whether the statutory requirements necessary to acquire the properties or property interests by eminent domain have been complied with by LACMTA.

Metro



Metro

File #: 2026-0360, **File Type:** Oral Report / Presentation **Agenda Number:** 45.

REGULAR BOARD MEETING
MAY 28, 2026

SUBJECT: 2026 FIFA WORLD CUP READINESS UPDATE

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on preparations for the 2026 FIFA World Cup.

ISSUE

Los Angeles County is set to host eight matches of the FIFA World Cup in 2026, presenting a unique opportunity and challenge for Metro to provide efficient and accessible transit services to its existing customer base and a broader global audience. As of May 28, 2026, there are 15 days until the tournament begins.

An internal cross-departmental task force has been assembled since Fall 2024. The mission statement is to ensure a seamless, safe, and efficient mobility experience that meets the demands of this global sporting event. The strategy incorporates operations excellence, as Metro aims to surprise and delight riders with elevated service, intuitive wayfinding, and a safe and welcoming experience that reflects the vibrancy of Los Angeles County. This work will result in enduring benefits for the region, including permanent infrastructure upgrades, improved service integration, and a new model for mega-event transit that strengthens the legacy of the Metro transportation network.

The oral report provides an update on the planning efforts and activities associated with the roll out of all World Cup deliveries. This includes Operations, security, the fare pricing, and a large emphasis on the customer experience components of the plans.

EQUITY PLATFORM

Metro is committed to ensuring equitable access through universal design practices for the 2026 FIFA World Cup. As part of these efforts, Metro is implementing mobility enhancements so that every fan, regardless of ability, can enjoy a dignified and barrier-free journey to accommodate people with strollers and disabilities, as well as seniors. This includes ADA drop-offs, wayfinding/signage, heat mitigation, and seamless fare payment methods. Metro is also collaborating with Access Services to provide specialized transportation for individuals with disabilities. These initiatives reflect Metro's dedication to inclusivity and equitable transportation solutions. Metro will continue to maintain the

service levels required to transport the existing customer base and the communities near World Cup venues.

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 and operational activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's work to support the upcoming World Cup matches in Los Angeles will focus on getting spectators to and from events using transit rather than driving alone. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

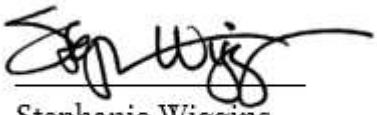
*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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LOS ANGELES
WORLD CUP
HOST CITY SUPPORTER

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PROVIDER

2026 FIFA World Cup Readiness Report

Regular Board Meeting

May 28, 2026

Watch Me on YouTube



15 Days
to WC in LA

Who's Playing in LA and When

Friday, June 12 (6PM)

USA vs. Paraguay




Monday, June 15 (6PM)

Iran vs. New Zealand




Thursday, June 18 (12PM)

Switzerland vs. Bosnia and Herzegovina




Sunday, June 21 (12PM)

Belgium vs. Iran




Thursday, June 25 (7PM)

Türkiye vs. USA




Sunday, June 28 (12PM)

Round of 32




Thursday, July 2 (12PM)

Round of 32




Friday, July 10 (12PM)

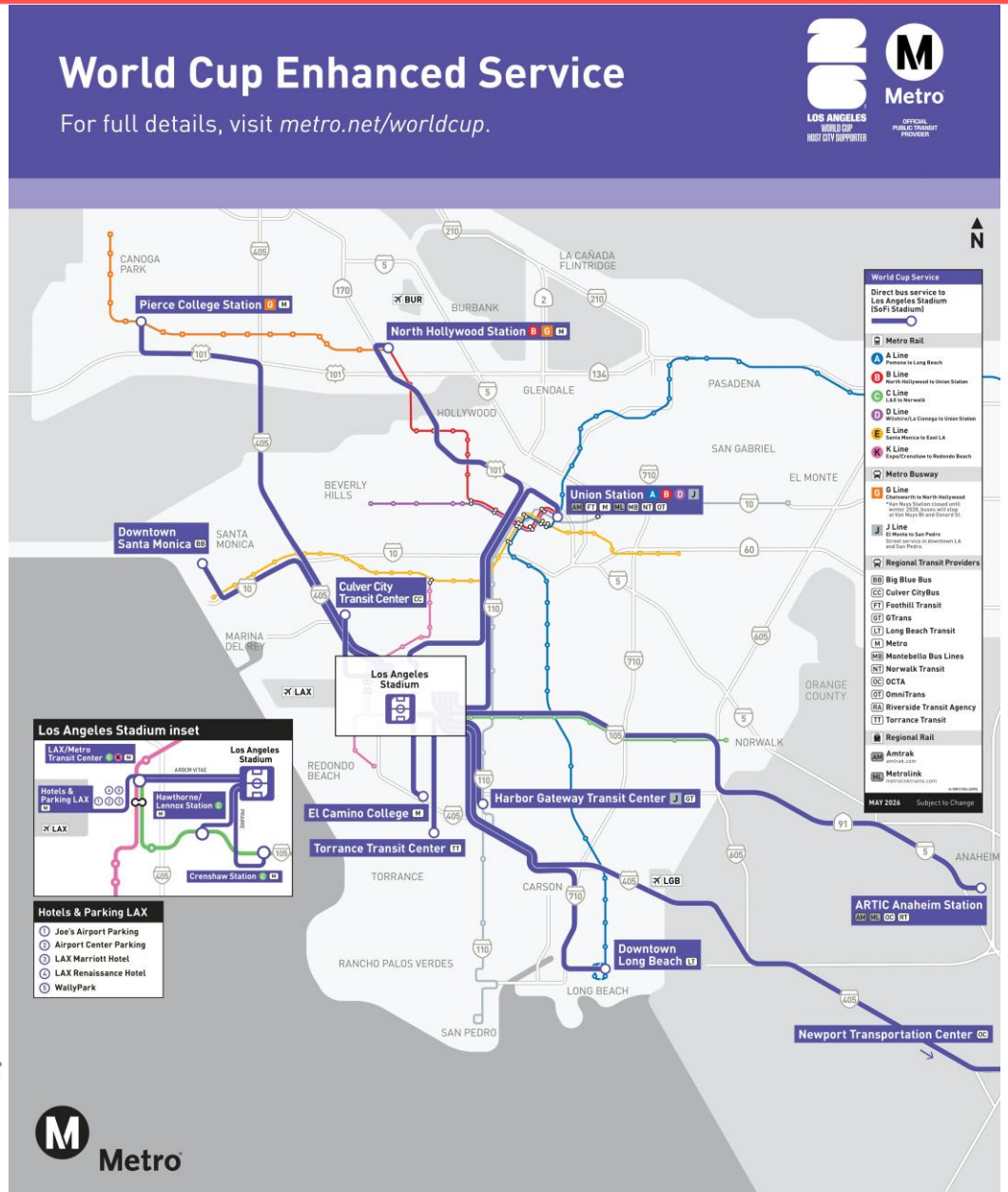
Quarterfinal




LOS ANGELES WORLD CUP HOST CITY SUPPORTER

Metro OFFICIAL PUBLIC TRANSIT PROVIDER

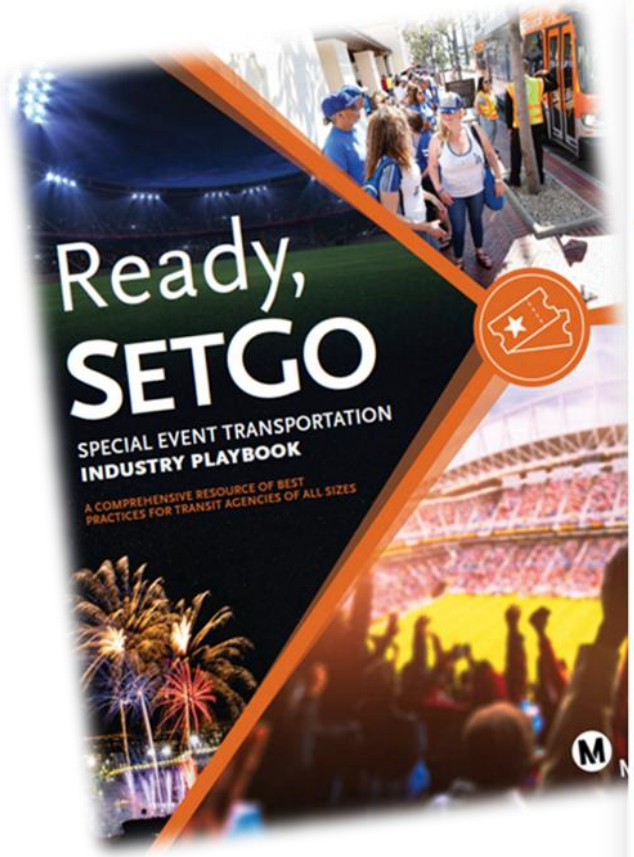
WC Games Enhanced Transit Service



access
big blue bus
Culver CITYBUS
Foothill Transit
G TRANS
LONG BEACH TRANSIT
MONTEBELLO BUS LINES
METROLINK.
OmniTrans
OCTA
norwalk transit
RTA
TORRANCE TRANSIT

LOS ANGELES WORLD CUP HOST CITY SUPPORTER
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Ready, Set, Go!



Event Specific Considerations

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Portfolios and Workstreams

Service	WCGETS Service Planning
	WCGETS Fleet Enhancements
	WCGETS Operations
	Safety & Security
	Speed and Reliability
	Temporary Park & Ride Facilities
Access	Infrastructure
	Customer Info/Signage/Wayfinding
	Accessibility/Universal Mobility
	Marketing/Communications
	Fare Payment/Integrated Ticketing/TAP
	Finance & Budget
Experience	Metro Station Events and Activations
	Metro MVP Program
	Surprise and Delight
	Heat Mitigation

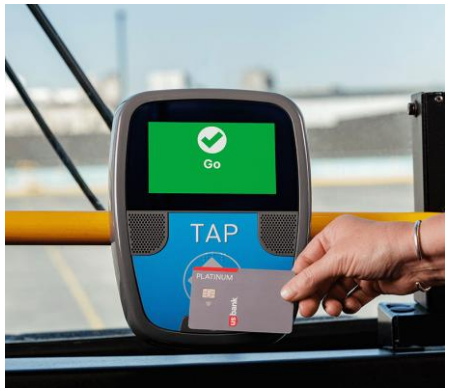
LOS ANGELES WORLD CUP HOST CITY SUPPORTER

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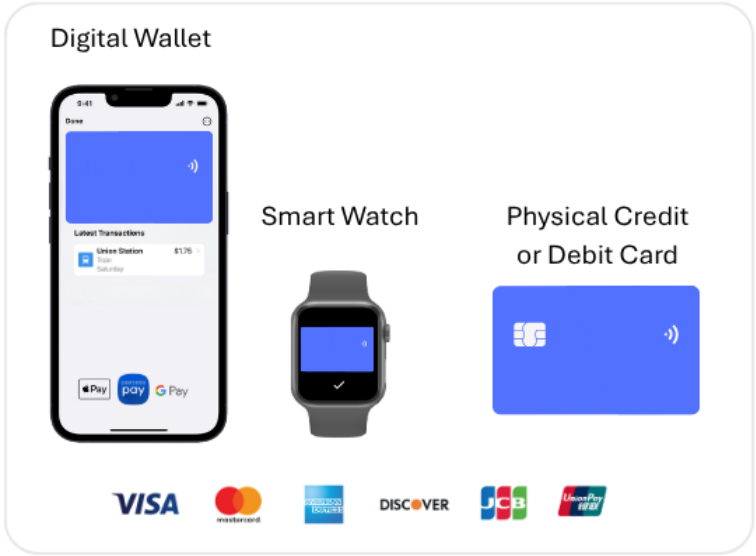
WCGETS Fare Payments

How it works

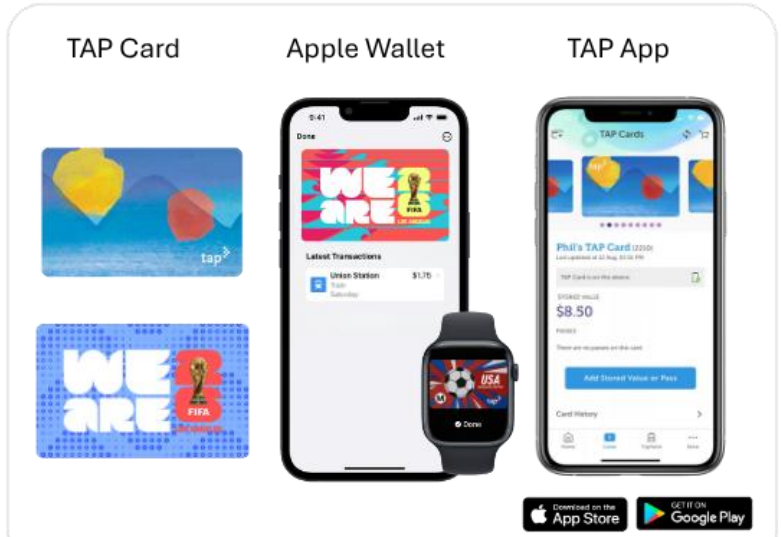
- Use a contactless payment or TAP card to ride WCGETS
- Fare is $1.75, including free 2-hour Metro transfers and discounted interagency transfers
- Tap on a reader to pay for your trip
- Fare capping applies ($5 daily max, $18 weekly max)



Contactless Payment



TAP Card Payment



Group Friendly

Supports payment for up to 5 riders when using contactless payment

LOS ANGELES WORLD CUP HOST CITY SUPPORTER
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World Cup TAP Cards

FIFA TAP Cards
$20 or $55 as a bundle

Country TAP Cards
$10 each









































Light-Up TAP Card
$20



Collector's Box
$110



LOS ANGELES WORLD CUP HOST CITY SUPPORTER

Metro
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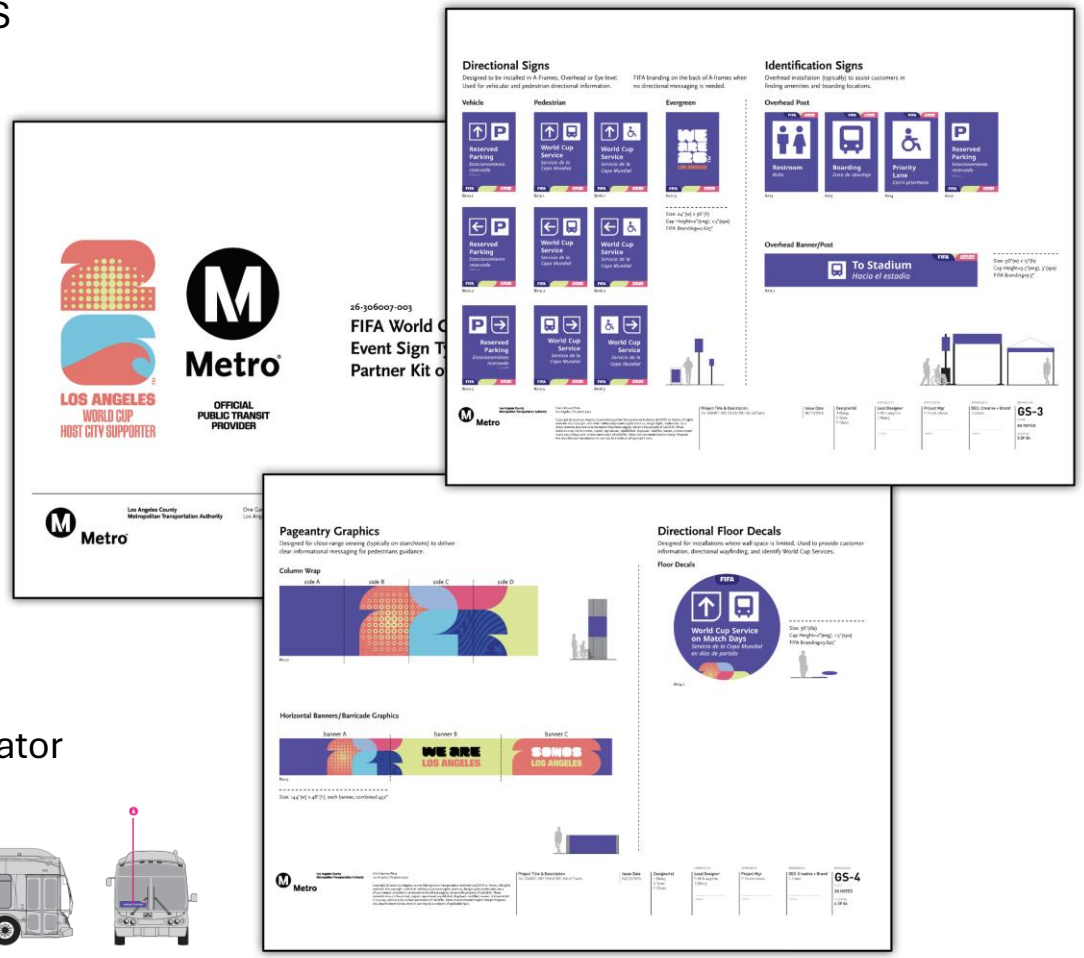
Customer Info/Signage/Wayfinding

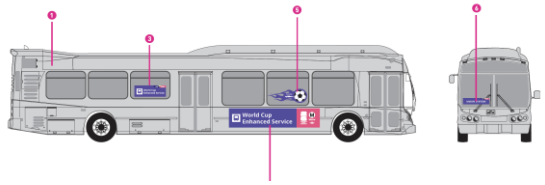
ACCOMPLISHMENTS:

- Cross-platform alignment advanced across metro.net, parking tools, and GTFS to ensure consistent rider information
- Partner Toolkit distributed to all Regional Transit Partners on April 23
- Released production files for banners, barricades, & tent wraps on May 4
- Completed all planned signage production files for in-house fabrication
- Parking rate signage fabrication completed and installed
- Station pageantry graphics in fabrication

NEXT STEPS:

- Signage programming for LA Stadium lots and pedestrian paths in progress
- Complete event-day signage quantities and design refinements
- Finalize language tower design and coordinate structural approach with fabricator
- Begin match-day QC and troubleshooting planning

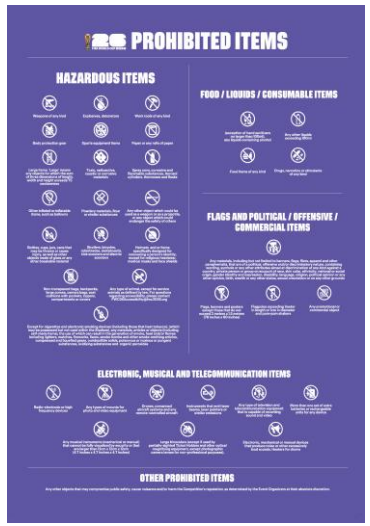




*Regional Transit Partners Kit of Parts

Customer Info/Signage/Wayfinding



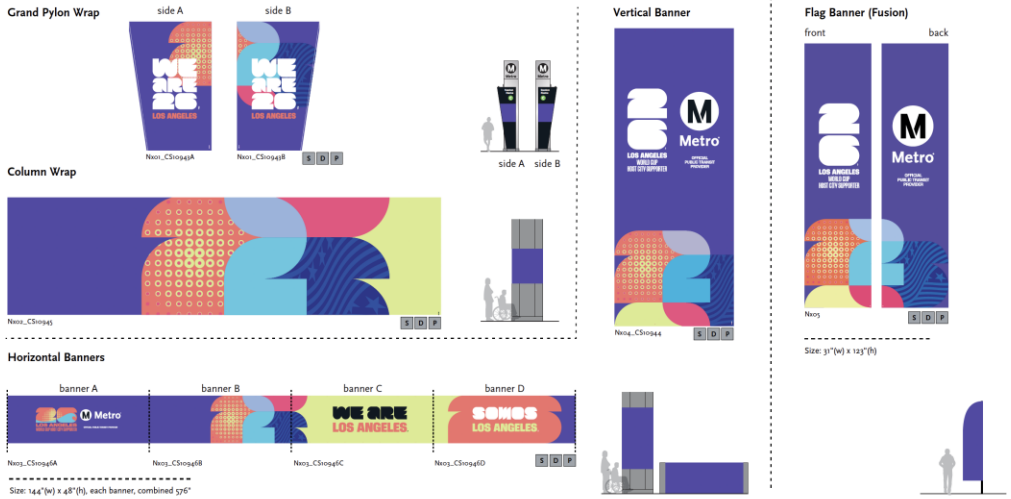




Multi-Language Tower

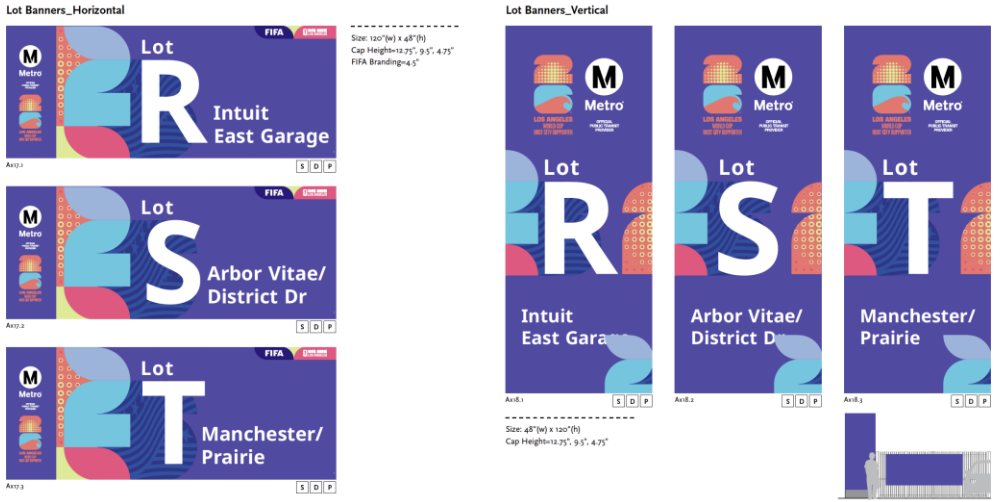
Pageantry Graphics

Designed for street-level visibility, providing bold visual branding and ornamental graphics that deilver visual impact throughout the event environment.

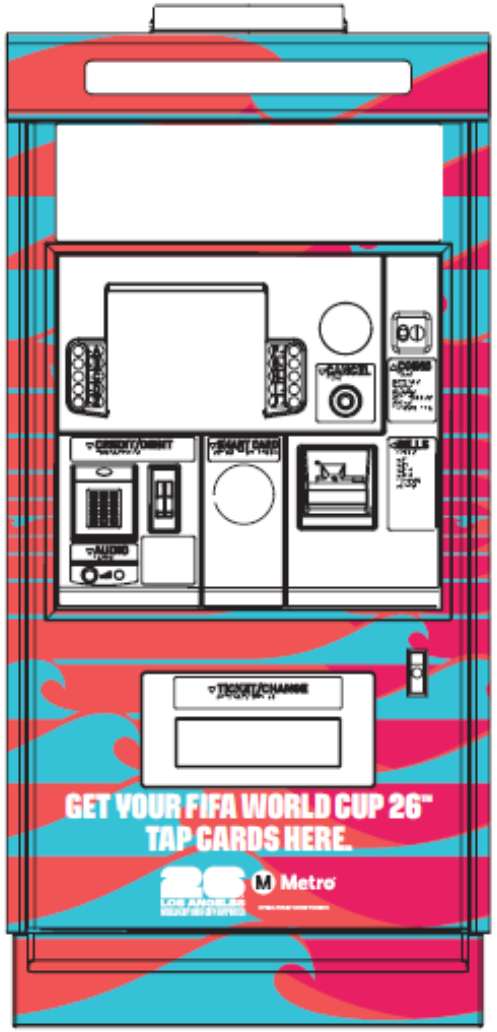


Identification Signs at Stadium

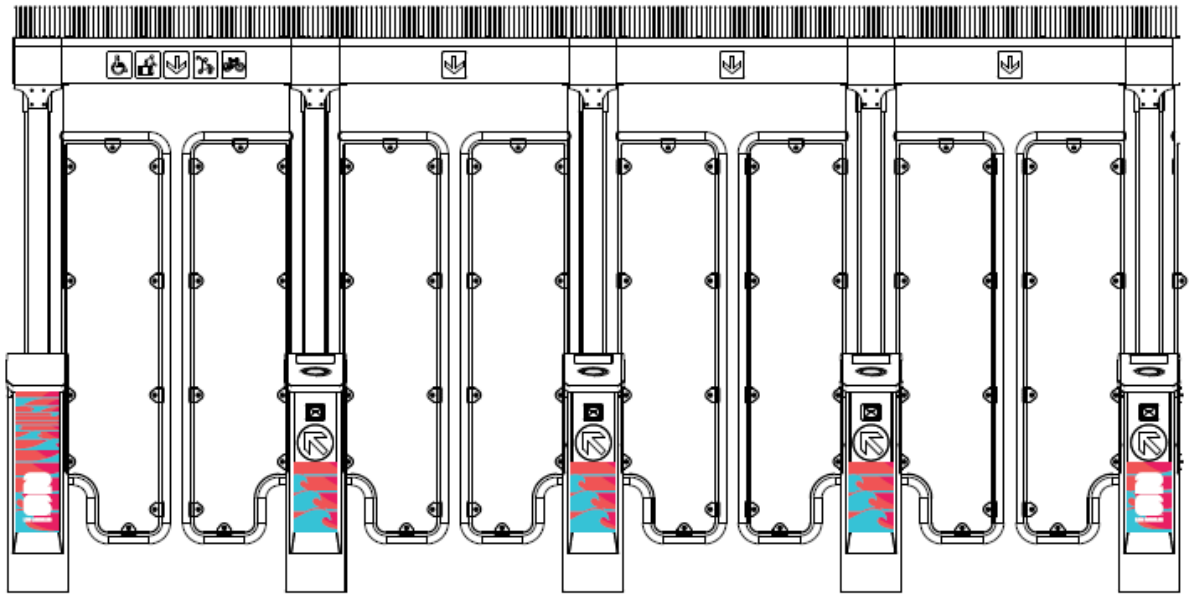
Overhead installation (typically) to assist customers in finding amenities and boarding locations.



Customer Info/Signage/Wayfinding







LOS ANGELES WORLD CUP HOST CITY SUPPORTER

Metro OFFICIAL PUBLIC TRANSIT PROVIDER

Metro Uniforms and Regional Transit Provider Apparel



METRO OPERATOR JERSEY



METRO MVP JERSEY



RTP OPERATOR JERSEY



RTP SUPERVISOR POLO & <u>CUSTOMIZED</u> HAT

LOS ANGELES WORLD CUP HOST CITY SUPPORTER
Metro
OFFICIAL PUBLIC TRANSIT PROVIDER

Metro and Regional Transit Partner Uniforms







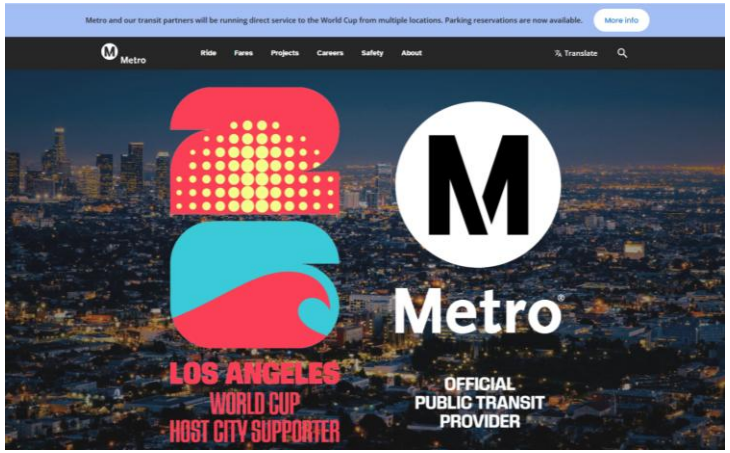
METRO SUPERVISOR POLO & HATS

LOS ANGELES WORLD CUP HOST CITY SUPPORTER
Metro OFFICIAL PUBLIC TRANSIT PROVIDER

Marketing and Communications







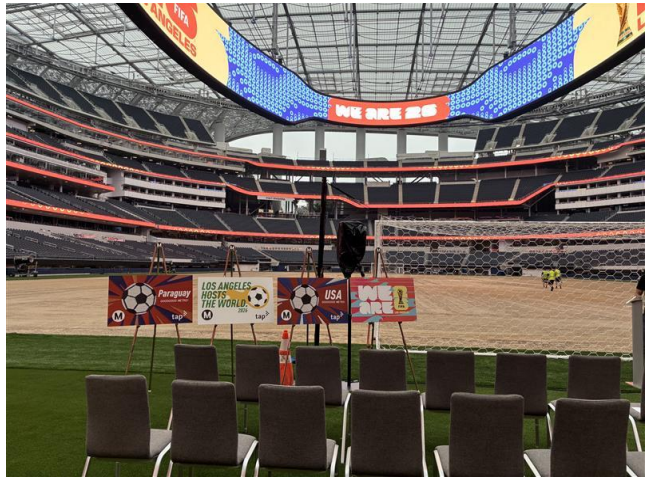
26 LOS ANGELES WORLD CUP HOST CITY SUPPORTER Metro OFFICIAL PUBLIC TRANSIT PROVIDER

- Metro.net/WorldCup website updated with latest GETS information and service map
- Paid campaign began rolling out end of April. The following paid promo channels will be live through July:
  - Search Engine Marketing
  - LA Times Full-Page Ads (5/17 and 6/7)
  - Facebook and Instagram
  - Local YouTube, Streaming TV, Bar TV
  - Local Radio and Spotify
  - Out of Home & Metro System Media
  - Custom content articles (LAist and Eater LA)
- Influencers secured to produce promotional content May-June, including World Cup alum Cobi Jones
- Paid elements complement organic social and earned media activities also live through July
- Regional Transit Providers given promotional toolkit to support GETS awareness; ongoing MarComms coordination
- Board member social media tool kits to be distributed the week of May 25

Marketing and Communications

30 Day Momentum Campaign

- **Tuesday, May 12** – LASEC 30-Days Out Press Conference
  - Stephanie Wiggins one of the speakers
  - WC-wrapped buses as visual at SoFi
  - Launch of Metro's WC TAP Cards (with visuals)
  - Large Metro GETS map
- **Week of May 18**
  - Soft launch of new Metro app
  - Soft Launch of new Open payment
- **Week of May 25** – Open Payment/Mobile App Media Stunt/Event
- **Week of June 1** – Focus on Accessibility, Calming Pods, Heat Mitigation
- **Week of June 8** –
  - Faces of Metro – showcasing how Metro employees are supporting WC and customer experience





Los Angeles Times

Amid backlash over World Cup parking and transportation, LA Metro offers a solution

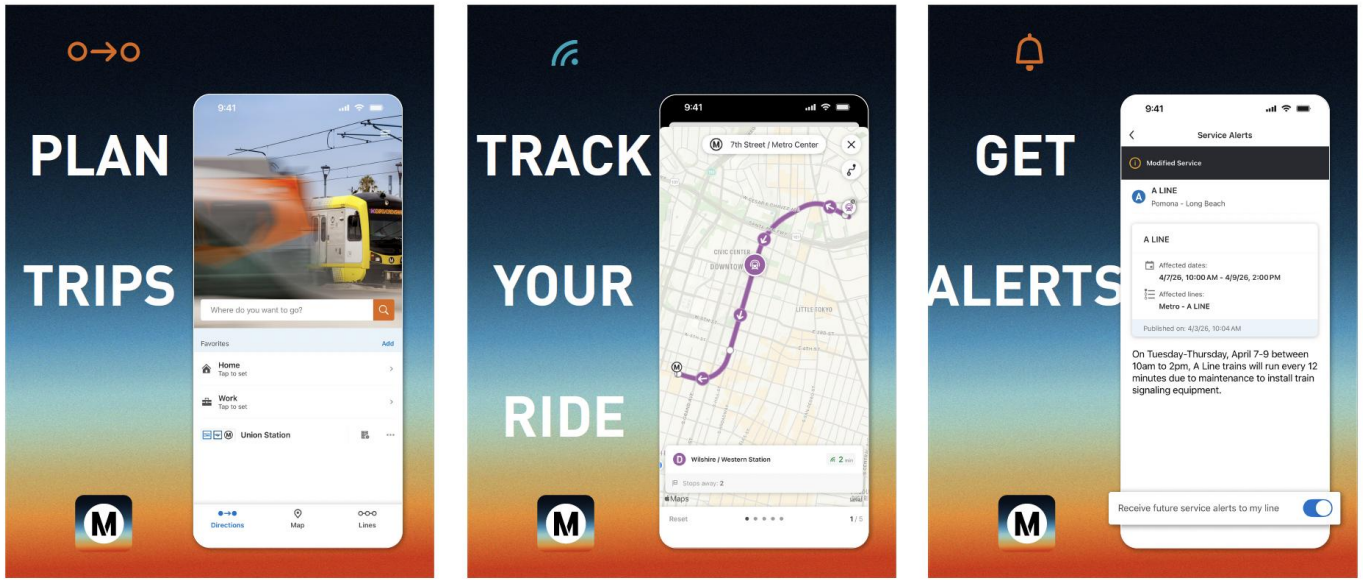




LOS ANGELES WORLD CUP HOST CITY SUPPORTER
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Marketing and Communications

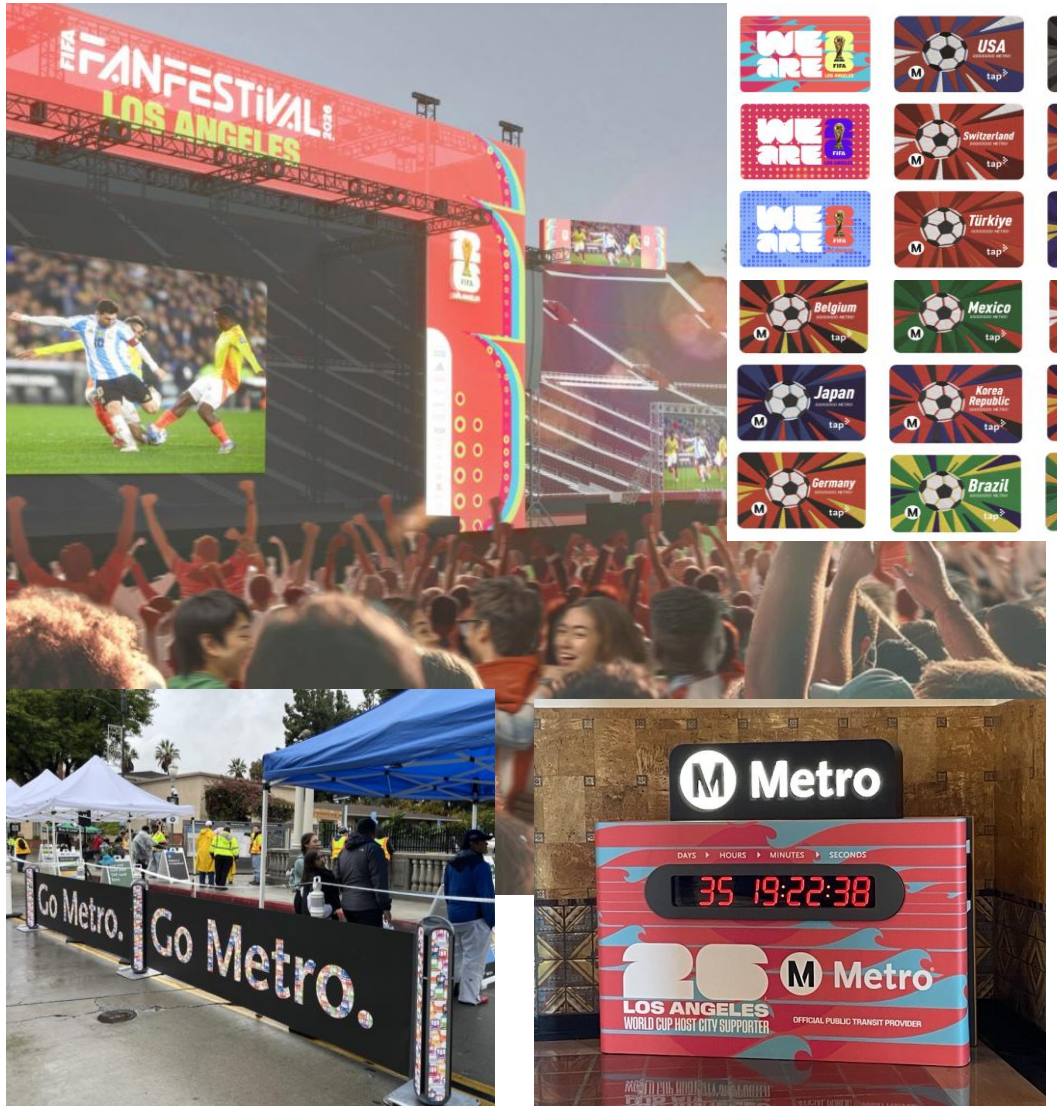
Just in time for the World Cup, the **new Metro Mobile App launches in May.** The LA Metro app is an easy-to-use tool that enhances how riders plan trips across Metro bus and rail—including planning their route to World Cup Enhanced Service locations.



We will formally announce Mobile App and Open Payment in a World Cup-themed press event in late May—introducing Metro's two 'new players' that will help fans plan and pay for their transit trip, their way.

Surprise and Delight: Fan Zones

- Secured Metro participation in Official FIFA Fan Festival, June 11-14 at LA Coliseum
- Secured Metro participation in nine LA World Cup Fan Zones
- Producing LA County Justice Care and Opportunities Department/West Coast Customs Buses
  - Working with JCOD and West Coast Customs on specialized buses
  - Two buses are currently in production
- Local and International talent procurement has begun for LA Union Station Fan Zone







LOS ANGELES WORLD CUP HOST CITY SUPPORTER
Metro
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Station Activations



1
FIFA FAN FEST

FIFA-hosted signature event, fan engagement

1
location
FIFA Fan Fest at Exposition Park

25,000+
fans



2
OFFICIAL FAN ZONE

FIFA-designated public viewing and entertainment

10
locations

- The Original Farmers Market
- City of Downey
- Union Station and La Plaza
- Hansen Dam Lake
- Magic Johnson Park
- Whittier Narrows
- Venice Beach
- Fairplex
- West Harbor
- City of Burbank

5,000+
fans



3
TRANSIT-FIRST FAN ZONE

Public viewing and entertainment near high-frequency transit and ADA accessible (may include types #2 & #4)

40*
locations

Examples:

- Long Beach Soccer Celebration
- Little Tokyo Fan Zone
- NoHo Summer Nights Fan Zone

**Subject to change*

variable
fans



4
COMMUNITY WATCH PARTY

Unofficial and locally driven public viewing and entertainment

variable
locations

Examples:

- Echo Park FIFA World Cup Community Celebration
- Pico Rivera Cultural Celebration Hub
- K-Town Watch Party Festival!

typically 1,000 or less
fans



5
STATION ACTIVATION

Transit rider engagement and wayfinding to adjacent fan engagement events

15
locations

Examples:

- Leimert Park
- Downtown Inglewood
- Memorial Park

variable, expected number of transit users
fans

LOS ANGELES WORLD CUP HOST CITY SUPPORTER

Metro OFFICIAL PUBLIC TRANSIT PROVIDER

Metro Station Events and Activations

THURSDAY, JUNE 25	FRIDAY, JUNE 26	SATURDAY, JUNE 27	SUNDAY, JUNE 28
1:00 PM CURACAO VS IVORY COAST	12:00 PM NORWAY VS FRANCE	2:00 PM CROATIA VS GHANA	12:00 PM ROUND OF 32 | 2A VS 2B
1:00 PM ECUADOR VS GERMANY	12:00 PM SENEGAL VS IRAQ	2:00 PM PANAMA VS ENGLAND	
4:00 PM JAPAN VS SWEDEN	5:00 PM CABO VERDE VS SAUDI ARABIA	4:30 PM COLOMBIA VS PORTUGAL	
4:00 PM TUNISIA VS NETHERLANDS	5:00 PM URUGUAY VS SPAIN	4:30 PM CONGO VS UZBEKISTAN	
7:00 PM PARAGUAY VS AUSTRALIA	8:00 PM EGYPT VS IR IRAN	7:00 PM ALGERIA VS AUSTRIA	
7:00 PM TÜRKIVE VS USA	8:00 PM NEW ZEALAND VS BELGIUM	7:00 PM JORDAN VS ARGENTINA	

LOS ANGELES WORLD CUP 26 FAN ZONE
at THE HEART OF THE CITY: LOS ANGELES UNION STATION















Metro Station Events and Activations









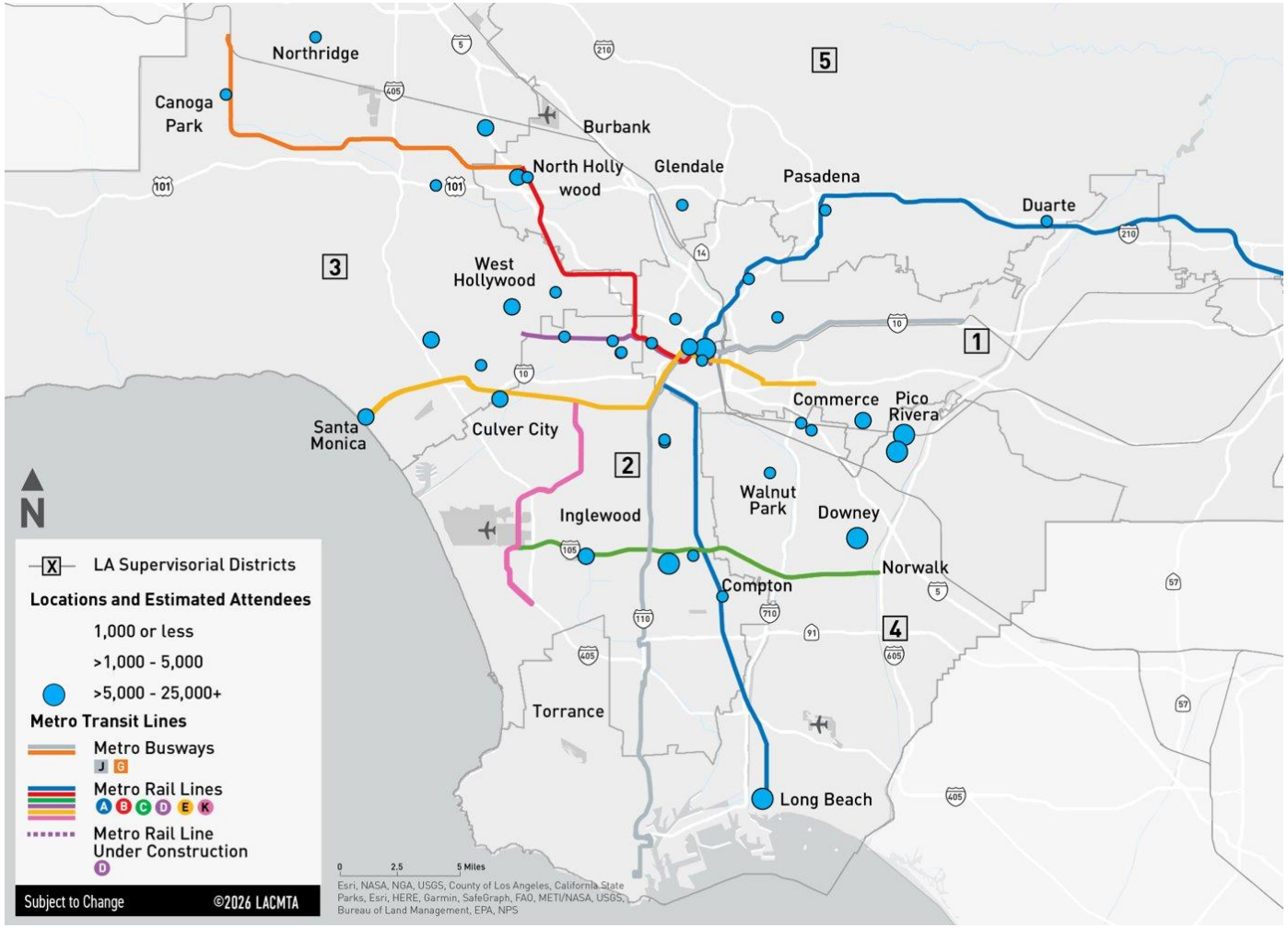


LOS ANGELES WORLD CUP HOST CITY SUPPORTER

Metro OFFICIAL PUBLIC TRANSIT PROVIDER

Metro Station Events and Activations

Transit First Fan Zone Locations



SD 1
14 Submissions
9 Transit-First

SD 2
18 Submissions
11 Transit-First

SD 3
19 Submissions
10 Transit-First

SD 4
16 Submissions
6 Transit-First

SD 5
6 Submissions
4 Transit-First

Notes: No events at SoFi; events over numerous days

Safety and Security

Security, Contract Law Enforcement and Care-Based Activities

- Increased law enforcement, Metro Security, contract security at Metro and non-Metro park & ride sites and multimodal stations
- Increase law enforcement vehicle patrols on WCGETS Network bus routes to reduce response times to calls for service on shuttle incidents
- Assigned monitoring of specific rail/bus cameras, Transit Watch, drone coverage, and social media within the ESOC at critical WCGETS sites
- Use of new social media analytics in real-time for notifications of any disturbances during events
- High visibility presence and Bomb Detection & K9 patrols at specific WCGETS locations
- Increased security presence on platform patrols in coordination with other Metro resources (Operations, Wayfinders, Volunteers, Communications, MOW, General Services and MTS) at key sites
- Suspicious activity reporting (SAR) monitoring at the Security Operations Center
- Minimize disruption to C and K Line critical infrastructure with Law Enforcement vehicle patrols around Los Angeles Stadium (formerly SoFi)
  - Traction Power Sub Stations (TPSS)
  - Manholes with copper wire
- Increased Care-Based teams deployed at WCGETS sites and other Critical Areas
- Coordination with regional partners local law enforcement within the EOC
- Securing WCGETS Bus Shuttles begin 3 hrs prior to an event
  - Departures 2 hours after game ends
- Use of portable cameras for visibility at WCGETS shuttle areas (non-Metro sites) and additional coverage at Metro sites during shuttle operations
- Use of drones for the Fan Festival, Union Station Fan Zone, and at FAA eligible park & ride sites
- Coordination and deployment of TSA Ground Based Unit (formerly VIPR) at stadium drop offs, MTC, and other stations


FIFA World Cup 2026™
Every goal scored. Every cheer echoed.
Every heart touched. Metro connects you
to something extraordinary.
Metro®

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

Metro

Board Report

File #: 2026-0400, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
MAY 28, 2026

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held April 23, 2026.

April 23rd, 2026

The Honorable Fernando Dutra
Chair
Los Angeles Metropolitan Transportation Authority Board
One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Re: Public Comments Item 6 (oppose); General Public Comment 4/23 Metro Board Meeting

Dear Chair Dutra and Metro board,

Californians for Electric Rail is a statewide, grassroots organization with members throughout Los Angeles County and all of the five Metrolink counties. Our priority is reducing emissions and increasing transportation access via fast, frequent, electrified regional, intercity, and freight rail.

We write in opposition to Metro's proposal to reduce operational support for Metrolink by 3% or $4.3M. Metrolink currently faces a $30M deficit and is contemplating service cuts. At the same time, Metro proposes to increase operational support for Metro transit, and commit $50 M to widen the 605 freeway (Agenda Item 6). These funding choices indicate misplaced priorities.

Metrolink is an essential lifeline for travelers throughout Southern California. Residents of the High Desert, Santa Clarita, San Fernando Valley, and Gateway Cities who are not well served by Metro rail rely on Metrolink, while Metrolink riders throughout all five counties support the Los Angeles economy and pay the Los Angeles County sales taxes that fund transit. Metrolink service cuts will put more cars on the road just as gas prices are skyrocketing, and cut off some riders from jobs and opportunities altogether.

In the last few years, Metrolink has attempted to implement ambitious service improvements, rolling out pulsed scheduling and more mid-day and evening service - moving towards the international best practice regional rail model, and reflecting the post-pandemic reality that 9-5 office commuters are no longer the main customers. Metrolink has been moving towards 30 minute systemwide service with the SCORE capital program. These efforts are paying off - in 2025 Metrolink broke weekend ridership records[1] and saw the second-highest ridership recovery[2] of any commuter rail agency in the nation.

[1] https://metrolinktrains.com/news/metrolink-sets-all-time-weekend-ridership-record-topping-122000-boardings-in-march/
[2] https://multimodalmcmullen.com/us-commuter-rail-ridership-analysis-first-half-2025/

Metrolink's budget deficit puts all of that at risk, forcing a return towards peak-only commuter service that is more expensive per rider to operate[3], does not fit post-pandemic travel patterns, and puts millions spent on capacity improvements to waste. Service cuts could lead to a "fiscal cliff" that stymies ridership recovery and lead to more cuts that threaten the very viability of the system. Metro continues to advance important capacity projects such as LinkUS or the Balboa Double Track, while defunding the service that these projects enable.

Metrolink cuts also jeopardize Los Angeles' Olympics preparedness. The Olympics will increase demand for off-peak travel throughout the Southern California megaregion, not just areas served by Metro transit. Despite extensive discussion at the state level of how to provide additional transit service for the Olympics, Metro instead proposes to reduce service through 2030 via their budget cuts.

We understand that Metro is experiencing less than expected sales tax revenue; however, the proposed allocation for the 605 highway widening project would more than cover the 3% for the next four years. Numerous studies show that highway expansion does not reduce traffic and induces more car trips. To truly improve traffic in the Gateway Cities, Metro should invest in improved frequency on the Metrolink 91/Perris Valley and Orange County Lines, not cut service. We request that Metro maintain previous levels of support for Metrolink through 2030 and walk back proposed 3% cuts.

Sincerely,
Adriana Rizzo
Californians for Electric Rail

[3] https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/3927862/SGDP_Presentation_Feb_2026.pdf

April 2026 RBM General Public Comments

From: William Shanney [redacted]
Sent: Saturday, April 11, 2026 11:26 AM
To: [redacted]
Subject: (EXTERNAL) SUBJECT: BCHD PRIVATE SITE DEVELOPMENT LIMITS: MAXIMUM 51.5-FT BUILDING HEIGHT, 100-FT MINIMUM SETBACK TO R-1, BASE F.A.R. OF CURRENT 0.56, WITH CONSIDERATION OF A MAXIMUM F.A.R. OF 0.75 (0.75 REQUIRES 51.5-FT MAXIMUM HEIGHT AND 100-FT MIN S...

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Current statistical analysis demonstrates surrounding residential property has suffered over $200M in reduced
property values based on Hedonic Price Models of dwelling characteristics and distance from BCHD. That is
SIGNIFICANT VALUE DAMAGE from BCHD's impacts to the neighborhood.

Beach Cities Health District has never demonstrated any concern with the health, neighborhood character or
property values of the surrounding neighborhood residents.

For example, BCHD's draft EIR proposed a building height of "133.5 feet above the vacant Flagler Lot" which is also
"103 feet ... above the campus". The current campus is 99.7% at 51.5 feet tall or LOWER and only a tiny penthouse
of 952-sqft extends to 76-feet. BCHD IGNORED ALL SURROUNDING RESIDENT INPUT TO ARRIVE AT A PROPOSAL
THAT WAS 133.5 feet TALL!

The current campus is 312,900-sqft with an FAR of 0.56 according City Planners. BCHD's draft EIR proposed over
850,000-sqft for Phase 1 and 2 with a FAR of roughly 2.0. BCHD IGNORED ALL SURROUNDING RESIDENT INPUT TO
ARRIVE AT A PROPOSAL THAT WAS OVER 3-TIMES DENSER THAN THE CURRENT CAMPUS!

Current setbacks to the 4-story hospital wings exceed 100-feet from BCHD's lot lines that are

adjacent to
residential R-1 neighborhoods. BCHD provided no labeled setback distances in the draft EIR. Based on observation
and measurement, BCHD planned to have a 133.5-foot above the street tower with a roughly 20-foot setback on
the east side of the campus on Flagler – abutting R-1, Torrance Hillside Overlay homes on Tomlee. BCHD IGNORED
ALL SURROUNDING RESIDENT INPUT TO ARRIVE AT A PROPOSAL FOR 133.5-FT TOWER WITH A 20-FOOT
SETBACK FROM TORRANCE R-1 THO HOMES!

It is VERY CLEAR that BCHD has paid no attention to resident input, nor to the damages it currently inflicts on
surrounding neighborhoods. It is EVEN CLEARER that BCHD INTENDS to inflict additional damages on surrounding
neighborhood health, character, and property values.

BCHD's PRIVATE DEVELOPMENT MUST STAY WITHIN THE HEIGHT AND SETBACK PARAMETERS OF THE
CURRENT CAMPUS!
- MAX BUILDING HEIGHT 51.5-FEET
- MANDATORY SETBACKS OF 100-FEET FROM LOT LINES ADJACENT TO R-1
- BASE F.A.R. OF EXISTING 0.56
- A MAX F.A.R. OF 0.75 WOULD BE CONSIDERED IF AND ONLY IF COUPLED WITH 51.5-FOOT
MAXIMUM HEIGHT AND 100-FOOT MINIMUM SETBACK FROM R-1 INTERFACES

BCHD has repeated lied to residents and ignored resident input, including input on crucial health damages from its project including cardiovascular, neurological, psychological, and child developmental damages as clearly demonstrated by peer-reviewed research that was rejected by BCHD's CEQA Consultant that was an oil-field services, multinational bribery and financial fraud
sanctioned "environmental" consultant named Wood PLC of the UK.

While we strongly support youth mental health services, there are some legitimate **concerns regarding the allcove facility's construction and operation**. Background: The two-story commercial facility on the Flagler Lot will house allcove, which provides substance abuse, mental health, peer support, and other services for young people ranging from ages 12 to 25. It is currently housed in the 514 Hospital Building on their site and serves 16 cities in LA County.
Its new proximity to our neighborhoods, schools, (and nearby Towers Elementary) and **requires careful oversight**. Yet, BCHD's plans are short on details; in fact few to no details have been shared with the public.

Concerns with allcove construction and operations include:

- **Traffic & Safety:** How will BCHD protect nearby residents and Towers Elementary and other school traffic during construction? How will they prevent dangerous congestion at the Beryl/Flagler intersection during busy school drop-off and pickup times?
- **Parking:** Current plans for the Flagler lot show insufficient parking. How will BCHD guarantee this won't result in overflow parking on adjacent Torrance and Redondo Beach streets?
- **Security:** Given the facility's services and location, what is BCHD's plan for security and to keep school children and residents safe?
- **Environmental Hazards:** A 2021 EIR found soil contamination and an improperly abandoned oil well on-site. What specific environmental mitigation will take place?

Sincerely

William and Vivian Shanney

From: Tim Ozenne <t[redacted]
Sent: Monday, April 13, 2026 6:52 AM
To: [redacted]
Subject: (EXTERNAL) LIES, DAMN LIES, AND BCHD!

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Let me state that I live east of the so-called Healthy Living Campus. It is all to visible in my view west from my office and bedroom. It already dominates the skyline, and things (including land values here) will decline if the proposed lease and expansion go forward

These are my comments, based on looking to the west since 1979. Yes, more than half a century!

BCHD's CEO Bakaly lied to the Easy Reader when he claimed "height is to be limited to 60 feet – that of the four-story main hospital building, not counting its tower." That's a lie according to BCHD's own architectural drawings, EIR, and City of Redondo Beach Conditional Use Permit (CUP) filing. They all state that the 4-story hospital is 51.5-feet tall at the VERY TOP of the safety walls around its roof (the parapet). The actual roof is LESS THAN 50-FEET HIGH! **Bakaly's 60-FOOT CLAIM IS AN OUTRIGHT LIE.** To read Bakaly's full lie - https://easyreadernews.com/bchd-seeks-expressions-of-interest-for-campus-site/ We always show our receipts! To see BCHD's drawing with heights check page 13 at for 51.5-ft https://bchd.blob.core.windows.net/docs/hlc/BCHD%20HLC-20220202-DRAWING%20SET.pdf

Local residential property has already suffered $200M+ in value reduction around BCHD. Bigger, taller, denser will **STEAL EVEN MORE NEIGHBORHOOD VALUE!**

The floor space of the current campus is 99.7% at 51.5-feet and SHORTER. The planned private development is 5-stories and 60-feet. **That's 20% TALLER WITH HUNDREDS OF THOUSANDS OF SQUARE FEET MORE FLOOR SPACE!**

The current campus has a floor area ratio of 0.56. BCHD threatened to SUE THE CITY unless it was given a floor area ratio of 1.25. **That's more than TWICE AS DENSE! BCHD IS 75% SURROUNDED BY RESIDENCES - NOT 5-STORY APARTMENT BUILDINGS BUILT ON A 30-FOOT TALL BLUFF!**

All 51.5-feet tall buildings are set back more than 100-feet from lot lines that face residential property. **BCHD REFUSES TO EVEN SHOW ITS SETBACKS!**

Most of the new, private development will be senior apartments, not assisted living. **BCHD didn't analyze traffic, noise, privacy theft, emissions, or other impacts of SENIOR APARTMENTS!**

BCHD's self-certified EIR is a sham. Wood PLC that was BCHD-hired for the EIR is an oil-field engineering and consulting company that pleaded guilty and paid fines for multinational bribery and falsifying financial records. **BCHD MUST STAY INSIDE THE LIMITS OF THE CURRENT CAMPUS! 51.5-FEET TALL MAX. NO INCREASE IN FAR SHOULD BE CONSIDERED UNLESS BCHD AGREES TO MINIMUM 100-FOOT SETBACKS AND 51.5-FOOT TALL MAXIMUM HEIGHT BUILDINGS.**

--

StopBCHD.com (StopBCHD@gmail.com) is a Neighborhood Quality-of-Life Community concerned about the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital project and have not received the benefit of the voter-approved acute care public hospital since 1984.Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.
Your truly
Tim Ozenne, Neighbor

From: Addie M. Miller [redacted]
Sent: Sunday, April 12, 2026 4:56 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Question $900 Million Federal Funds Allocation 👀 😮

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boardclerk@metro.net

$900 Million Federal Funds Allocation 👀 😮 I'm writing to express concern regarding reports of a Metro LA Board member's Jackie DuPont-Walker alleged involvement with substandard housing. Given the Board's recent $900 million federal funding allocation, public trust and leadership integrity are paramount. ••Please Take Notice: (Jackie DuPont Walker hides and refuses to be served court documents, therefore is admitting her guilt being a Substandard Slum Lord).

Please clarify Metro LA's vetting process for Board members and the specific measures ensuring leadership "maintains high ethical standards in both public and private capacities".

Sincerely from, A concern citizen and consumer. Addie Miller

From: Addie M. Miller [redacted]
Sent: Sunday, April 12, 2026 6:23 PM
To: Customer Relations <CustomerRelations@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) REQUEST that Metro LA investigate these complaints and re-examine Ms. DuPont-Walker's eligibility to continue to serve on the Board.

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 Board Members Karen Gorman, Hilda Solis, Paul Solis, James Butts/Metro LA Board of Directors, et al],

I am writing to formally request clarification regarding Metro LA's vetting process for Board members, specifically concerning the measures in place to ensure leadership maintains high ethical standards in both their public and private capacities. This inquiry is prompted by the recent allocation of $900 million in federal funds.

I would like to bring to your attention significant concerns regarding current Board member Jackie DuPont-Walker. There are extensive reports of substandard living conditions and code violations associated with her properties, which are documented with the Los Angeles Housing Department, the County of Los Angeles Public Health, and the Los Angeles County Medical Examiner. These issues raise serious questions about her credibility and suitability to continue serving on the Metro LA Board.

It is difficult to reconcile how an individual can be entrusted with essential public transportation oversight while reportedly failing to provide safe and healthy living conditions for tenants in the private sector. Furthermore, the circumstances of her appointment by former Mayor Eric Garcetti warrant review to ensure that political considerations do not supersede the public interest or allow for non-compliance with established rules and regulations.

I request that Metro LA investigate these complaints and re-examine Ms. DuPont-Walker's eligibility to serve on the Board. I look forward to your detailed response regarding the vetting protocols and any actions taken to address these ethical concerns.

Sincerely,

Addie M. Miller

From: [redacted]
Sent: Monday, April 13, 2026 5:43 PM
To: cityclerk@redondo.org; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; citycouncil@torranceca.gov; CityClerk@torranceca.gov; citycouncil@hermosabeach.gov; citycouncil@manhattanbeach.gov; info@lalafco.org; Board Clerk <BoardClerk@metro.net>; executiveoffice@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Al.Muratsuchi@asm.ca.gov; Ben.Allen@sen.ca.gov; CA33TLIMA@mail.house.gov
Subject: (EXTERNAL) SUBJECT: BCHD PRIVATE SITE DEVELOPMENT LIMITS: MAXIMUM 51.5-FT BUILDING HEIGHT, 100-FT MINIMUM SETBACK TO R-1, BASE F.A.R. OF CURRENT 0.56, WITH CONSIDERATION OF A MAXIMUM F.A.R. OF 0.75 (0.75 REQUIRES 51.5-FT MAXIMUM HEIGHT AND 100-FT MIN S...

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Stop lying to us! Stop the madness!

Current statistical analysis demonstrates surrounding residential property has suffered over $200M in reduced
property values based on Hedonic Price Models of dwelling characteristics and distance from BCHD. That is
SIGNIFICANT VALUE DAMAGE from BCHD's impacts to the neighborhood.
Beach Cities Health District has never demonstrated any concern with the health, neighborhood character or
property values of the surrounding neighborhood residents.
For example, BCHD's draft EIR proposed a building height of "133.5 feet above the vacant Flagler Lot" which is also
"103 feet ... above the campus". The current campus is 99.7% at 51.5 feet tall or LOWER and only a tiny penthouse
of 952-sqft extends to 76-feet. BCHD IGNORED ALL SURROUNDING RESIDENT INPUT TO ARRIVE AT A PROPOSAL
THAT WAS 133.5 feet TALL!
The current campus is 312,900-sqft with an FAR of 0.56 according City Planners. BCHD's draft EIR proposed over
850,000-sqft for Phase 1 and 2 with a FAR of roughly 2.0. BCHD IGNORED ALL SURROUNDING RESIDENT INPUT TO
ARRIVE AT A PROPOSAL THAT WAS OVER 3-TIMES DENSER THAN THE CURRENT CAMPUS!
Current setbacks to the 4-story hospital wings exceed 100-feet from BCHD's lot lines that are adjacent to
residential R-1 neighborhoods. BCHD provided no labeled setback distances in the draft EIR. Based on observation

and measurement, BCHD planned to have a 133.5-foot above the street tower with a roughly 20-foot setback on
the east side of the campus on Flagler – abutting R-1, Torrance Hillside Overlay homes on Tomlee. BCHD IGNORED
ALL SURROUNDING RESIDENT INPUT TO ARRIVE AT A PROPOSAL FOR 133.5-FT TOWER WITH A 20-FOOT
SETBACK FROM TORRANCE R-1 THO HOMES!
It is VERY CLEAR that BCHD has paid no attention to resident input, nor to the damages it currently inflicts on
surrounding neighborhoods. It is EVEN CLEARER that BCHD INTENDS to inflict additional damages on surrounding
neighborhood health, character, and property values.
BCHD's PRIVATE DEVELOPMENT MUST STAY WITHIN THE HEIGHT AND SETBACK PARAMETERS OF THE
CURRENT CAMPUS!

- MAX BUILDING HEIGHT 51.5-FEET
- MANDATORY SETBACKS OF 100-FEET FROM LOT LINES ADJACENT TO R-1
- BASE F.A.R. OF EXISTING 0.56
- A MAX F.A.R. OF 0.75 WOULD BE CONSIDERED IF AND ONLY IF COUPLED WITH 51.5-FOOT
MAXIMUM HEIGHT AND 100-FOOT MINIMUM SETBACK FROM R-1 INTERFACES

BCHD has repeated lied to residents and ignored resident input, including input on crucial health
damages from its project including cardiovascular, neurological, psychological, and child developmental damages as clearly demonstrated by peer-reviewed research that was rejected by
BCHD's CEQA Consultant that was an oil-field services, multinational bribery and financial fraud
sanctioned "environmental" consultant named Wood PLC of the UK.

Other agencies must represent the residents that BCHD ignores.

Jennifer Sams

From: Anne Zerrien-Lee [redacted]
Sent: Wednesday, April 15, 2026 5:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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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
-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,

Anne Zerrien-Lee
[redacted]

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: Nancy Vaughan [redacted]
Sent: Wednesday, April 15, 2026 5:13 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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Dear LA Metro Board,

We can do this, with your help. Please act now!

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Sincerely,

Nancy Vaughan
[redacted]

[redacted]

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From: Edward Grant [redacted]
Sent: Wednesday, April 15, 2026 5:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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Sincerely,

Edward Grant
[redacted]

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From: Alejandra Leon [redacted]
Sent: Wednesday, April 15, 2026 6:54 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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Sincerely,

Alejandra Leon
[redacted]

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: Stephanie Bernabe [redacted]
Sent: Wednesday, April 15, 2026 8:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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Sincerely,

Stephanie Bernabe
[redacted]

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: Regina Lee [redacted]
Sent: Wednesday, April 15, 2026 9:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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Sincerely,

Regina Lee
[redacted]

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: Amber Wheat [redacted]
Sent: Wednesday, April 15, 2026 10:22 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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Sincerely,

Amber Wheat
[redacted]

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: Debbie Lee [redacted]
Sent: Wednesday, April 15, 2026 10:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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Sincerely,

Debbie Lee
[redacted]

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: Sandra Mitchell [redacted]
Sent: Thursday, April 16, 2026 2:23 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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Sincerely,

Sandra Mitchell
[redacted]

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: michelle minyon [redacted]
Sent: Thursday, April 16, 2026 5:44 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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Dear LA Metro Board,

We have done such a great job cleaning our air... keep it up... keep going! Let's be the cleanest large city in the country!!!

I am writing to urge you to expand upon your 2017 and 2020 plans to electrify 12% of your buses by 2030.

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Sincerely,

michelle minyon
[redacted]

[redacted]

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From: V and B Jones [redacted]
Sent: Thursday, April 16, 2026 6:31 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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Sincerely,

V and B Jones
[redacted]

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From: K Pulungan [redacted]
Sent: Thursday, April 16, 2026 7:43 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) General Public Comment: 2026-0189 Implement Transit Signal Priority For The A&E Lines

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Hello Metro Board,

In attachment D of the 28 x 28 project list, item 23 states that Metro is working on light rail speed and reliability improvements. LA City's transportation committee has recently received hundreds of comments requesting that LA Metro, LADOT, and LA City place signal preemption for light rail as a higher priority work item. The LA city council file that speaks to this is council file 24-1222. As part of the traffic signal upgrade process at eight key intersections, I request that LA Metro direct LA City and LADOT implement the transit signal preemption feature where possible as part of these A, E and K line signal upgrades: Much like what is currently being done on the Metro G Line. I would like to request implementation of least limited preemption, full preemption where possible. For a global city, trains carrying 100 people should not be waiting on cars carrying way fewer people.

Thank you.

Kemal

[redacted]

From: Jarod Banks [redacted]
Sent: Thursday, April 16, 2026 8:50 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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Dear LA Metro Board,

We need to be constantly striving for reduced emissions and cleaner air and water. Our lives literally depend on it

I am writing to urge you to expand upon your 2017 and 2020 plans to electrify 12% of your buses by 2030.

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-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,

Jarod Banks
[redacted]

[redacted]

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: Neil Flowers [redacted]
Sent: Thursday, April 16, 2026 10:39 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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Dear LA Metro Board,

I understand that transitioning to electric buses will take a massive investment in fleet, personnel training, and superstructure. The alternative, continuing to burn CNG, a fossil fuel, is not acceptable. This puts planners and finances between a rock and a hard place, a position with which one can only empathize. Still, we, the public, need to see a firm, realistic plan how soon the bus fleet can be electrified and how much it will cost.
Sincerely, Neil Flowers

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,

Neil Flowers


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: Jeffrey Streicher <[redacted]
Sent: Thursday, April 16, 2026 11:11 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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

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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,

Jeffrey Streicher
[redacted]

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: Joelle Cooperrider [redacted]
Sent: Thursday, April 16, 2026 12:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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
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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,

Joelle Cooperrider
[redacted]

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: Suzanne Licht [redacted]
Sent: Thursday, April 16, 2026 1:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Clean up your bus fleets -- Prioritize electric buses in your next budget!

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
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-We provide safe, lit-up, and shady bus stops that give bus riders the dignity they deserve

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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,

Suzanne Licht
[redacted]

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: Urban Growth Advocates [redacted]
Sent: Thursday, April 16, 2026 5:15 PM
To: Board Clerk <BoardClerk@metro.net>; BoardOffice <BoardOffice@metro.net>; Board Clerk <BoardClerk@metro.net>
Cc: [redacted]
Subject: (EXTERNAL) Motion to reinstate traditional Metro-Rail line names

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Dear Board of Directors,

I am a long-time Los Angeles resident; and have been a Metro patron for 30 years, as well as a strong public-transportation supporter. So, first and foremost: Thank you for all your work!

I would like to reintroduce a motion for your consideration -- to abolish the new "Single-Letter Alphabet" names for our Metro-Rail network (including BRT). Instead, the Traditional names should be reinstated. This would be a win-win situation.

Roughly five years ago, Metro decided to "reinvent the wheel" by copycatting New York's subway naming method. Unfortunately though, such decision was ill-conceived -- passed under false reasoning and flawed research. Additionally, Metro planners have blatantly disregarded any & all public involvement (which is unconstitutional, not just unethical) -- most of the public was against such change.

After years of research and observation, I have come to the conclusion that the vast majority of Metro patrons, including locals and visitors, are unhappy with your new naming convention. Additionally, the Single-Letter names have **caused major confusion and inconvenience**, to say the least! To this day, many L.A. residents, politicians, news-media channels, and even some Metro staff-members (and rightfully so!) still refer to our rail lines by their traditional names. Indeed, there is zero benefit for the public to keep using the current Single-Letter rail-line names.

The following are some "Myths and Facts" that Metro Board should consider:

MYTH: Metro claims: "*We are running out of color names for our lines*".

FACT: There are at least 100 (!) basic color names, versus only 26 letters of the alphabet. Additionally, some lines can named after a region they serve, (e.g. Crenshaw line, Expo - East LA line, Southeast Gateway line, East SF Valley line, etc.). So, it is mathematically impossible to "run out of Color names" as our network will unlikely grow beyond just a dozen rail lines, at most, plus maybe a few additional BRT lines.

MYTH: Metro claims: "*Single-Letter names help the visually impaired*".
FACT: No supportive or scientific evidence for this claim. Quite the contrary. Personally, I became visually impaired, and from the first-hand experience -- it's much harder to read a Single Letter vs. to see a Line Color.

MYTH: Metro claims: "*Single-Letter names make it easier to navigate our system*".
FACT: The opposite is true. The assigned alphabet letters are meaningless, forcing riders to "interpret" and "decipher" what each letter implies and which line it refers to.

MYTH: Metro claims: "*Riders will easily adapt to the change*".
FACT: Quite the contrary. Years later, the Letter names still cause confusion; and many riders, city leaders, politicians still refer to our lines by their traditional names.

MYTH: Metro claims: "*We are too far into this new naming method to revert back*".
FACT: That's just an excuse! Prior to this renaming, we were much more "too far into" the Traditional rail-line naming method already. Therefore, logic dictates: since we were able to undergo such a major transformation into the Single-Letter line names, we can definitely undergo another transformation -- back into Traditional line names!

Another important factor: during bus travel, the interior AVA announcements sound very unclear when the voice says "*Connection with the Metro (Letter) Line*". It's hard to distinguish whether the AVA says "***A***", "***B***", "***D***", or "***E***" line -- which adds to more confusion. On the other hand, the announcements of connection to such names as "*Purple line*" or "*Red line*" would sound incomparably clearer and error-free. Which is yet another reason for Metro to reconsider Traditional rail-line names!

Please note: if Metro wishes to use alphabet letter "IDs" for their own, office purposes -- you are more than welcome to, as long as it's done internally -- and not assign such names officially (i.e. for the public). But official names, for public use, should be reinstated as Traditional names.

All in all, **it is time to part** with this nonsensical "Alphabet-Letter" names of our rail-lines, -- and get back to normal naming convention, as we've successfully had for decades! Therefore, please consider switching back, as follows:

"~~**A Line**~~" ——> "Blue line" (alternate name: "Long Beach - Pasadena line")
"~~**B Line**~~" ——> "Red line"
"~~**C Line**~~" ——> "Green line" (alternate name: "LAX - Norwalk line")

"~~**D Line**~~" ——> "Purple line"
"~~**E Line**~~" ——> "Gold line" (alternate name: "Expo - East LA line")
"~~**K Line**~~" ——> "Crenshaw line"
"~~**G Line**~~" ——> "Orange BRT line"
"~~**J Line**~~" ——> "Silver BRT line"

FUTURE LINES (Under Construction or Development):
"Southeast Gateway line";
"East San Fernando line" (alternate name "Van Nuys line");
"Sepulveda line";
"NoHo - Pasadena BRT line";
"Vermont BRT line"

Thank you, in advance, for your consideration. I am confident: after careful consideration and weighing all pro's and con's, Metro will do the right thing -- and will start reverting back to the traditional line names.

Bcc: Metro CEO Ms. Stephanie Wiggins, City Mayor's office

Best regards,

--
Alek Friedman
[redacted]

From: Mark Nelson (Home Gmail) [redacted]
Sent: Thursday, April 16, 2026 8:41 PM
To: Eleanor Manzano <cityclerk@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>; Marc Wiener <marc.wiener@redondo.org>; Sean Scully <Sean.Scully@redondo.org>; Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; CityClerk <CityClerk@torranceca.gov>; CityCouncil@torranceca.gov; Jane Diehl <jane.diehl@bchd.org>
Cc: info <info@lalafco.org>; executiveoffice@bos.lacounty.gov; Al.Muratsuchi@asm.ca.gov; Ben.Allen@sen.ca.gov; Board Clerk <BoardClerk@metro.net>; info@achd.org; Representative Ted Lieu <CA33TLIMA@mail.house.gov>; stephen.sprengel@redondo.org; TRAO News <traonews@gmail.com>
Subject: (EXTERNAL) Public Comment: BCHD HLC (ALLCOVE and Main Campus) FEIR Mitigation Construction Haul Routes SPECIFICALLY EXCLUDE Beryl & Flagler Streets from Flagler to 190th.

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To: Redondo Beach Council, Planning Commission and Public Works; Torrance Mayor, Council and City Attorney

During the BCHD public meeting with 14 members of the public according to the BCHD Q&A session on 4/16/26 from 530-630pm, it was clear that BCHD does not have a sufficient command of the FEIR contents of their own self-certified document.

BCHD was unaware that its own FEIR specifically excluded the use of the segment of Beryl from 190th to Flagler as a truck route due to TUSD and City of Torrance concerns regarding the elementary school. Further, northbound Flagler was ruled out a haul route and the specified path is Flagler & Beryl to Beryl & Prospect to Prospect & 190th.

It is unimaginable that BCHD will be providing guidance to contractors when BCHD itself is unaware and wrong-on-the-facts.

The cited excerpt below demonstrates the FEIR verbatim:

FEIR Page 9-52
Revised Construction Haul Routes
Implementation of MM T-2 also requires that the Beach Cities Health District (BCHD) obtain
approval from the City of Redondo Beach and the City of Torrance of any haul routes for earth,
concrete, or construction materials and equipment hauling where such route cross the jurisdictional

boundaries. Due to requests from the City of Torrance and the Torrance Unified School District

(TUSD) in their public comments for revisions to the construction haul routes proposed in the
Draft EIR, **the following construction haul routes have been revised to avoid construction traffic conflicts with pedestrian safety in proximity to schools:**

• The road segment of Beryl Street between Flagler Lane and West 190th Street would be avoided. Outbound haul trucks would instead leave the Project site from the vacant Flagler Lot by traveling west on Beryl Street, north on North Prospect Avenue, and west on West 190th Street towards Interstate (I-) 405.

From: Anthony Ball [redacted]
Sent: Friday, April 17, 2026 10:35 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't Cut Funding to Metrolink

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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,

[redacted]

From: Tony Pelleriti [redacted]
Sent: Friday, April 17, 2026 2:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't Cut Funding to Metrolink

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Metro Board Clerk,

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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.

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We deserve better.

Thank You,

[redacted]

From: Karan Patil [redacted]
Sent: Saturday, April 18, 2026 9:08 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't Cut Funding to Metrolink

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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.

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We deserve better.

Thank You,

[redacted]

From: Dog Davis [redacted]
Sent: Saturday, April 18, 2026 12:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Bus Wi-Fi

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The free Metro Wi-Fi disappeared from buses late last year. It's very frustrating for bus passengers, especially since buses tout their free Wi-Fi service with stickers on the windows. When will buses get their Wi-Fi back?

From: Matthew Winer [redacted]
Sent: Saturday, April 18, 2026 8:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't Cut Funding to Metrolink

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Metro Metro Clerk,

I am a frequent Metrolink rider and love using it to visit friends on the weekend in San Diego / LA. 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,

[redacted]

From: David Martinez [redacted]
Sent: Saturday, April 18, 2026 9:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't Cut Funding to Metrolink

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Metro Metro Clerk,

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We deserve better.

Thank You,

[redacted]

From: [redacted]
Sent: Sunday, April 19, 2026 7:10 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't Cut Funding to Metrolink

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.

Metro Metro 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.

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We deserve better.

Thank You,

[redacted]

From: David Martinez [redacted]
Sent: Saturday, April 18, 2026 9:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't Cut Funding to Metrolink

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Metro Metro Clerk,

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We deserve better.

Thank You,

[redacted]

From: Sean Hakam [redacted]
Sent: Sunday, April 19, 2026 11:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't Cut Funding to Metrolink

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Metro Metro Clerk,

The cost of living in California isn't slowing down, and transportation is one of the biggest burdens on families. Car payments, gas, insurance, it adds up fast, and it's not getting cheaper. If that's the reality, then we should be making transit a real, reliable alternative. Right now, we're not.

The State continues to underinvest in transit, and the consequences are obvious. More traffic, worse air quality, and communities that are harder to connect without a car. At the same time, the people who actually rely on transit are now facing service cuts that will make it harder to get to work, appointments, and basic daily needs. That's a step backward.

Metrolink is a critical part of Southern California's transportation system. It connects communities across the region and gives people an option besides sitting in traffic. A $30 million budget shortfall now threatens service cuts that will impact riders and push more people back onto already congested roads.

OCTA and Metro need to reverse the cuts to Metrolink operational support. And the State needs to step up and fund transit at a level that matches how much we rely on it. Pulling back now doesn't just affect riders, it affects the entire system.

We can't keep saying transit matters while cutting the services people depend on. Either we support it, or we accept the consequences.

Thank you,

[redacted]

From: Deborah Franza [redacted]
Sent: Monday, April 20, 2026 6:45 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't Cut Funding to Metrolink

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.

Metro Metro 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,

[redacted]

From: Daniel Larsen-Anderson [redacted]
Sent: Monday, April 20, 2026 11:04 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't Cut Funding to Metrolink

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.

Metro Metro Clerk,

A couple of weeks ago I took Metrolink to an Angels game in Anaheim, and it was so crowded it felt like I was on a subway car: standing room only. There weren't enough seats for everyone on board even after I was dropped off in Anaheim. Service needs to be increased, not reduced. A reduction in service will only mean dangerously crowded trains, more traffic, more pollution, and a worse LA.

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,

[redacted]

From: Mason Buck [redacted]
Sent: Monday, April 20, 2026 12:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Don't Cut Funding to Metrolink

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.

Metro Metro 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,
Mason Buck

[redacted]

Sent: Tuesday, April 21, 2026 9:29 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Please install fare gates like San Francisco

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.

Hello,

I recently read the article from the Atlantic about fare gates in the San Francisco transit system.



I have also seen fare gates at the LAX metro center and a few other stations throughout LA.

Does LA Metro intend to install fare gates at every station? If not, please follow in our Bay Area sister city footsteps to make our transit safer, cleaner, and removing weird people from
the trains. Rules are important, enforcement is important, enforcement that is default rather than reliant on humans is the best option. Please continue to find built in security measures that encourage cleanliness and honest ridership.

Thank you,
Rachel Weeks

From: Ianthe Zevos
To: Board Clerk
Subject: (EXTERNAL) !!Don"t Cut Funding to Metrolink!!
Date: Monday, April 20, 2026 9:41:30 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.

Metro Metro 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,

[redacted]

From: Albert Perdon
To: Board Clerk
Subject: (EXTERNAL) A solution to overcome Metrolink funding cuts
Date: Tuesday, April 21, 2026 12:58:15 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.

Metro Metro Clerk,

Metrolink can operate without general taxpayer subsidies by increasing population densities around station areas. In 2008, voters overwhelmingly approved and enacted the Proposition 1A, Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. The Bond Act calls for constructing an 800-mile high-speed train (HST) and connected local transit system linking up to 28 new transit-oriented cities from San Diego to Sacramento and San Francisco. Metrolink is an essential element of the voter-approved HST Bond Act. Text in the Bond Act makes it crystal clear that the task is about building high-density transit-oriented new cities scaled to enable the system to generate enough ridership and revenues from users and other beneficiaries to ensure the HST/Metrolink system is financially viable.
California's HST project has been highjacked by Governor Newsom who decided California cannot afford to build and operate the HST and connected Metrolink system. He ignores the voter-approved law and continues to support expanded auto-dependent urban sprawl.
Metrolink is dependent on auto access by suburban commuters who are left to retain their cars to access the Metrolink system. Unless local cities rezone areas within 2 miles of a Metrolink station to enable very high-density population within walk access to an HST or connected rail transit station or local bus stop, the system will never achieve the economic efficiency needed to sustain its operation – the economic efficiency the law mandates.
A slew of new housing laws that actually limit density around rail transit stations is adding to Metrolink's problems. These laws, enacted by the Legislature and Governor Newsom, are in violation of the Bond Act, which as a voter-approved measure, supersedes laws enacted by state and local government legislators.

Albert Perdon, Civil Engineer [redacted]

Thank you and best wishes to you and your families.

Albert Perdon
[redacted]

From: Cate Whitehouse
To: Board Clerk
Subject: (EXTERNAL) Do Not Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 9:06:45 AM

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Metro Metro Clerk,

California living costs continue 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,
Cate Whitehouse



From: Eric Weinstein
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink - I use Metrolink
Date: Monday, April 20, 2026 4:53:35 PM

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Metro Metro 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.

A service cut from mid-day or on the weekends would prevent me from using Metrolink to go out and come back the same day. That means I won't be able to take the train. Twice. I need the meger service that there is now, removing something that's less used will undercut the other times I would use Metrolink.

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,

[redacted]

From: Eric Chu
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink (my take)
Date: Monday, April 20, 2026 4:20:32 PM

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Metro Metro Clerk,

I *love* Metrolink.

It's one of the great untapped resources. I get to and from locations quickly, quietly, and safely. The staff at Metrolink is wonderful.

We must must must keep pushing against the onslaught of car brain.

Thanks,
- Eric

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink pls!!!
Date: Tuesday, April 21, 2026 5:38:02 PM

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Metro Metro Clerk,

I and 100s of other use Metrolink everyday to get around the county and for our daily commutes. Service is already low, do not make it worse by purposefully cutting funding. You will jeopardize people's savings, time, and even jobs.

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.

[redacted]

From: Andrea Spatz Andrea Spatz
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink!!
Date: Monday, April 20, 2026 4:38:21 PM

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Metro Metro Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for many people. Car payments, gas, and insurance are expensive, 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 through our clogged roads, our polluted air, and our poorly connected communities. Californians 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 SoCal region, 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. Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,
Andrea Spatz
[redacted]

From: Anthony Criscione
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink!
Date: Wednesday, April 22, 2026 9:32:07 AM

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Metro Metro 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,

Anthony Criscione
[redacted]

From: MJ Wu
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink!
Date: Tuesday, April 21, 2026 10:34:04 PM

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Metro Metro 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. Transit is the solution not just for the short term, but also long term. Cars are one of the biggest source of deaths and pollution. Reducing cars is critical for California's sustainable future.

The State of California routinely under-invests 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 essentially services we need to go due to looming transit service cuts. This is also a public health concern. Transportation is public health.

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.

California deserves public transit. As the best state, California must lead by example, and take a step forward with constructing more robust transit for the benefit of all.

Thank You,

MJ Wu
[redacted]

From: Garry Rosenblum
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink!
Date: Tuesday, April 21, 2026 3:50:36 PM

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Metro Metro 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,

Garry Rosenblum
[redacted]

From: Jake Hanft
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink!
Date: Wednesday, April 22, 2026 11:41:53 AM

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Metro Metro 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,

Jake Hanft
[redacted]

From: Heather Haas
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 4:55:59 PM

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Metro Metro 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,

Heather Haas
[redacted]

From: Lauren Murdock
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 4:54:21 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.

Metro Metro Clerk,

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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,

Lauren Murdock
[redacted]

From: David Erickson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 4:37:08 PM

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Metro Metro Clerk,

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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,

David Erickson
[redacted]

From: Neal Steiner
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 4:32:49 PM

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Metro Metro Clerk,

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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,

Neal Steiner
[redacted]

From: serenity woods
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 4:21:37 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.

Metro Metro 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,

serenity woods
[redacted]

From: Jorge Maya
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 4:08:17 PM

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We deserve better.

Thank You,

Jorge Maya
[redacted]

From: Branko Burcksen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 4:07:45 PM

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We deserve better.

Thank You,

Branko Burcksen
[redacted]

From: Eva Hedberg Gerber
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 4:03:43 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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We deserve better.

Thank You,

Eva Hedberg Gerber
[redacted]

From: Marguerite Wilhelm-Safian
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 3:59:31 PM

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We deserve better.

Thank You,

Marguerite Wilhelm-Safian



From: Verna Watson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 3:57:28 PM

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We deserve better.

Thank You,

Verna Watson
[redacted]

From: Leo Buckley
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 3:43:11 PM

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We deserve better.

Thank You,

Leo Buckley
[redacted]

From: Justin Philipps
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 3:38:10 PM

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We deserve better.

Thank You,

Justin Philipps
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 3:28:36 PM

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We deserve better.

Thank You,

[redacted]

From: kelly Zermeno-Diaz
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 3:27:37 PM

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We deserve better.

Thank You,

kelly Zermeno-Diaz
[redacted]

From: Greta Meyerhof
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 3:13:13 PM

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We deserve better.

Thank You,

Greta Meyerhof
[redacted]

From: Daniel polley
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 3:09:32 PM

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We deserve better.

Thank You,

Daniel polley
[redacted]

From: Jahmere Gill
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 3:08:33 PM

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We deserve better.

Thank You,

Jahmere Gill
[redacted]

From: Faithful McKenzie
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 3:08:12 PM

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We deserve better.

Thank You,

Faithful McKenzie
[redacted]

From: Harold Watson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:57:12 PM

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We deserve better.

Thank You,

Harold Watson
[redacted]

From: Rachael Downey
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:56:29 PM

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We deserve better.

Thank You,

Rachael Downey
[redacted]

From: Xóchitl Guevara
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:55:40 PM

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We deserve better.

Thank You,

Xóchitl Guevara
[redacted]

From: Barry Saltzman
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:53:16 PM

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Thank You,

Barry Saltzman
[redacted]

From: Mary Stanistreet
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:39:04 PM

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We deserve better.

Thank You,

Mary Stanistreet
[redacted]

From: Akura-Jade Vuong
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:37:30 PM

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Thank You,

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[redacted]

From: Quin King
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:20:34 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.

Metro Metro 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,

Quin King

[redacted]

From: Terra Shapiro
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:10:35 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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We deserve better.

Thank You,

Terra Shapiro
[redacted]

From: Rhonda Green
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:09:41 PM

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We deserve better.

Thank You,

Rhonda Green
[redacted]

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To: Board Clerk
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Date: Wednesday, April 22, 2026 2:09:41 PM

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We deserve better.

Thank You,

Rhonda Green
[redacted]

From: Kimberly Gronemeyer
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:07:14 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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We deserve better.

Thank You,

Kimberly Gronemeyer
[redacted]

From: Bo Fahey
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:01:29 PM

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We deserve better.

Thank You,

Bo Fahey
[redacted]

From: John Bradfield
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:00:56 PM

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We deserve better.

Thank You,

John Bradfield
[redacted]

From: Robin Van Tassell
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:00:55 PM

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We deserve better.

Thank You,

Robin Van Tassell
[redacted]

From: nancy hartman
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 2:00:33 PM

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We deserve better.

Thank You,

nancy hartman
[redacted]

From: Kathleen Ortega
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:59:00 PM

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We deserve better.

Thank You,

Kathleen Ortega
[redacted]

From: Ryan James
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:52:37 PM

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We deserve better.

Thank You,

Ryan James
[redacted]

From: Melanie Figueroa
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:42:06 PM

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We deserve better.

Thank You,

Melanie Figueroa
[redacted]

From: Sandy Commons
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:41:16 PM

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We deserve better.

Thank You,

Sandy Commons
[redacted]

From: Valerie Carrick
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:38:28 PM

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We deserve better.

Thank You,

Valerie Carrick
[redacted]

From: Kreigh Hampel
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:30:03 PM

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Metro Metro Clerk,

Dear Policy Makers,

We all thrive when healthy, livable, vibrant transit services connect communities.

Transportation is the second-highest expense for most of California's families. The personal and public debts of automobile-dominant designs have continued to rise and now, stacked on top of this, our acerbic lack of international diplomacy is scrambling fuel supplies and raising the cost of everything.

We need intelligent, dependable, efficient, convenient, accessible public transit for everyone, especially now, to help buffer the instability and inflationary costs of mistakes that have been plowed into historic heaps.

By underinvesting in transit, we live with clogged roads, polluted air, barriers, and disconnected communities. Due to looming transit service cuts, families who depend on reliable transit will lose access to work, the store, appointments, and other places.

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 and build negative attitudes toward public transportation services.

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 need to direct funds to life affirming actions.

Thank You,

Kreigh Hampel
[redacted]

[redacted]

[redacted]

From: Diana Kliche
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:21:46 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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We deserve better.

Thank You,

Diana Kliche
[redacted]

From: Kathleen Russler
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:19:21 PM

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We deserve better.

Thank You,

Kathleen Russler
[redacted]

From: Lisa Piner
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:18:11 PM

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We deserve better.

Thank You,

Lisa Piner
[redacted]

From: Dylan Nguyen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:17:01 PM

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We deserve better.

Thank You,

Dylan Nguyen
[redacted]

From: Brittany Forniotis
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:15:44 PM

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We deserve better.

Thank You,

Brittany Forniotis
[redacted]

From: Jill Mistretta
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:14:42 PM

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Metro Metro 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,

Jill Mistretta
[redacted]

From: Sheila Mandell
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:12:11 PM

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We deserve better.

Thank You,

Sheila Mandell
[redacted]

From: Giselle Carreto
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:11:08 PM

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We deserve better.

Thank You,

Giselle Carreto
[redacted]

From: Iris Stevens
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:10:44 PM

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We deserve better.

Thank You,

Iris Stevens
[redacted]

From: Dominic Bendinelli
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:10:43 PM

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We deserve better.

Thank You,

Dominic Bendinelli
[redacted]

From: Lucielle Hörner
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:10:33 PM

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We deserve better.

Thank You,

Lucielle Hörner
[redacted]

From: Joaquin Domingo
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:05:02 PM

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We deserve better.

Thank You,
Joaquin Domingo

Joaquin Domingo
[redacted]

From: Alexandra Filarca
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:04:24 PM

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We deserve better.

Thank You,

Alexandra Filarca
[redacted]

From: Joseph Gilbert
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:02:37 PM

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We deserve better.

Thank You,

Joseph Gilbert
[redacted]

From: Josh Stephens
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:02:01 PM

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We deserve better.

Thank You,

Josh Stephens
[redacted]

From: Ingrid Chang
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:58:18 PM

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We deserve better.

Thank You,

Ingrid Chang
[redacted]

From: B W
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:54:16 PM

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We deserve better.

Thank You,

B W
[redacted]

From: Barry Zakar
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:52:59 PM

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We deserve better.

Thank You,

Barry Zakar
[redacted]

From: Zem Bashan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:37:06 PM

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We deserve better.

Thank You,

Zem Bashan
[redacted]

From: I. Engle
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:35:29 PM

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We deserve better.

Thank You,

I. Engle
[redacted]

From: Ann Bein
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:25:26 PM

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We deserve better.

Thank You,

Ann Bein
[redacted]

From: Elizabeth Kelly
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:18:41 PM

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We deserve better.

Thank You,

Elizabeth Kelly
[redacted]

From: Yolanda Berumen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:18:40 PM

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We deserve better.

Thank You,

Yolanda Berumen
[redacted]

From: Suzanne Fernstrom
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:16:42 PM

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We deserve better.

Thank You,

Suzanne Fernstrom
[redacted]

From: Tom Meisenhelder
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:11:58 PM

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Thank You,

Tom Meisenhelder
[redacted]

From: Evelyn Castelan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:10:38 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.

Metro Metro 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,

Evelyn

Evelyn Castelan
[redacted]

From: Lori Bates
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:09:13 PM

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We deserve better.

Thank You,

Lori Bates
[redacted]

From: Andrew Lilley Brinker
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:03:54 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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We deserve better.

Thank You,

Andrew Lilley Brinker
[redacted]

From: Jacqueline Meyer
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:03:13 PM

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We deserve better.

Thank You,

Jacqueline Meyer
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 11:34:47 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.

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We deserve better.

Thank You,

[redacted]

From: Darrell Neft
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 11:34:10 AM

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We deserve better.

Thank You,

Darrell Neft
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 11:33:22 AM

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We deserve better.

Thank You,
Casey Law

[redacted]

From: Marc Silverman
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 11:28:10 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.

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We deserve better.

Thank You,

Marc Silverman
[redacted]

From: Saray Paez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 11:22:27 AM

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We deserve better.

Thank You,

Saray Paez
[redacted]

From: Lauren Linda
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 11:16:30 AM

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We deserve better.

Thank You,

Lauren Linda
[redacted]

From: Cody Goin
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 11:14:39 AM

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We deserve better.

Thank You,

Cody Goin
[redacted]

From: Rishav Rout
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 11:11:11 AM

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We deserve better.

Thank You,

Rishav Rout
[redacted]

From: Sandy Templin
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 11:08:18 AM

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We deserve better.

Thank You,

Sandy Templin
[redacted]

From: Nora Roman
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 11:04:02 AM

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We deserve better.

Thank You,

Nora Roman
[redacted]

From: Maren Gamboa
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 11:00:22 AM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Maren Gamboa
[redacted]

From: Ricardo Aguilar
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:59:27 AM

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Metro Metro Clerk,

My nigga it's the bus system, people need it. Reduce cost in police spending before hurting the people, reduce cost in graffiti clean up and help the people.
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.

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We deserve better.

Thank You,

Ricardo Aguilar
[redacted]

From: Steven Aderhold
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:58:57 AM

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We deserve better.

Thank You,

Steven Aderhold
[redacted]

From: Lara Ingraham
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:49:01 AM

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We deserve better.

Thank You,

Lara Ingraham
[redacted]

From: John Lancaster
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:48:31 AM

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We deserve better.

Thank You,

John Lancaster
[redacted]

From: Margaret Roberts
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:46:19 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.

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We deserve better.

Thank You,

Margaret Roberts
[redacted]

From: Crystal Kan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:44:53 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.

Metro Metro 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,

Crystal Kan
[redacted]

From: Alisa Reich
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:44:52 AM

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We deserve better.

Thank You,

Alisa Reich
[redacted]

From: Heidi Miller
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:42:43 AM

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We deserve better.

Thank You,

Heidi Miller
[redacted]

From: Carol Gordon
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:42:32 AM

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We deserve better.

Thank You,

Carol Gordon
[redacted]

From: Michelle Fraley
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:42:13 AM

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We deserve better.

Thank You,

Michelle Fraley
[redacted]

From: Cliff Atendido
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:36:24 AM

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We deserve better.

Thank You,

Cliff Atendido
[redacted]

From: Genevieve Fujimoto
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:36:19 AM

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We deserve better.

Thank You,

Genevieve Fujimoto
[redacted]

From: Diane Pierce
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:32:27 AM

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We deserve better.

Thank You,

Diane Pierce
[redacted]

From: Michelle Wilde
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:29:24 AM

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We deserve better.

Thank You,

Michelle Wilde
[redacted]

From: Michael Le
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:25:14 AM

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We deserve better.

Thank You,

Michael Le
[redacted]

From: Carolyn Swiger Polak
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:15:29 AM

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We deserve better.

Thank You,

Carolyn Swiger Polak
[redacted]

From: Keely Berg
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:14:51 AM

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We deserve better.

Thank You,

Keely Berg
[redacted]

From: Dudley and Candace Campbell
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:11:51 AM

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We deserve better.

Thank You,

Dudley and Candace Campbell
[redacted]

From: Don Deck
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:11:50 AM

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We deserve better.

Thank You,

Don Deck
[redacted]

From: Eddie Isaacs
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:10:24 AM

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We deserve better.

Thank You,

Eddie Isaacs
[redacted]

From: Bob Schildgen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:06:25 AM

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We deserve better.

Thank You,

Bob Schildgen
[redacted]

From: Kyle Nguyen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:04:01 AM

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We deserve better.

Thank You,

Kyle Nguyen



From: Lisa Jacobson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:03:10 AM

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We deserve better.

Thank You,

Lisa Jacobson
[redacted]

From: Ryan Ortega
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 10:01:27 AM

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We deserve better.

Thank You,
Ryan Ortega

Ryan Ortega
[redacted]

From: Marilyn Eng
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:56:49 AM

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Thank You,

Marilyn Eng
[redacted]

From: Leroy Pasis
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:51:09 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.

Metro Metro 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,

Leroy Pasis
[redacted]

From: Gemma Jimenez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:50:44 AM

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We deserve better.

Thank You,

Gemma Jimenez
[redacted]

From: Teresa Murguia
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:48:20 AM

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We deserve better.

Thank You,

Teresa Murguia
[redacted]

From: Susan Coyle
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:47:37 AM

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We deserve better.

Thank You,

Susan Coyle
[redacted]

From: Petra Wildder-Smith
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:46:08 AM

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We deserve better.

Thank You,

Petra Wildder-Smith
[redacted]

From: Julissa Rangel
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:44:08 AM

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We deserve better.

Thank You,
Julissa Rangel

Julissa Rangel
[redacted]

From: Cynthia Tobias
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:43:22 AM

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We deserve better.

Thank You,

Cynthia Tobias
[redacted]

From: Dan Silver
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:42:30 AM

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We deserve better.

Thank You,

Dan Silver
[redacted]

From: Judy Rickard
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:37:04 AM

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We deserve better.

Thank You,

Judy Rickard
[redacted]

From: Thomas Burt
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:34:45 AM

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We deserve better.

Thank You,

Thomas Burt
[redacted]

From: JL Angell
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:33:53 AM

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We deserve better.

Thank You,

JL Angell
[redacted]

From: Pat Lang
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:32:14 AM

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We deserve better.

Thank You,

Pat Lang
[redacted]

From: Ursula Kutlesa
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:31:00 AM

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We deserve better.

Thank You,

Ursula Kutlesa
[redacted]

From: Dominique Dorian
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:27:45 AM

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We deserve better.

Thank You,

Dominique Dorian
[redacted]

From: Heather R
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:27:20 AM

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We deserve better.

Thank You,

Heather R

[redacted]

From: Christy Schauf
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:26:53 AM

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We deserve better.

Thank You,

Christy Schauf
[redacted]

From: Brett Slaughenhaupt
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:24:39 AM

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We deserve better.

Thank You,

Brett Slaughenhaupt
[redacted]

From: Aaron Williams
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:21:24 AM

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We deserve better.

Thank You,

Aaron Williams
[redacted]

From: Victor Rodriguez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:18:41 AM

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We deserve better.

Thank You,

Victor Rodriguez
[redacted]

From: Jennifer McConnell
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:14:56 AM

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Thank You,

Jennifer McConnell
[redacted]

From: Cara Vallot
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:14:19 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.

Metro Metro 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,

Cara Vallot
[redacted]

From: John Walker
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:13:25 AM

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We deserve better.

Thank You,

John Walker
[redacted]

From: Rochelle Mills
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:11:16 AM

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We deserve better.

Thank You,

Rochelle Mills
[redacted]

From: Kris Miranda
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:06:36 AM

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We deserve better.

Thank You,

Kris Miranda
[redacted]

From: Alison Carville
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:04:49 AM

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We deserve better.

Thank You,
Alison Carville

Alison Carville
[redacted]

From: vicki hughes
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:03:18 AM

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We deserve better.

Thank You,

vicki hughes
[redacted]

From: Eric Gregory
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 9:00:32 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.

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We deserve better.

Thank You,

Eric Gregory
[redacted]

From: Nick Kates
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:59:08 AM

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Metro Metro Clerk,

Metrolink is so important to so many folks here in SoCal. Do not cut service!!! We need WAY MORE trains here, not less!!!

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.

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We deserve better.

Thank You,
Nick Kates

Nick Kates
[redacted]

From: Catherine Gould
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:58:10 AM

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We deserve better.

Thank You,

Catherine Gould
[redacted]

From: Miguel Ramos
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:57:02 AM

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We deserve better.

Thank You,

Miguel Ramos
[redacted]

From: Justin Truong
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:56:48 AM

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We deserve better.

Thank You,

Justin Truong
[redacted]

From: Lisa Patton
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:56:29 AM

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We deserve better.

Thank You,

Lisa Patton
[redacted]

From: Craig Nelson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:49:45 AM

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We deserve better.

Thank You,

Craig Nelson
[redacted]

From: Courtney Christoffer
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:44:10 AM

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We deserve better.

Thank You,

Courtney Christoffer
[redacted]

From: Regina Cicone
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:42:46 AM

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We deserve better.

Thank You,

Regina Cicone
[redacted]

From: Nathan Remillard
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:41:36 AM

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We deserve better.

Thank You,

Nathan Remillard
[redacted]

From: Bob Moyer
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:37:02 AM

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We deserve better.

Thank You,

Bob Moyer
[redacted]

From: Ericka Kreager
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:34:04 AM

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We deserve better.

Thank You,

Ericka Kreager
[redacted]

From: Kari Turner
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:33:15 AM

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We deserve better.

Thank You,

Kari Turner
[redacted]

From: Ida Nissen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:29:49 AM

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We deserve better.

Thank You,

Ida Nissen
[redacted]

From: Roger Mairlot
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:28:08 AM

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Metro Metro 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,

Roger Mairlot
[redacted]

From: Dianne Ostrow
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:24:38 AM

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We deserve better.

Thank You,

Dianne Ostrow
[redacted]

From: Liz Ibarra
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:22:54 AM

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We deserve better.

Thank You,

Liz Ibarra
[redacted]

From: Gloria Morrison
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:22:35 AM

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We deserve better.

Thank You,

Gloria Morrison
[redacted]

From: Kathleen Slaveter
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:16:37 AM

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We deserve better.

Thank You,

Kathleen Slaveter
[redacted]

From: LAWRENCE BROWN
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:16:35 AM

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We deserve better.

Thank You,

LAWRENCE BROWN
[redacted]

From: Sarah Boudreau
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:16:35 AM

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We deserve better.

Thank You,

Sarah Boudreau
[redacted]

From: Soraya Barabi
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:16:34 AM

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We deserve better.

Thank You,

Soraya Barabi
[redacted]

From: Ryan Lester
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:15:08 AM

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We deserve better.

Thank You,

Ryan Lester
[redacted]

From: Chelsea Titzer
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:11:37 AM

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We deserve better.

Thank You,

Chelsea Titzer
[redacted]

From: Lisa Larsen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:08:56 AM

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We deserve better.

Thank You,

Lisa Larsen
[redacted]

From: Beverly Ann Conroy
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:07:49 AM

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We deserve better.

Thank You,

Beverly Ann Conroy
[redacted]

From: Carlos Cuevas
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:05:18 AM

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We deserve better.

Thank You,

Carlos Cuevas
[redacted]

From: Veronica Salazar
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:03:43 AM

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We deserve better.

Thank You,

Veronica Salazar
[redacted]

From: Jan Marie Moore
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:01:51 AM

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We deserve better.

Thank You,

Jan Marie Moore
[redacted]

From: Jane Moad
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:00:04 AM

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We deserve better.

Thank You,

Jane Moad
[redacted]

From: Jennifer Febo
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:59:08 AM

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We deserve better.

Thank You,

Jennifer Febo
[redacted]

From: David Wendt
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:58:33 AM

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We deserve better.

Thank You,

David Wendt
[redacted]

From: Robin Resovich
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:58:01 AM

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We deserve better.

Thank You,

Robin Resovich



From: Chelsea Tran
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:57:17 AM

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We deserve better.

Thank You,

Chelsea Tran
[redacted]

From: William Hourigan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:55:59 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.

Metro Metro 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,
William Hourigan

William Hourigan
[redacted]

From: Susan P. Walp
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:55:46 AM

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We deserve better.

Thank You,

Susan P. Walp
[redacted]

From: Natalie Klibanow
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:53:27 AM

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We deserve better.

Thank You,

Natalie Klibanow
[redacted]

From: B. E.
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:52:26 AM

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We deserve better.

Thank You,

B. E.
[redacted]

From: Kyle Heger
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:49:40 AM

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We deserve better.

Thank You,

Kyle Heger
[redacted]

From: Cristina Amarillas
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:45:38 AM

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We deserve better.

Thank You,

Cristina Amarillas
[redacted]

From: Kevin Davenport
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:45:12 AM

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We deserve better.

Thank You,

Kevin Davenport
[redacted]

From: Green Greenwald
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:44:52 AM

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We deserve better.

Thank You,

Green Greenwald
[redacted]

From: Scott Amundson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:44:16 AM

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We deserve better.

Thank You,

Scott Amundson
[redacted]

From: Signe Wetteland
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:43:51 AM

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We deserve better.

Thank You,

Signe Wetteland
[redacted]

From: Denise Ranidae
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:43:23 AM

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We deserve better.

Thank You,

Denise Ranidae
[redacted]

From: Natasha Carrillo
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:39:43 AM

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We deserve better.

Thank You,

Natasha Carrillo
[redacted]

From: Jacob Dresdale
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:39:36 AM

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We deserve better.

Thank You,

Jacob Dresdale
[redacted]

From: Linda Oeth
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:38:46 AM

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We deserve better.

Thank You,

Linda Oeth
[redacted]

From: Warren Hageman
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:38:21 AM

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We deserve better.

Thank You,

Warren Hageman
[redacted]

From: Steve Berman
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:35:08 AM

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We deserve better.

Thank You,

Steve Berman
[redacted]

From: Priscilla Etzkorn
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:34:26 AM

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We deserve better.

Thank You,

Priscilla Etzkorn
[redacted]

From: Rebecca Martin
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:33:12 AM

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We deserve better.

Thank You,

Rebecca Martin
[redacted]

From: Derek Gendvil
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:33:05 AM

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We deserve better.

Thank You,

Derek Gendvil
[redacted]

From: Ree Whitford
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:30:58 AM

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Thank You,

Ree Whitford
[redacted]

From: Loan Nguyen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:30:39 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.

Metro Metro 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,

Loan Nguyen
[redacted]

From: Mark Gotvald
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:28:06 AM

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We deserve better.

Thank You,

Mark Gotvald
[redacted]

From: Christine Rodriguez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:26:24 AM

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We deserve better.

Thank You,

Christine Rodriguez
[redacted]

From: Patricia Williamson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:26:05 AM

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We deserve better.

Thank You,

Patricia Williamson
[redacted]

From: Kit Long
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:25:53 AM

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We deserve better.

Thank You,

Kit Long
[redacted]

From: Patricia Altro
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:23:28 AM

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We deserve better.

Thank You,

Patricia Altro
[redacted]

From: Kieran Sukachevin
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:22:53 AM

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We deserve better.

Thank You,

Kieran Sukachevin
[redacted]

From: John Lloyd
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:22:22 AM

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We deserve better.

Thank You,

John Lloyd
[redacted]

From: Chris Smith
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:21:23 AM

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We deserve better.

Thank You,

Chris Smith
[redacted]

From: Lisa Gherardi
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:19:55 AM

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We deserve better.

Thank You,

Lisa Gherardi
[redacted]

From: alan katzer
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:17:22 AM

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We deserve better.

Thank You,

alan katzer
[redacted]

From: Vincenzo Loconte
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:17:01 AM

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Metro Metro Clerk,

I'm a LAUSD teacher who relies on metrolink daily to get to work. I also ride Metrolink on weekends to visit my elderly parents. Being able to use systems like metro and Metrolink with my bike make it so I can afford being a teacher in this city. This type of regional transit is a necessary part of living car free in Los Angeles and, as we saw after the Northridge earthquake, can be essential for everyone. Please maintain funding for this system and help to build out an integrated, reliable, and robust Southern California transit system.

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.

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We deserve better.

Thank You,

Vincenzo Loconte
[redacted]

From: Tina Ann
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:14:17 AM

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We deserve better.

Thank You,

Tina Ann
[redacted]

From: Cristian Pantano
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:13:43 AM

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We deserve better.

Thank You,
Cristian Pantano.

Cristian Pantano
[redacted]

From: Allison Arieff
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:13:30 AM

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We deserve better.

Thank You,

Allison Arieff
[redacted]

From: Linda Morgan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:12:23 AM

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We deserve better.

Thank You,

Linda Morgan
[redacted]

From: Maureen Burness
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:10:51 AM

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We deserve better.

Thank You,

Maureen Burness
[redacted]

From: Melissa Hutchinson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:10:48 AM

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We deserve better.

Thank You,

Melissa Hutchinson
[redacted]

From: Jennifer Alonso
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:08:32 AM

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We deserve better.

Thank You,

Jennifer Alonso
[redacted]

From: Phyllis Hatch
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:06:21 AM

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We deserve better.

Thank You,

Phyllis Hatch
[redacted]

From: Jeff Shaffer
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:05:43 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.

Metro Metro 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,

Jeff Shaffer
[redacted]

From: Eugene Debs
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:03:41 AM

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We deserve better.

Thank You,

Eugene Debs
[redacted]

From: Lauren Jacobs
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:03:26 AM

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We deserve better.

Thank You,

Lauren Jacobs
[redacted]

From: Renee Wilson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 7:00:58 AM

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We deserve better.

Thank You,

Renee Wilson
[redacted]

From: Diane Dunford
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:59:22 AM

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We deserve better.

Thank You,

Diane Dunford
[redacted]

From: Ann Unertl
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:57:23 AM

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We deserve better.

Thank You,

Ann Unertl
[redacted]

From: Arturo Aguilar
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:57:16 AM

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We deserve better.

Thank You,

Arturo Aguilar
[redacted]

From: Michael Sacks
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:57:01 AM

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We deserve better.

Thank You,

Michael Sacks



From: Andrej Beder
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:56:58 AM

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We deserve better.

Thank You,

Andrej Beder
[redacted]

From: Ryan Baka
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:54:06 AM

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We deserve better.

Thank You,

Ryan Baka
[redacted]

From: Martha Maskall
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:51:42 AM

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We deserve better.

Thank You,

Martha Maskall
[redacted]

From: Barbara Hanson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:50:27 AM

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We deserve better.

Thank You,

Barbara Hanson
[redacted]

From: Tom Pitman
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:49:20 AM

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We deserve better.

Thank You,

Tom Pitman
[redacted]

From: c p
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:48:49 AM

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We deserve better.

Thank You,

c p
[redacted]

From: Lauren Fox
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:47:05 AM

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We deserve better.

Thank You,

Lauren Fox
[redacted]

From: Keith D"Alessandro
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:42:43 AM

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We deserve better.

Thank You,

Keith D'Alessandro
[redacted]

From: Amy Parsons
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:38:55 AM

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We deserve better.

Thank You,

Amy Parsons
[redacted]

From: Carl Stein
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:38:34 AM

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We deserve better.

Thank You,

Carl Stein
[redacted]

From: Youssef Kaddeche
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:28:21 AM

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Freeway widenings seem to always have money, but transit never seems to have the budget.

We deserve better.

Thank You,

Youssef Kaddeche
[redacted]

From: Carlos Nunez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:18:48 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.

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We deserve better.

Thank You,

Carlos Nunez
[redacted]

From: Ming ONG
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:10:58 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.

Metro Metro 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,

Ming ONG
[redacted]

From: Shiksha M
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:04:31 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.

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We deserve better.

Thank You,
Shiksha

Shiksha M
[redacted]

From: Simha Garimella
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 1:17:40 AM

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We deserve better.

Thank You,

Simha Garimella
[redacted]

From: Jamil Fuller
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 12:09:22 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.

Metro Metro Clerk,

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We deserve better.

Thank You,

Jamil Fuller
[redacted]

From: Bobby Garrity
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 10:53:06 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.

Metro Metro Clerk,

As an Angeleno who does not own a car, Metrolink is essential for me to have access to the rest of Southern California. Already it is difficult to plan around Metrolink's sparse schedule, but cutting Metrolink's funding further would make that so much worse.

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.

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We deserve better.

Thank You,

Bobby Garrity
[redacted]

From: Matthew Winer
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 10:23:42 PM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Matthew Winer
[redacted]

From: Jennifer Payton
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 9:42:14 PM

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Metro Metro Clerk,

My husband uses Metrolink and his company pays for his pass. Cutting this service would mean more money out of our pocket and more pollution for all Californians.

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.

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We deserve better.

Thank You,

Jennifer Payton
[redacted]

From: Jason Smith
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 9:20:45 PM

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We deserve better.

Thank You,

Jason Smith
[redacted]

From: Nico Townsend
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 8:51:16 PM

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We deserve better.

Thank You,

Nico Townsend
[redacted]

From: Andrew Graves
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 8:25:19 PM

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We deserve better.

Thank You,

Andrew Graves
[redacted]

From: Brenda Nuyen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 8:24:01 PM

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We deserve better.

Thank You,

Brenda Nuyen
[redacted]

From: Emilio Ramirez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 8:17:20 PM

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We deserve better.

Thank You,

Emilio Ramirez
[redacted]

From: Troy Rayder
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 8:14:36 PM

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We deserve better.

Thank You,
Troy Rayder

Troy Rayder
[redacted]

From: Bernadette Jaeger
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 8:10:21 PM

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We deserve better.

Thank You,

Bernadette Jaeger
[redacted]

From: Lucas silva
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 7:36:44 PM

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We deserve better.

Thank You,

Lucas silva

[redacted]

From: Shane Stritesky
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 7:34:37 PM

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We deserve better.

Thank You,

Shane Stritesky
[redacted]

From: Chad Pugliese
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 7:34:21 PM

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We deserve better.

Thank You,

Chad Pugliese
[redacted]

From: Emily Martinez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 7:05:01 PM

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We deserve better.

Thank You,

Emily Martinez
[redacted]

From: Rachel Moeckel
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 5:46:18 PM

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We deserve better.

Thank You,

Rachel Moeckel
[redacted]

From: Samuel Sandoval
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 4:52:53 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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We deserve better.

Thank You,

Samuel Sandoval
[redacted]

From: Ellington Peet
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 4:52:19 PM

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Metro Metro 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,

Ellington Peet
[redacted]

From: Carl Norlen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 4:50:22 PM

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Metro Metro 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. I am a resident of Riverside in Southern Califonia and a rider of the IE-OC, Riverside and San Bernardino Metrolink lines. These three lines provide essential links across the Southern California and need increased investment to better connect our region, spur economic growth, reduce the cost of living, and to fight climate change by reducing Vehicle Miles Traveled (VMT).

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,
Carl Norlen

Carl Norlen
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 4:46:15 PM

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Metro Metro 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,

[redacted]

From: Ayla Stern
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 4:21:51 PM

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Metro Metro 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,

Ayla Stern
[redacted]

From: Aaron McCain
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 4:01:17 PM

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Metro Metro 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. Driving is expensive and dangerous, and all of us deserve a public transit system that meets our needs. We need reliable Metrolink service to traverse all 5 counties reliably.

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. Metro and OCTA spend millions each year on freeways and roads. That money would serve more people at lower cost if some of it was invested in Metrolink instead. Additionally, Metrolink needs state support so its ambitious service expansion plans can continue rather than retreat to bare-bones service. Please fund Metrolink consistently so it can provide a real, affordable alternative to driving for everyone who lives in Southern California.

We deserve better.

Thank You,
Aaron McCain

Aaron McCain
[redacted]

From: Daniel Henderson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 3:39:27 PM

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Metro Metro Clerk,

When we invest in public transit, everybody wins. Those without access to a car are able to travel and engage in economic activity, and those with a car experience clearer, cleaner roads. When we don't invest, everybody loses as people are forced onto roads and into traffic jams. And those who can't drive? Out of luck, I guess. We can do better than this callous approach. Destroying value is not the answer to budget problems.

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. This is common sense.

We deserve better.

Thank You,
Daniel Henderson
Escondido, CA

Daniel Henderson
[redacted]

From: Mikhail Wingate
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 2:30:45 PM

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Metro Metro 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,

Mikhail Wingate
[redacted]

From: Umaymah Rashid
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 1:56:06 PM

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Metro Metro 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,

Umaymah Rashid
[redacted]

From: Tara Yarlagadda
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 1:49:20 PM

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Metro Metro 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.

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We deserve better.

Thank You,

Tara Yarlagadda
[redacted]

From: John Webb
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 1:46:00 PM

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Metro Metro 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,

John Webb



From: Ulysses Calvillo
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 1:24:51 PM

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Metro Metro 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.

I rely on Metrolink personally to commute to work. As a rider, I have experienced firsthand how dependable and efficient the service can be — and how much is at stake if that service is reduced. Metrolink makes it possible for me to live in the Inland Empire, where housing is more affordable, while still accessing employment opportunities elsewhere in the region. Without reliable rail service, that balance becomes impossible. Cutting Metrolink is not an abstract policy decision; it directly affects working people who have chosen transit as their primary way to get to work, and who have organized their lives around it.
We deserve better.

Thank You,



[redacted]

From: Jesse Smith
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 1:18:51 PM

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Metro Metro 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,

Jesse Smith
[redacted]

From: Lyan Ly
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 1:08:43 PM

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Metro Metro Clerk,

I am a physician associate student learning to provide medical care for the city of Los Angeles in a few years. I take the metro link to and from school every single day. Cutting funding will affect my ability to commute to school and will put me more into debt through gas payments. I am able to study and complete my work while on the Metrolink and it is significant in maintaining my mental health. Do not cut funding to Metrolink.

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.

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We deserve better.

Thank You,

Lyan Ly
[redacted]

From: Karina Hernandez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 1:04:35 PM

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Metro Metro Clerk,

My name is Karina and I care deeply about Metrolink services in Los Angeles. Like many Angelenos I must face the rising costs of essentials, including transportation, which impact me and my family everyday. 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 like mine 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,

Karina Hernandez
[redacted]

From: Jamie Chen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 12:48:34 PM

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Metro Metro 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,

Jamie Chen
[redacted]

From: Daisy Olivares
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 11:42:22 AM

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Metro Metro 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,

Daisy Olivares
[redacted]

From: Jose Zamora
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 11:26:37 AM

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Metro Metro 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,

Jose Zamora



From: Diana Voss-Gonzalez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 11:10:06 AM

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Metro Metro 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,

Diana Voss-Gonzalez
[redacted]

From: Angelo Mike
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 11:07:23 AM

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Metro Metro Clerk,

Having been car free the last five years in LA, able to save money in doing so, and having previously been homeless due in large part to paying well over $30,000 to own cars, I know the importance of having transit alternatives to cars, and that's why I'm asking you to fully fund Metrolnk.

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 under invests 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.

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We deserve better.

Thank You,
Angelo Mike
90034

Angelo Mike
[redacted]

[redacted]

From: Phil Kong
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 10:55:48 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.

Metro Metro 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,

Phil Kong
[redacted]

From: elcoffey@g.ucla.edu
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 10:40:30 AM

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We deserve better.

Thank You,

[redacted]

From: Jacob Bescherer
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 10:37:15 AM

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We deserve better.

Thank You,
Jake

Jacob Bescherer
[redacted]

From: Tanya Silerio
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 10:34:29 AM

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We deserve better.

Thank You,

Tanya Silerio
[redacted]

From: Kelly Pilarski
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 10:31:49 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.

Metro Metro Clerk,

People are in dire need of MetroLink! 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. We need to protect Californians from the car brainwashing that has taken over them. City moral improves on public transportation.

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.

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We deserve better.

Thank You,

Kelly Pilarski
[redacted]

From: Elvin Vu
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 10:31:28 AM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Elvin Vu
[redacted]

From: John Baierl
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 10:21:55 AM

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We deserve better.

Thank You,
John

John Baierl
[redacted]

From: jocelyn galloway
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 10:01:28 AM

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We deserve better.

Thank You,

jocelyn galloway
[redacted]

From: Moss Woodbury
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 9:23:48 AM

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We deserve better.

Thank You,

Moss Woodbury
[redacted]

From: Kayla Baskerville
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 9:17:21 AM

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We deserve better.

Thank You,

Kayla Baskerville
[redacted]

From: Imani McCune
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 9:11:32 AM

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We deserve better.

Thank You,
Imani McCune

Imani McCune
[redacted]

From: Lauren Abrahamian
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 9:04:58 AM

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We deserve better.

Thank You,

Lauren Abrahamian
[redacted]

From: Rebecca Wright
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 9:04:50 AM

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We deserve better.

Thank You,

Rebecca Wright
[redacted]

From: Rowan Sullivan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 8:58:10 AM

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We deserve better.

Thank You,

Rowan Sullivan
[redacted]

From: Kevin DeBacker
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 8:42:35 AM

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We deserve better.

Thank You,

Kevin DeBacker
[redacted]

From: Sarah Mertan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 8:12:34 AM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Sarah Mertan
[redacted]

From: Joshua Simenhoff
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 8:11:47 AM

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Metro Metro Clerk,

Living in California often feels like a constant math problem where the numbers just don't add up. Between skyrocketing rent and the price of gas, families are being squeezed from every side. For most of us, transportation is the second-biggest drain on the bank account, and let's be honest: car payments and insurance premiums aren't exactly trending down. If we're serious about protecting Californians' wallets, we have to make public transit a viable, reliable choice—not just an afterthought.

The reality is that our state has spent years underinvesting in transit, and the consequences are staring us in the face. You see it in the gridlock on the 405, you breathe it in our smoggy air, and you feel it in the isolation of our disconnected neighborhoods. Now, we're hitting a breaking point. Even the families who *do* have access to transit are facing a "fiscal cliff" that could cut off their path to work, the grocery store, or the doctor's office.

Metrolink is a perfect example. It's an essential lifeline for the Southern California megaregion, yet it's staring down a **$30 million budget deficit**.
If OCTA and Metro don't reverse their short-sighted cuts to Metrolink's operational support, we're looking at service reductions that will paralyze the region further. We shouldn't be retreating to bare-bones service; we should be backing Metrolink's expansion plans so people actually have a way to move.

We deserve a system that works as hard as we do. It's time for the state to step up and fund the future of California transit.

Thank you,
Josh Simenhoff

Joshua Simenhoff
[redacted]

From: Marcos Elizalde
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 7:57:23 AM

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We deserve better.

Thank You,

Marcos Elizalde
[redacted]

From: Irving Garcia
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 7:57:03 AM

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We deserve better.

Thank You,

Irving Garcia
[redacted]

From: Robert Rodriguez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 7:36:04 AM

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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,

Robert Rodriguez
[redacted]

From: Rachael Johnson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 7:31:39 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.

Metro Metro 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,

Rachael Johnson
[redacted]

From: Enrique Mutis
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 6:48:53 AM

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Metro Metro Clerk,

I've been a car-free California resident for over 15 years.

The cost of living in the state continues to rise, and transportation is the second-highest expense for most families. Their 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 car-free residents like me and everyone else.

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,

Enrique Mutis
[redacted]

From: Brian Nicosia
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 6:14:17 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.

Metro Metro 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,

Brian Nicosia
[redacted]

From: Thomas Johnson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 5:55:13 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.

Metro Metro 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.

I am also particularly annoyed that service is planning to be cut right as I'm looking into starting to use public transit to go to work. The MetroLink barely has scheduled that works for me commuting to my night job. The reason people don't use it is because it isn't reliable enough for the needs of the people.

I would love to see service expanded to accommodate people who work at all hours of the day and for the system to electrify to cut down on pollution and end reliance on oil to save costs.

We all deserve better.

Thank You, Thomas Johnson

[redacted]

[redacted]

From: Pilar Reynaldo
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 5:16:27 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.

Metro Metro 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,

Pilar Reynaldo
[redacted]

From: Jonathan Chue
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 12:21:21 AM

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Metro Metro 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,

Jonathan Chue
[redacted]

From: Humaira Afzal
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Tuesday, April 21, 2026 12:14:20 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.

Metro Metro Clerk,

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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.

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We deserve better.

Thank You,

Humaira Afzal
[redacted]

From: Carlos Martin
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 11:54:58 PM

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Metro Metro Clerk,

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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,

Carlos Martin
[redacted]

From: Dominic Gonzalez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 11:50:34 PM

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Metro Metro 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,

Dominic Gonzalez
[redacted]

From: Aryan Ray
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 11:42:29 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.

Metro Metro 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,

Aryan Ray
[redacted]

From: jaimi cooks
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 11:36:08 PM

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Metro Metro Clerk,

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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,

jaimi cooks
[redacted]

From: Anthony Ball
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 11:32:48 PM

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Metro Metro Clerk,

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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.

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We deserve better.

Thank You,

Anthony Ball
[redacted]

From: Emily Jiang
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 11:22:20 PM

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Metro Metro Clerk,

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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.

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We deserve better.

Thank You,

Emily Jiang
[redacted]

From: Christopher Laubacher
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 10:56:05 PM

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Metro Metro 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,

Christopher Laubacher
[redacted]

From: Ellen Ma
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 10:43:53 PM

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Metro Metro 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.

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We deserve better.

Thank You,

Ellen Ma
[redacted]

From: Lucy Loerker
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 10:43:26 PM

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Metro Metro Clerk,

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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,
Lucy Loerker

Lucy Loerker
[redacted]

From: William Finch
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 10:42:20 PM

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Metro Metro Clerk,

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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.

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We deserve better.

Thank You,

William Finch
[redacted]

From: Lukas Kanter
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 10:40:13 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.

Metro Metro Clerk,

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We deserve better.

Thank You,

Lukas Kanter
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 10:28:55 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.

Metro Metro Clerk,

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We deserve better.

Thank You,

Matt Maples
[redacted]

[redacted]

From: Olivia Ramirez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 10:20:13 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.

Metro Metro 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,

Olivia Ramirez
[redacted]

From: Wes Chuang
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 10:10:13 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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We deserve better.

Thank You,
Wes Chuang

Wes Chuang
[redacted]

From: Jonah Roth-Verity
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 10:09:48 PM

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We deserve better.

Thank You,

Jonah Roth-Verity
[redacted]

From: Thanos Trezos
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 10:08:28 PM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Thanos Trezos
[redacted]

From: Dorothy Wong
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 10:04:52 PM

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Metro Metro Clerk,

As a user of Metrolink to get to work, where I teach youth, the benefits of active transportation, the service already had a minimum is at least doable for commuting during rush-hour time, and the journey assisted by bicycle allows me to travel by train more often. I love using the train and always hope there are more, but less service will having any forced to drive long distance in traffic. The train is amazing and we must invest in transit service. Metrolink is a spine that is vital for active transportation. Please invest more not cut funding.

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.

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In this time of resiliency, we must invest in transits and active transportation, which can solve so many of our problems and at the end of the day, save millions of dollars with the benefits it brings to our community.

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.

Thank You,

Dorothy Wong

[redacted]

From: Andrew Aleman
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 9:40:59 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.

Metro Metro Clerk,

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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.

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We deserve better.

Thank You,

Andrew Aleman
[redacted]

From: Will Sheldon
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 9:39:13 PM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Will Sheldon



From: Kenneth Johnson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 9:36:13 PM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Kenneth Johnson
[redacted]

From: Marina Ramirez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 9:35:06 PM

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We deserve better.

Thank You,

Marina Ramirez
[redacted]

From: Jack Galanty
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 9:31:44 PM

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We deserve better.

Thank You,
Jack

Jack Galanty
[redacted]

From: Alissa Tu
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 9:27:38 PM

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We deserve better.

Thank You,

Alissa Tu
[redacted]

From: Allen Natian
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 9:10:15 PM

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Cutting transit funding leads to a negative feedback loop of less funding -> less service -> decline in use -> can't justify more funding (less finding)…

We deserve better.

Thank You,

Allen Natian
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 9:07:05 PM

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We deserve better.

Thank You,

[redacted]

From: Jehan Anketell
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 8:52:35 PM

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We deserve better.

Thank You,
Jehan Anketell

Jehan Anketell
[redacted]

From: Joyous Barva
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 8:47:06 PM

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We deserve better.

Thank You,

Joyous Barva
[redacted]

From: Lissette Rodriguez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 8:40:18 PM

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Metro Metro Clerk,

As a Pasadena resident who takes full advantage of having an A line station nearby, I take the train at any opportunity even though I have a car.

I feel very fortunate to not only have access to the LA metro network, but also to the wider regional network of Metrolink trains. I love that I can ride down to Union Station on the A line and then hop on a Metrolink train to places like Santa Ana, Ventura, Moorpark and Oceanside. I'm looking forward to the SCORE program being fully implemented so that we can have more frequent and more reliable Metrolink service.

Because I often take Metrolink, I was very alarmed and troubled by the news of potential Metrolink budget cuts, when in fact the opposite should be happening. Metrolink needs and deserves to have a bigger budget to improve service and to maintain its fleet. If you cut the Metrolink budget, this will start a death spiral that will be very difficult to reverse.

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 under invests in transit while over investing in highways, 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,

Lissette Rodriguez
[redacted]

From: Ceci Stratton
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 8:37:27 PM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Ceci Stratton
[redacted]

From: Adam Faruqi
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 8:29:46 PM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Adam Faruqi
[redacted]

From: Brandon Curran
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 8:23:17 PM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Brandon Curran
[redacted]

From: Sydney Garretson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 8:16:42 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.

Metro Metro 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,

Sydney Garretson
[redacted]

From: mel haasch
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 8:16:23 PM

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We deserve better.

Thank You,

mel haasch
[redacted]

From: Andrew Walker
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 7:57:31 PM

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We deserve better.

Thank You,

Andrew Walker
[redacted]

From: Nicole Martin
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 7:56:12 PM

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We deserve better.

Thank You,

Nicole Martin
[redacted]

From: Sam Borinsky
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 7:51:44 PM

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We deserve better.

Thank You,
Sam

Sam Borinsky
[redacted]

From: Nathan Naugle
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 7:44:33 PM

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We deserve better.

Thank You,

Nathan

Nathan Naugle
[redacted]

From: Nathan Silitonga
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 7:26:58 PM

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We deserve better.

Thank You,

Nathan Silitonga



From: Ethan Casper
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 7:21:25 PM

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We deserve better.

Thank You,

Ethan Casper
[redacted]

From: Sean Carabarin
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 7:19:54 PM

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We deserve better.

Thank You,

Sean Carabarin
[redacted]

From: John Miller
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 7:16:13 PM

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We deserve better.

Thank You,

John Miller
[redacted]

From: Nicholas Lidster
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 7:15:01 PM

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We deserve better.

Thank You,
Nicholas Lidster, a regular Metrolink user

Nicholas Lidster
[redacted]

From: Sara Siegal
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 7:12:35 PM

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We deserve better.

Thank You,

Sara Siegal
[redacted]

From: Michael Keshish
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 7:08:51 PM

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We deserve better.

Thank You, M

Michael Keshish
[redacted]

From: Alexis Tyagi
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 7:00:27 PM

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We deserve better.

Thank You,
Alexis Tyagi

Alexis Tyagi
[redacted]

From: Nish Krishnamurthy
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:59:48 PM

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We deserve better.

Thank You,

Nish Krishnamurthy
[redacted]

From: chasepuskar@gmail.com
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:49:57 PM

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We deserve better.

Thank You,

[redacted]

From: Jacob Rosen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:48:15 PM

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Metro Metro Clerk,

I'm a Hollywood resident and I depend on transit to move around Southern California.

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We deserve better.

Thank You,

Jacob Rosen
[redacted]

From: Ryan Koyanagi
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:44:18 PM

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We deserve better.

Thank You,

Ryan Koyanagi
[redacted]

From: Dominick Falzone
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:42:43 PM

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We deserve better.

Thank You,

Dominick Falzone
[redacted]

From: Mario Fuentes-Godinez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:40:55 PM

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We deserve better.

Thank You,

Mario Fuentes-Godinez
[redacted]

From: Gary Wan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:40:42 PM

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Metro Metro 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,

Gary Wan
[redacted]

From: Leif Allmeroth
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:39:14 PM

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We deserve better.

Thank You,

Leif Allmeroth
[redacted]

From: Matt Zebro
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:33:53 PM

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We deserve better.

Thank You,

Matt Zebro

[redacted]

From: Maggie Stewart
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:31:46 PM

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Metro Metro Clerk,

I am not a typical Metrolink user - but I should be. There is a tremendous potential to facilitate fast and environmentally sound transportation throughout the region - but to get people out of their cars, Metrolink needs to provide consistent and reliable service.

I WANT to take the train when I can - but if there's no Metrolink service from Burbank to Union Station, I have to drive to DTLA or to Highland Park to get a Metro. Or take an hour long bus (instead of a 15 minute train.)

I would love to take a Metrolink to Oceanside for dinner - but there are no trains to come back to Burbank in the evenings.

In addition to serving people and communities who rely on Metrolink services for their daily travel - please think of all of the potential causal, recreational train riders who will be further dissuaded from taking the train if services are cut.

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We deserve better.

Thank You,

Maggie Stewart
[redacted]

From: Jason Loui
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:30:40 PM

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We deserve better.

Thank You,
Jason Loui

Jason Loui
[redacted]

From: Ian Nomura
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:25:50 PM

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We deserve better.

Thank You,

Ian Nomura
[redacted]

From: Tyler Appel
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:24:29 PM

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We deserve better.

Thank You,

Tyler Appel
[redacted]

From: Colin Dunbar
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:22:33 PM

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We deserve better.

Thank You,

Colin Dunbar
[redacted]

From: Hannah Thoreson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:17:47 PM

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We deserve better.

Thank You,

Hannah Thoreson
[redacted]

From: Vincent Jauregui
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:11:48 PM

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We deserve better.

Thank You,

Vincent Jauregui
[redacted]

From: Caleb Schimke
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:10:51 PM

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We deserve better.

Thank You,

Caleb Schimke
[redacted]

From: Thanos Trezos
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:06:56 PM

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We deserve better.

Thank You,

Thanos Trezos
[redacted]

From: Connor Flanagan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:02:20 PM

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We deserve better.

Thank You,

Connor Flanagan

Connor Flanagan
[redacted]

From: Ele Woods
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:00:10 PM

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We deserve better.

Thank You,

Ele Woods
[redacted]

From: AJ cho
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:57:21 PM

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We deserve better.

Thank You,

AJ cho
[redacted]

From: Erika Nanes
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:56:56 PM

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Metro Metro Clerk,

I am a newly-disabled resident of Los Angeles with close friends and family in Oranr and Ventura county. Because driving is no longer safe for me, I rely on Metrolink to visit those friends and family. I am of course not the only one: Metrolink is an essential lifeline connecting communities across southern California. For these reasons, I am writing to ask you to resist the temptation to make service cuts that will make it harder for so many of us to connect with our families and friends. 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.

In an era when loneliness is a major public health concern, we should all be doing everything we can to make it easier, not harder, for people to get together. And for many of us, public transit makes that possible.

Thank you for considering this plea.

Sincerely yours,

Erika Nanes

Erika Nanes
[redacted]

From: Eric Sham
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:55:06 PM

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We deserve better.

Thank You,

Eric Sham
[redacted]

From: Vipada Kaewpanya
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:54:37 PM

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We deserve better.

Thank You,

Vipada Kaewpanya
[redacted]

From: Tony Ojeda
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:48:24 PM

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We deserve better.

Thank You,

Tony Ojeda
[redacted]

From: Seb Pinnick
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:47:02 PM

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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,

Seb Pinnick
[redacted]

From: Christian Wollenberg
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:43:56 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.

Metro Metro 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.

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I was looking into taking Metrolink to Oceanside on a weekend. One of the last trains leaves around 5pm. I could take Amtrak, but that costs more. But man with service like that it isn't even useful for commuters.

We deserve better.

Thank You,

Christian Wollenberg
[redacted]

From: Leslie Aguirre
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:40:46 PM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Leslie Aguirre
[redacted]

From: Sean Fox
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:39:38 PM

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Metro Metro 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,

Sean Fox
[redacted]

From: Adar Rosen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:37:26 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.

Metro Metro 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,

Adar Rosen
[redacted]

From: Lakshmivallabh Pandalapalli
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:34:35 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.

Metro Metro 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 constantly underinvests in transit, and the results show. It shows through our clogged roads, our polluted air, and our lack of reliability when it comes to connecting 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,

Lakshmivallabh Pandalapalli
[redacted]

From: Colin Warn
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:30:21 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.

Metro Metro 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,

Colin Warn
[redacted]

From: Kynan Barr
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:29:56 PM

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Metro Metro 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.

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We deserve better.

Thank You,

Kynan Barr
[redacted]

From: Marcos FB
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:20:38 PM

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Metro Metro 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,

Marcos FB
[redacted]

From: Matt Babb
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:19:09 PM

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Metro Metro 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,
Matt Babb

Matt Babb
[redacted]

From: Joseph Levy
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:16:36 PM

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Metro Metro 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,

Joseph Levy
[redacted]

From: Sarah Maver
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:16:15 PM

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Metro Metro Clerk,

To further reduce Metrolink's service would be such a mistake. As it stands the train doesn't run often enough on the weekends to be utilized well for Southern California residents, what purpose would wasting the rail that's been established be? Especially with the narrative of embracing public transportation for the upcoming Olympics. That train line has SO much potential if only the service was improved, to reduce it from what it is now, why did we bother installing it in the first place? Please reconsider cutting Metrolink's funding.

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,

Sarah Maver
[redacted]

[redacted]

From: Ferdous Ahmed
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:16:15 PM

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Metro Metro Clerk,

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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.

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We deserve better.

Thank You,

Ferdous Ahmed
[redacted]

From: Ava Marinelli
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:12:12 PM

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Metro Metro Clerk,

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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.

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We deserve better.

Thank You,

Ava Marinelli
[redacted]

From: Jiwoo Park
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:10:57 PM

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Metro Metro Clerk,

I am a Metrolink rider who primarily uses Tustin Station, the third-busiest on the network excluding Los Angeles Union.

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.

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We deserve better.

Thank You,

Jiwoo Park

Jiwoo Park
[redacted]

From: Leeza Bondarchuk
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:05:40 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.

Metro Metro Clerk,

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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,

Leeza Bondarchuk
[redacted]

From: David Flores
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:03:54 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.

Metro Metro Clerk,

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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,

David Flores
[redacted]

From: Reebal Abelson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:02:48 PM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Reebal Abelson
[redacted]

From: Samuel Chase
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 5:02:27 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.

Metro Metro Clerk,

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We deserve better.

Thank You,

Samuel Chase
[redacted]

From: Leon Lai
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:58:22 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.

Metro Metro Clerk,

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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,

Leon Lai
[redacted]

From: David Santamaria
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:53:30 PM

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Metro Metro 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,

David Santamaria
[redacted]

From: James Cortes
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:51:51 PM

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We deserve better.

Thank You,

James Cortes
[redacted]

From: Courtney Davis
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:47:38 PM

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We deserve better.

Thank You,

Courtney Davis
[redacted]

From: Ryan Shimizu
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:47:37 PM

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We deserve better.

Thank You

Ryan Shimizu
[redacted]

From: Daniel Serrano
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:42:14 PM

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We deserve better.

Thank You,

Daniel Serrano
[redacted]

From: Nathan Schilling
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:35:06 PM

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We deserve better.

Thank You,
Nathan Schilling
90278

Nathan Schilling
[redacted]

From: Francisco Espinosa
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:31:40 PM

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We deserve better.

Thank You,

Francisco Espinosa
[redacted]

From: Hannah Wang
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:31:27 PM

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We deserve better.

Thank You,

Hannah Wang
[redacted]

From: Eddie Isaacs
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:30:49 PM

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We deserve better.

Thank You,

Eddie Isaacs
[redacted]

From: Peter Salmon
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:23:40 PM

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We deserve better.

Thank You,

Peter Salmon
[redacted]

From: Kevin Yuen
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:20:44 PM

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We deserve better.

Thank You,

Kevin Yuen

Kevin Yuen
[redacted]

From: Christian Lietzow
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:11:59 PM

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We deserve better.

Thank You,

Christian Lietzow
[redacted]

From: Dustin Shahan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:10:16 PM

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We deserve better.

Thank You,
Dustin Shahan
[redacted]

Dustin Shahan
[redacted]

From: Matt Stauffer
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:10:01 PM

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We deserve better.

Thank You,

Matt Stauffer
[redacted]

From: Ian Dutton
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:06:18 PM

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We deserve better.

Thank You,

Ian Dutton
[redacted]

From: Will Fernandez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:04:31 PM

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We deserve better.

Thank You,

Will Fernandez
[redacted]

From: Ian Anthony Lomibao
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:03:47 PM

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We deserve better.

Thank You,

Ian Anthony Lomibao
[redacted]

From: Carey Bennett
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:02:22 PM

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We deserve better.

Thank You,

Carey Bennett
[redacted]

From: Julian Meyer
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:01:04 PM

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We deserve better.

Thank You,

Julian Meyer
[redacted]

From: Evan Price
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:59:36 PM

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Metro Metro Clerk,

The cost of living in California keeps rising, and transportation is one of the biggest burdens for families. Car payments, gas, and insurance continue to climb, and relief isn't coming soon. We should be reducing these costs by making transit a reliable, accessible option for everyone.

Yet California continues to underinvest in public transit, and the consequences are clear: congested highways, worsening air quality, and communities that are poorly connected. At the same time, many Californians who depend on transit now face the real risk of losing access to jobs, groceries, medical care, and other essential destinations due to potential service cuts.

Metrolink plays a critical role in connecting communities across the Southern California megaregion. However, a $30 million budget shortfall threatens service reductions that would significantly limit mobility for thousands of riders. OCTA and Metro should reverse recent cuts to Metrolink operational support. In addition, Metrolink needs stronger state investment to sustain and expand service rather than scaling back to minimal operations.

We deserve a transportation system that works.

Thank you,
Evan Price

Evan Price
[redacted]

From: Olivia Salaben
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:57:16 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.

Metro Metro 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,

Olivia Salaben
[redacted]

From: Yonah Gereboff
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:56:53 PM

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We deserve better.

Thank You,
Yonah
[redacted]

Yonah Gereboff
[redacted]

From: Narayan Gopinathan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:56:52 PM

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We deserve better.

Thank You,

Narayan Gopinathan
[redacted]

From: Wren Isls
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:55:08 PM

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We deserve better.

Thank You,

Wren Isls
[redacted]

From: Klauss Rasmani
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:53:38 PM

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We deserve better.

Thank You,
Klauss Rasmani

Klauss Rasmani
[redacted]

From: Gina Elliott
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:53:25 PM

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We deserve better.

Thank You,

Gina Elliott
[redacted]

From: Violet Carne
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:49:22 PM

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We deserve better.

Thank You,

Violet Carne
[redacted]

From: Ann Dorsey
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:48:01 PM

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We deserve better.

Thank You,

Ann Dorsey
[redacted]

From: Tom Rodriguez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:46:25 PM

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We deserve better.

Thank You,

Tom Rodriguez
[redacted]

From: Brandon Crawford
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:40:59 PM

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We deserve better.

Thank You,

Brandon Crawford
[redacted]

From: Kyle Da Silva
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:38:22 PM

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Metro Metro Clerk,

Hello,

I am from San Diego and live in Los Angeles. I care for my family in San Diego on a regular basis and do not have a car in LA. The cheapest and best way for me to get to my family is to take Metrolink from Los Angeles to Oceanside. This line is crucial to my ability to work in LA and provide the care my family needs. Please do not cut funding.

_____-

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.

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We deserve better.

Thank You,

Kyle Da Silva



[redacted]

From: Nathaniel Ray
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:37:37 PM

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We deserve better.

Thank You,

Nate

Nathaniel Ray
[redacted]

From: Benjamin Comiskey
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:37:17 PM

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Metro Metro Clerk,

When I go from San Diego to Los Angeles for the weekend, I settle with Metrolink from Oceanside. It is the cheapest and most reliable way for me to commute. But with service cuts coming, it could put travel in jeopardy.

Our state routinely underinvests in public transportation, and with service cuts, families and people that rely on transit such as myself are being left with no feasible alternative to go to places we need to go in our lives. Car payments can destroy our budget, and relying on the car by itself is stressful and detrimental to the environment and our communities. Service cuts will put many livelihoods at risk and will damage any semblance of future ridership as it becomes increasingly more and more unviable to take it as service is reduced.

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. Save Metrolink.

Thank You,

Benjamin Comiskey
[redacted]

From: Silvia Jacobs
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:36:15 PM

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We deserve better.

Thank You,

Silvia Jacobs



From: Vahan Hartooni
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:34:56 PM

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We deserve better.

Thank You,

Vahan Hartooni
[redacted]

From: Samuel Goss
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:34:54 PM

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We deserve better.

Thank You,

Samuel Goss
[redacted]

From: Zachary Rynew
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:34:37 PM

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We deserve better.

Thank You,

Zachary Rynew
[redacted]

From: Lara Parvinsmith
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:34:21 PM

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We deserve better.

Thank You,

Lara Parvinsmith
[redacted]

From: Nick Cron-DeVico
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:34:03 PM

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We deserve better.

Thank You,

Nick Cron-DeVico
[redacted]

From: Jan Yonan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:33:37 PM

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We deserve better.

Thank You,

Jan Yonan
[redacted]

From: Luz Andrea Parada
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:29:11 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.

Metro Metro 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.

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We deserve better.

Thank You,

Luz Andrea Parada
[redacted]

From: Landon Wilson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:28:20 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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On a personal note - as a visually impaired resident of Southern California, losing Metrolink service will be a detriment to my independence and to my ability to get around. I utilize Metrolink to see my friends and family in Orange and San Diego Counties, so seeing reduced service will really hurt.

We deserve better.

Thank You,

Landon Wilson

Landon Wilson
[redacted]

From: Yonatan Ahituv
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:27:49 PM

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We deserve better.

Thank You,

Yonatan Ahituv
[redacted]

From: Tyler Koke
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:27:26 PM

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Metro Metro Clerk,

I was recently laid off and Metrolink is a huge transportation boon allowing me to increase the scope of my job search. It makes otherwise impossible commutes totally viable for my living situation. Purchasing a second vehicle would be a death sentence to our finances. I also don't want to have to uproot my family because there are no other alternatives to get to places which might employ me. It needs to be a realistic DAILY option.

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.

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We deserve better.

Thank You,
Tyler

Tyler Koke
[redacted]

[redacted]

From: Haylee Selke
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:26:27 PM

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We deserve better.

Thank You,

Haylee Selke
[redacted]

From: Ryne Sederstrom
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:26:23 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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We deserve better.

Thank You,
Ryne Sederstrom

Ryne Sederstrom
[redacted]

From: Arian Namavar
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:24:44 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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We deserve better.

Thank You,

Arian Namavar
[redacted]

From: Jessica Moseley
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:21:44 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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We deserve better.

Thank You,

Jessica Moseley
[redacted]

From: Chris Gubbs
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:21:44 PM

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We deserve better.

Thank You,

Chris Gubbs
[redacted]

From: Jesse Budlong
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:20:54 PM

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We deserve better.

Thank You,

Jesse Budlong
[redacted]

From: Cipra Nemeth
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:19:11 PM

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We deserve better.

Thank You,

Cipra Nemeth
[redacted]

From: Clayton Becker
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:18:59 PM

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We deserve better.

Thank You,

Clayton Becker
[redacted]

From: Jason Kligier
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:18:18 PM

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We deserve better.

Thank You,

Jason Kligier
[redacted]

From: Ian Lundy
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:17:52 PM

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We deserve better.

Thank You,

Ian Lundy
[redacted]

From: Amir Baum
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:17:14 PM

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We deserve better.

Thank You,

Amir Baum
[redacted]

From: David Chan
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:16:28 PM

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We deserve better.

Thank You,

David Chan
[redacted]

From: Sam B
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:15:54 PM

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I personally ride the Metrolink every week and I could not sustain my lifestyle without public transit. Please think of people like me before cutting the funding that gets me to work, school, and home.

We deserve better.

Thank You,

Sam B

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:13:37 PM

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We deserve better.

Thank You,

[redacted]

From: Daniel Nomura
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:12:44 PM

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We deserve better.

Thank You,
Daniel Nomura

Daniel Nomura
[redacted]

From: Sophia Valdez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:12:44 PM

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Metro Metro 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,

Sophia Valdez
[redacted]

From: Marco Cordova
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:11:10 PM

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As a regular rider of Metrolink and one who uses it on off-hours to get to and from work, this would impact my life greatly. Already the service is thin, but even more, and I risk abandoning utilizing the service at all.

We deserve better.

Thank You,

Marco Cordova
[redacted]

From: Melissa Anderson
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:10:50 PM

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Metro Metro Clerk,

Metrolink is facing a $30 million budget deficit that could lead to service cuts across Southern California. OCTA and Metro are already pulling back operational support, and without additional state funding, service could be reduced at the very moment we should be expanding it. These cuts would make it harder for people across the region to get to work, run errands, and stay connected. OCTA and Metro need to reverse these cuts, and the State of California must step in to stabilize and grow Metrolink service.

I don't own a car, and that's by choice—I rely on public transit to live my life. My household uses Metrolink for everyday, "non-commuter" trips, the kinds of things most people assume require driving. That experience has made something clear: a future without car dependence isn't hypothetical—it's already possible, but only if transit works.

That matters because the cost of living in California keeps rising, and transportation is the second-highest expense for most families. Car payments, gas, and insurance add up quickly, and those costs aren't going anywhere. If we're serious about affordability, we need to give people a real alternative by making transit reliable, frequent, and useful for more than just commuting.

Cars also come with broader costs—they make our cities noisier, dirtier, and more dangerous. Yet California continues to underinvest in transit, and the consequences are everywhere: clogged roads, polluted air, and communities that are difficult to navigate without a car. Now, even the people who rely on transit the most are at risk of losing service, making it harder to get to work, buy groceries, or make essential appointments.

Metrolink is a critical lifeline, and for households like mine, it's proof that a different future is within reach. But that future depends on action now. Without restored local funding and stronger state support, we risk moving backward instead of building a system that works for everyone.

We deserve better.

Melissa Anderson
[redacted]

From: Steven Gutierrez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:10:26 PM

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Metro Metro 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,

Steven Gutierrez
[redacted]

From: Tyler Peters
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:09:05 PM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Tyler Peters
[redacted]

From: Chasen Daniels
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:07:27 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.

Metro Metro Clerk,

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We deserve better.

Thank You,

Chasen Daniels
[redacted]

From: Ross Pringle
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:07:06 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.

Metro Metro Clerk,

At a time when the world is on fire and exploding and personal vehicle transportation is getting more expensive by the day, Southern California needs real alternatives to driving, so the *worst* thing we could do right now is cut funding for transit! Car payments, gas, and insurance are going up, 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.

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We deserve better transportation options today and in the future!

Thank You,

Ross Pringle
[redacted]

From: David Siegal
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:06:51 PM

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We deserve better.

Thank You,

David Siegal



From: kelly martin
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:06:21 PM

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We deserve better.

Thank You,

kelly martin
[redacted]

From: John Perry
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:05:59 PM

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We deserve better.

Thank You,

John Perry
[redacted]

From: Lai Sam
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:05:11 PM

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We deserve better.

Thank You,
Lai Sam

Lai Sam
[redacted]

From: Michael Gardiol
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:05:02 PM

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We deserve better.

Thank You,

Michael Gardiol
[redacted]

From: David Tran
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:04:58 PM

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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.

As someone who uses the VC line and knows UCI students that rely on the OC line, I urge LA Metro to continue supporting this vital regional rail network. Please do not cut funding, as it will leave thousands of riders with no other viable transportation alternative. We need to support a car-free future: increasing Metrolink frequency and reliability enhances this goal significantly!

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.

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We deserve better.

Thank You,

David Tran
[redacted]

From: Samuel Sharp
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:04:35 PM

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We deserve better.

Thank you,
Samuel Sharp

Samuel Sharp
[redacted]

From: Monique Prieto
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:04:29 PM

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We deserve better.

Thank You,

Monique Prieto
[redacted]

From: none
To: HollyJMitchell@bos.lacounty.gov; info@benallenca.com; Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:03:18 PM

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We deserve better.

Thank You.

From: John Farren
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:02:44 PM

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We deserve better.

Thank You,

John Farren
[redacted]

From: Mike Salai
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:02:24 PM

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We deserve better.

Thank You,

Mike Salai
[redacted]

From: mel guerry
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:01:55 PM

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We deserve better.

Thank You,

MC Guerry

mel guerry
[redacted]

From: Brett Keating
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:00:39 PM

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Metro Metro 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,

Brett Keating
[redacted]

From: Raina Pratto
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 3:00:38 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.

Metro Metro Clerk,

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We deserve better.

Thank You,
Raina Pratto
Writing as a Private Citizen

Raina Pratto
[redacted]

From: Carl Walker
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:59:43 PM

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Metro Metro Clerk,

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We deserve better.

Thank You,

Carl Walker
[redacted]

From: Jonas Tsai
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:59:19 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.

Metro Metro Clerk,

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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.

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We deserve better.

Thank You,

Jonas Tsai
[redacted]

From: Cynthia Bobadilla
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:58:12 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.

Metro Metro Clerk,

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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.

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We deserve better.

Thank You,

Cynthia Bobadilla
[redacted]

From: Aryaman Verma
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:57:59 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.

Metro Metro Clerk,

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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.

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We deserve better.

Thank You,
Aryaman

Aryaman Verma
[redacted]

From: Chloe Poillerat
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:56:54 PM

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Metro Metro 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.

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We deserve better.

Thank You,

Chloe Poillerat
[redacted]

From: Samuel Shapiro-Kline
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:55:48 PM

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Metro Metro 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,

Samuel Shapiro-Kline
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:55:12 PM

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Metro Metro Clerk,

As a UCLA student who takes the Metrolink to go from Los Angeles to Camarillo (my hometown), I request that you reconsider these funding cuts.

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,

[redacted]

From: Parker Smith
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:54:52 PM

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Metro Metro 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,

Parker Smith
[redacted]

From: Mateo Quiles
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:53:38 PM

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Metro Metro 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.

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Thank You,

Mateo Quiles
[redacted]

From: auguste miller
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:53:03 PM

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Metro Metro 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. Cars ruin cities.

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,

auguste miller
[redacted]

From: Amelie Cherlin
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:52:54 PM

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Metro Metro Clerk,

It's frustrating that Metrolink is facing funding cuts due to low ridership when the low ridership is directly attributable to the lack of funding for frequent service. I ride Metrolink to visit family members in Riverside but more ofteh than not, I can't take it because the service on weekends is so infrequent and I need to get home to Los Angeles on Sunday.

Metrolink is fantastic. It is faster and infinitely more pleasant than driving. You just have to fund it adequately and run more frequent service. Have you who are reading this actually used it?

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,

Amelie Cherlin
[redacted]

From: Jason Mooradian
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:52:38 PM

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Metro Metro 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.

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We deserve better.

Thank You,

Jason Mooradian



From: Leo Shahbazian
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:52:21 PM

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Metro Metro 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.

I would argue to increase funding even more ambitiously than before to truly create a world-class transit network, rather than the system in shambles we are heading towards. There are too many people living in southern California to not fund VIABLE and competitive transportation alternatives.

We deserve better.

Thank You,
Leo Shahbazian

Leo Shahbazian
[redacted]

From: Jacob Wasserman
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:52:08 PM

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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.

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We deserve better.

Thank You,

Jacob Wasserman
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:51:04 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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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.

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We deserve better.

Thank You,

[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:50:54 PM

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Metro Metro Clerk,

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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.

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We deserve better.

Thank You,

[redacted]

From: Danny Moon
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:50:45 PM

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Metro Metro Clerk,

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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,

Danny Moon
[redacted]

From: jcrtll@protonmail.com
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:50:06 PM

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Metro Metro 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,

[redacted]

From: Joyce Rocacorba
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:49:28 PM

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Metro Metro 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,

Joyce Rocacorba
[redacted]

From: David Fenn
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:49:09 PM

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We deserve better.

Thank You,

David Fenn
[redacted]

From: Kandy Valdez
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 2:48:26 PM

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Metro Metro Clerk,

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We deserve better.

Thank You,
Kandy Valdez

Kandy Valdez
[redacted]

From: Aarushi Gupta
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink, please
Date: Monday, April 20, 2026 8:49:07 PM

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Metro Metro Clerk,

Hello,

My name is Aarushi and I am a regular user of the Metrolink. I am also a car-owner as it is difficult to get by in SoCal without a car. Getting back from the city late while driving is super hazardous as sleepy drivers can cause fatal accidents. I try everything in my power to take the train when I can to avoid that danger. However, cuts to Metrolink service would force me and hundreds of other drivers onto the roads. Please. I am sure it is possible to redirect funds from other agencies (police departments) to maintain or even increase service. Without increased service, you won't see increased ridership.

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,
Aarushi

Aarushi Gupta
[redacted]

From: Byron Scott
To: Board Clerk
Subject: (EXTERNAL) Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 4:59:18 PM

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Metro Metro 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,
Byron Scott
[redacted]

Byron Scott
[redacted]

From: Lucas LeVieux
To: Board Clerk
Subject: (EXTERNAL) Don"t make me buy a car! Fund Metrolink.
Date: Monday, April 20, 2026 5:18:46 PM

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Metro Metro Clerk,

Don't make me buy a car. Fund Metrolink.

The cost of living in California keeps rising, and transportation a huge part of that. Car payments, fuel, and insurance are not getting cheaper. The state can reduce that burden by making transit a practical, reliable alternative — so people are not forced into car ownership just to get around.

California (and Los Angeles) has underinvested in transit over many decades, and the consequences are visible: congested freeways, degraded air quality, and fragmented regional access. At the same time, riders who depend on transit face the prospect of service cuts that would limit access to jobs, groceries, healthcare, and daily needs.

Metrolink is a critical connector across Southern California, yet a $30 million budget shortfall threatens service reductions that will push more people back into cars. Orange County Transportation Authority and Los Angeles County Metropolitan Transportation Authority should reverse cuts to operational support. The State of California should provide sustained funding so Metrolink can expand service, not retreat to minimal levels.

Californians should not have to buy a car to participate in daily life. Invest in transit. Fund Metrolink.

Thank you,

Lucas LeVieux
[redacted]

From: Siona van Dijk
To: Board Clerk
Subject: (EXTERNAL) Fund Metrolink
Date: Monday, April 20, 2026 3:05:32 PM

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Metro Metro Clerk,

We are all quite aware that the cost of living in California continues to rise. Transportation remains one of the largest expenses for most families, with car payments, gas, and insurance placing a steady strain on household budgets. Supporting and strengthening public transit offers a meaningful path toward easing that burden and giving people a viable alternative.

Public transportation also plays a central role in caring for the environment we all share. Fewer cars on the road means cleaner air, lower emissions, and communities that are healthier and more livable. Investment in transit reflects a broader responsibility to steward our resources with care and to make choices that support long-term ecological stability.

California has not invested in transit at the level this moment calls for, and the consequences are visible. Congested roads, polluted air, and disconnected communities reflect a system under strain. At the same time, many people who rely on transit now face the prospect of service cuts that would limit access to work, groceries, medical care, and daily life.

Metrolink serves as a critical connection across the Southern California region. A $30 million budget shortfall now puts that service at risk, with potential cuts that would ripple across the system. OCTA and Metro have an opportunity to restore their operational support, and the state can provide the funding needed to sustain and expand service rather than scale it back.

Investing in public transportation expresses a clear set of values: care for one another, respect for the environment, and a commitment to a more equitable and connected California.

Thank you,
Siona

Siona van Dijk
[redacted]

From: Stuart Selonick
To: Board Clerk
Subject: (EXTERNAL) Funding to Metrolink
Date: Monday, April 20, 2026 2:48:56 PM

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Metro Metro Clerk,

I'm writing to you about a very serious topic:

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,
Stu Selonick

Stuart Selonick
[redacted]

From: K Pulungan
To: Board Clerk
Subject: (EXTERNAL) GENERAL COMMENT: Stop Metrolink Cuts
Date: Tuesday, April 21, 2026 6:06:02 PM

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To whom it may concern,

I am a Los Angeles resident concerned about Metro's plan to cut funding for Metrolink. For the 2nd largest metropolitan region of the United States, it is appalling for us to turn our backs on what should be an important backbone for the region. This funding cut will cut service for the next 4 years, inconveniencing countless people, and making Los Angeles an embarrassment to the world during the Olympics.

I implore the Board to please maintain previous funding commitments to Metrolink service and reverse the proposed 3% cuts.

Thank you,

Kemal

From: Benjamin Sperry
To: Board Clerk
Subject: (EXTERNAL) I use Metrolink.
Date: Monday, April 20, 2026 6:43:59 PM

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Metro Metro 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,

Benjamin Sperry
[redacted]

From: Raquel Zeleznick
To: Board Clerk
Subject: (EXTERNAL) Metrolink Funding MUST NOT be Cut
Date: Monday, April 20, 2026 9:51:29 PM

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Metro Metro Clerk,

As someone who shares a car the Metrolink is an important resource for me to get to work, visit friends, and family. Especially as California prices from rent, food, and gas continue to rise. California needs to make tranist more accessible and protect Californians from rising transportation costs.

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,

Raquel Zeleznick
[redacted]

From: Imanol Portillo
To: Board Clerk
Subject: (EXTERNAL) Metrolink Funding
Date: Wednesday, April 22, 2026 9:28:49 AM

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Metro Metro Clerk,

I am a student in Cal State Fullerton and a commuter. While driving a car is often the most common option, it is not one I can afford. I have to use transit because I, and thousands of others can't afford a car or want a different choice of transit.

Cutting funding to an already struggling service that so many depend on is simply a wrong move. Especially when this service is already a given in so many other world class cities. Especially when LA is planning to host the Olympics and World Cup. Two major events that will bring even more people that are used to taking public transit and would most likely not want to deal with LA traffic.

Please consider the thousands that already use this service and the thousands more that will in upcoming events. Properly funding transit is already a struggle in LA and cutting metrolink from it will only make things worse for so many people that are struggling. These cuts will also make things harder for metrolink to expand in the future and become a better transit option for more people.

People deserve better

Thank you

Imanol Portillo
[redacted]

From: Greg Maher
To: Board Clerk
Subject: (EXTERNAL) Metrolink has positive externalities to society - fund it!
Date: Tuesday, April 21, 2026 9:09:46 PM

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Metro Metro Clerk,

The rest of the developed world has realized - mass transit is how you move people efficiently, safely, and cleanly in large cities.

But 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. Everyone complains about traffic in LA - but Metrolink is a huge part of the solution!

I take Metrolink to work from Irvine to LA. I don't have to worry about dying in a car accident. I can get work done on the train. I'd otherwise be stuck on the 405, hating my life.

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,

Greg Maher

Greg Maher
[redacted]

From: Peter Phillips
To: Board Clerk
Subject: (EXTERNAL) Metrolink needs frequency and funding now more than ever!
Date: Monday, April 20, 2026 4:59:14 PM

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Metro Metro Clerk,

The cost of living in California continues to rise, and transportation is the second-highest expense for most families. Car payments, fuel, and insurance are expensive, and prices are not coming down anytime soon – we need to protect Californians from rising transportation costs by making public transportation a better option for everyone.

The State of California routinely sidelines public transportation, 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 rely on public transportation are on the verge of being unable to get to work, the store, appointments, and other places we need to go due to looming 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,

Peter Phillips
[redacted]

From: Sonya Rodolfo-Sioson
To: Board Clerk
Subject: (EXTERNAL) PLEASE ! Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:03:25 AM

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Metro Metro 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,

Sonya Rodolfo-Sioson
[redacted]

From: Hal Bogotch
To: Board Clerk
Subject: (EXTERNAL) Please Do NOT Cut Funding for Metrolink
Date: Monday, April 20, 2026 4:33:20 PM

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Metro Metro 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 – therefore, 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 that its modest service expansion plans can continue rather than retreat to bare-bones service.

We deserve better.

Thank You,

Hal Bogotch
[redacted]

From: Elizabeth Hernandez
To: Board Clerk
Subject: (EXTERNAL) Please Do Not Cut Funding to Metrolink
Date: Monday, April 20, 2026 6:55:32 PM

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Metro Metro Clerk,

I cannot afford a car, even though I have a full-time job. Making cuts to public transit hurts the people who are suffering most in this affordability crisis. 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.

California continues to promise so much, only to fall short.

We deserve better.

Thanks,
A transit user

Elizabeth Hernandez
[redacted]

From: Sahand Cyrusian
To: Board Clerk
Subject: (EXTERNAL) Please Don"t Cut Funding to Metrolink (Fund it Even More!)
Date: Monday, April 20, 2026 4:38:55 PM

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Metro Metro 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. Being dependent on a car is ahuge finiancial burden, and many people cannot drive due to numerous reasons. The people should have the freedom to choose which mode of transportation to take instead of being required to own a car.

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. Californias economy is larger than that of Japan's, yet the scraps of funding that rail recievies in this state is dismal, if even comparable at all, than places with "advanced" rail service.

We deserve better.

Thank You,
Sahand Cyrusian

Sahand Cyrusian
[redacted]

From: Amin El Gamal
To: Board Clerk
Subject: (EXTERNAL) Please Don"t Cut Funding to Metrolink
Date: Monday, April 20, 2026 4:31:49 PM

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Metro Metro 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,

Amin El Gamal
[redacted]

From: Ana Isabel Rocha
To: Board Clerk
Subject: (EXTERNAL) Please Don"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 8:43:57 AM

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Metro Metro 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,

Ana Isabel Rocha
[redacted]

From: Bridget Underwood
To: Board Clerk
Subject: (EXTERNAL) PLEASE SAVE METROLINK FUNDING
Date: Wednesday, April 22, 2026 8:18:51 AM

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Metro Metro Clerk,

The Metrolink service cuts that are already happening due to deferred maintenance have created massive time burdens on those who rely on it. I take Metrolink to get to my job. Before the cuts I had to plan around the hourly train schedule, but it wasn't too bad. Now with trains running only once every couple hours, I cannot get to my office at a reasonable time using Metrolink. I have had no choice but to drive, pay for gas, sit in traffic, and become part of the congestion.

And I am a person who HAS a choice. For those who don't, those who rely on Metrolink to get around the region, these initial service cuts are devastating.

If funding to Metrolink is cut and these service cuts become permanent or are worsened, irreparable harm will be done to our whole metro area.

LA is an international embarrassment when it comes to transportation. Our addiction to congested highways is a running joke and a massive financial burden on everyone who lives here.

FUND METROLINK. I am BEGGING anyone with any power to do something to put us on the right track with transportation here. Fund Metrolink, electrify it like Caltrain in the Bay Area, stop widening highways. We all just want to be able to move around the LA metro area without wasting huge sums of money on gas, wasting time sitting in traffic (which highway widening WILL NOT EVER IMPROVE), and risking getting into deadly car crashes every time we have to go to the store or to work.

PLEASE, PLEASE, SAVE METROLINK FUNDING!!!

-

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,

Bridget Underwood
[redacted]

From: Lauren Featherstun
To: Board Clerk
Subject: (EXTERNAL) Please Save Metrolink
Date: Wednesday, April 22, 2026 6:26:31 AM

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Metro Metro Clerk,

Please don't cut funding to Metrolink! There is already too much traffic. Having cars be the only option decreases everyone's quality of life. Rail is important!

I tried to use Metrolink a few weeks ago to travel from Oceanside with my bicycle, but it was not operating due to budget cuts. I ended up buying an Amtrak ticket instead, which was harder to navigate with my bicycle and more expensive. Metrolink is a useful and essential service.

Thank You,
-Lauren Featherstun

Lauren Featherstun
[redacted]

From: Mha Atma Khalsa
To: Board Clerk
Subject: (EXTERNAL) Please: Prevent Funding Cuts to Metrolink
Date: Monday, April 20, 2026 8:06:04 PM

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Metro Metro Clerk,

As a very concerned Los Angeles resident, voter and public transportation user, I very strongly urge you to stop cuts to Metrolink's budget!

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,

Mha Atma Khalsa
[redacted]

From:	Mark Nelson (Home Gmail)
To:	Eleanor Manzano; Los Angeles Mayor"s Office; executiveoffice@bos.lacounty.gov; Board Clerk; info; info@achd.org; info@allcove.org; California Department of Health Care Services; Paige Kaluderovic; CityClerk; CityCouncil@torranceca.gov; Ben.Allen@sen.ca.gov; Al.Muratsuchi@asm.ca.gov; Representative Ted Lieu
Subject:	(EXTERNAL) Public Comment: BCHD Continues to Lie to the Public with FALSE CLAIMS THAT THE HOSPITAL FAILS SEISMIC STANDARDS
Date:	Monday, April 20, 2026 8:32:20 PM

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From BCHD CEO Report:

Assisted Living Capability: Silverado has implied that its model is uniquely capable of delivering quality care, it is not. Their specialty applies to roughly 10-20% of their current clients. Geri-psych residents require specialized placement. An estimated 20 residents fall into the latestage/geri-psych category. Standard RCFE communities cannot accommodate these individuals. The most viable placements are other Silverado communities with behavioral capabilities (Rolling Hills, Beverly Place) and select skilled nursing facilities with dementia behavioral units. No single operator has a monopoly on quality care. For the majority of their clients, several state-licensed providers in this area, including Sunrise Senior Living and Kensington, offer dedicated memory care programs that achieve positive outcomes for their clients. These programs utilize evidence-based models to provide high-quality care for clients, delivered by highly trained staff with decades of experience. This is a very difficult decision for the Health District. Our community members and friends are residing in Silverado. As a public agency, we have a duty to protect their safety. We understand that families want to have their loved ones remain in the building because they like Silverado's service and are wary about moving their loved ones. Continuing with Silverado in a new building on the campus is not feasible, and even if it was feasible, **would result in immobile loved ones living for at least 3 more years in a building that does not meet seismic safety standards (IT MEETS EACH AND EVERY APPLICABLE SEISMIC SAFETY STANDARD - AND IF NOT - THE CITY OF REDONDO BEACH IS LIABLE FOR ENFORCEMENT NEGLIGENCE).**

From: Michael House
To: Board Clerk
Subject: (EXTERNAL) Stop Selling Out. Maintain Funding to Metrolink.
Date: Wednesday, April 22, 2026 6:14:24 AM

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Metro Metro Clerk,

Enough empty rhetoric. Stop selling out the environment and the rest of us to criminal oligarchs. Get out of rich people's pockets once and for all. 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 must 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 in 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,

Michael House
[redacted]

From: Cutter Ray Palacios
To: Board Clerk
Subject: (EXTERNAL) SUBJECT:GENERAL PUBLIC COMMENT RE: LAPD & METRO
Date: Wednesday, April 22, 2026 4:57:37 PM

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Hello,

My name is Cutter Ray Palacios.
I have been in the TV and Film industry for over 10 years. As many of you know, the industry is dying. It has forced many of us, including myself, to seek jobs elsewhere.

I recently started a job that pays minimum wage. Unfortunately, it is not enough to cover my rent, and I continue to fall deeper into debt. After passing out 150 paper resumes door-to-door and applying online, it is the only job I could get. I fear becoming unhoused again. But I do all I can to pick up extra shifts, like commuting to 3 different locations, including downtown.

To save money, I decided to take the Red Line to downtown and park my car at the NoHo station. I am trying to save every dollar I can for rent, so I put the $3 parking charge on my credit card.

After finishing my 4 hour shift and making $72 before taxes, I discovered a parking ticket on my car. I was confused. At that moment, I saw an officer respond with lights (red/blue) to an empty parked car at a meter. The meter was flashing green. I watched as the officer pulled out a citation booklet. I was again confused.

I approached the officer and asked if he was Officer Coombs #42834. He informed me that he was instead Officer Hill #42009. I asked Officer Hill if he could explain why I got a parking citation since I paid the $3. He explained it was due to an expired registration (12/25).

What Officers Coombs and Hill did not know is that I have tried to pay my registration on several occasions since October. However, the DMV online payment portal has been down. Unfortunate, I know. I am happy to report that it seems to be working again as of today, and I have paid the $384 to cover registration and late fees in hopes of avoiding any future $50 citation.

While as upsetting as a registration citation may be, that is not my main concern. Officer Hill informed me that Metro is now utilizing LAPD for enforcement and safety.

Why is this concerning?
Because two LAPD officers just issued parking citations for expired car registrations at the North Hollywood Metro station.

Using the most recent Metro data I could find,

> "Metro's onboard Customer Survey administered in Fall 2019 (pre-COVID) showed that 75% of Metro customers are Latino and African American, with almost 70% of customers having an annual household income less than $35,000 (81% with income less than $40,000). Furthermore, 51% of Metro customers live below the federal poverty level, with a median household income of $19,325 systemwide and only $17,975 for bus riders."

Considering how the state of the world has largely declined since 2019, I think it's a safe bet to assume these numbers have either stayed the same or worsened.

This largely means that marginalized people who are unemployed, underemployed, or below poverty level is Metro's primary consumer base - myself included.

There is also the narrative that there is a shortage of LAPD officers.

If there is a shortage of LAPD officers, then why are they being utilized to TARGET (yes, target) Metro commuters for the purposes of issuing parking and registration violations to people who (statistically) are struggling with poverty???

Doesn't LAPD have something better to do?
If they are there for safety as Officer Hill (and Agenda Item 39 RE: POST) suggests, then why are they financially harming commuters who are already struggling?

RECOMMENDATION:
If enforcing parking violations, including car registration, is necessary, then I recommend issuing warnings. Give commuters a chance to correct the behavior vs burdening them with fees that they cannot afford.

I started my Metro trip pleased to see Metro Community Response staff. I ended my Metro trip discouraged by Metro's use of LAPD to further burden those who need the most help.

And yes... I will be paying 22% credit card interest on the $452.49 I spent using the Metro today. $384 in vehicle registration, $7.49 in processing fees, $2 for a TAP card, $5 for card balance, $3 for Metro parking, and $50 for a registration violation. Don't worry, at $72/day, it should only take me 9 dedicated work days or 2-3 weeks to pay off the principal. Who knows how long for interest. But of course, that is only after I pay for rent and food - if I can afford it.

Best,

Cutter Ray Palacios (they/them)

[redacted]

[redacted]



***Truly Human Notice:** Getting this email outside of normal working hours? We have all been working at a digitally enabled and relentless pace which can disrupt our ability to sleep enough, eat right, exercise and spend time with the people that matter most. I am sending you this email at a time that works for me, please respond to it when convenient for you.

From: Kyle Jenkins
To: Board Clerk
Subject: (EXTERNAL) Support Metrolink
Date: Monday, April 20, 2026 3:06:09 PM

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Metro Metro Clerk,

I am writing you to urge you to not cut funding for Metrolink, but rather to increase it. Metrolink is one the best "bangs for your buck" in Southern California transit in terms of the benefit it offers vs what it costs to operate. Rather than pulling back on funding, we should be moving full speed ahead on the Metrolink envisioned in the SCORE program, which would effectively create a new rapid transit system in LA and Southern California more broadly for the cost equivalent of one Metro line.

Please increase funding, don't cut it!

Kyle Jenkins
[redacted]

From: John Delshadi
To: Board Clerk
Subject: (EXTERNAL) Urgent Need to Prioritize Metrolink Funding
Date: Tuesday, April 21, 2026 9:58:48 PM

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Metro Metro Clerk,

I and my family are Metrolink riders, Metrolink's expanded services have been so important to allow me and my community to travel, stay connected with family and get to work and so much more.

The cost of living in California continues to rise, and transportation is the second-highest expense for most families . As funding sources for Metrolink have been cut, as we prepare to host a number of mega events in Southern California now is the time to invest in rail.

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. We invest so much in roads, $30M in rail has a much higher return on investment than roads.

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,

John Delshadi
[redacted]

From:	Josh Woods
To:	Board Clerk
Cc:	David Melito; Wiggins, Stephanie; Lillian Moon; john@fareastlandscape.com; [redacted]
Subject:	(EXTERNAL) Urgent Request for Board Intervention — RFP No. OP91160(3) Graffiti Abatement Services — Contract Award Must Be Rescinded Before May 1, 2026
Date:	Wednesday, April 22, 2026 10:47:05 AM

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Members of the Los Angeles County Metropolitan Transportation Authority Board of Directors,

My name is Josh Woods, and I am the Chief Operating Officer of Woods Maintenance Services, Inc. (WMS), a North Hollywood-based contractor with over 20 years of experience providing facilities maintenance services to Metro. I am writing to respectfully but urgently request that the Board intervene to rescind the contract awards under RFP No. OP91160(3) — Graffiti Abatement Services Regions 1, 2, and 3 — before the scheduled contract start date of May 1, 2026.

I recognize that Metro's CEO has denied the appeal filed by Far East Landscape and Maintenance (FELM). However, the denial does not resolve the substantive legal and procedural concerns this procurement has raised, and I believe the Board has both the authority and the responsibility to act before an unlawful contract is executed.

I am raising three issues for the Board's consideration.

1. THIS PROCUREMENT WAS UNLAWFULLY DESIGNATED AS A SMALL BUSINESS SET-ASIDE

California Public Utilities Code §130232(f)(5) authorizes Metro to use a Small Business Set-Aside only when the "expected expenditure required" for a contract exceeds $5,000 but is less than $5,000,000. For contracts where the expected expenditure exceeds $5,000,000 but is less than $30,000,000, the same statute creates a separate Medium Business Set-Aside category. This distinction is not incidental — the Legislature deliberately created two separate tiers, each with its own eligibility ceiling, for the specific purpose of ensuring that contracts of

different sizes are accessible to appropriately sized businesses.

Metro designated this procurement as a Small Business Set-Aside by calculating the "expected expenditure" using only the 3-year base term of the contract, deliberately excluding the two one-year option periods. This approach has no support in the statutory language, which refers to the "expected expenditure required" for the contract — not the "base term expenditure." Nothing in PUC §130232(f) authorizes an agency to segment a single multi-year procurement into a partial value for the purpose of remaining under the Small Business ceiling.

The consequences of Metro's interpretation are significant and troubling. If Metro can define the "base term" however it chooses for threshold purposes, nothing prevents Metro — or any agency — from structuring a contract with a one-month base term and eleven one-month options to permanently exclude all Medium and Large businesses from its contracting opportunities. That cannot be the Legislature's intent, and courts consistently reject statutory interpretations that produce absurd results.

Metro's CEO cited *SN Sands Corporation v. City and County of San Francisco,* 167 Cal.App.4th 185, in support of excluding option years from the expenditure calculation. However, that case is materially distinguishable from this procurement. In *SN Sands*, the exercise of options required the mutual agreement of both contracting parties, making those options genuinely speculative. In this Metro contract, option exercise is entirely at Metro's unilateral discretion. Contractors commit to the full five-year pricing structure at proposal submission. The options are not speculative — they are virtually certain to be exercised.

I can speak to this from direct personal experience: WMS has been contracting with Metro in Facilities Maintenance for over 20 years. In that entire time, I cannot recall a single instance in which Metro chose not to exercise option years on a similar contract. In fact, WMS is currently in year 11 of a five-year contract with Metro. The notion that Metro's option years represent a speculative, uncertain expenditure is not supported by Metro's own contracting history.

Furthermore — and this point deserves the Board's particular attention — Metro itself used the full five-year contract price as the metric for scoring and ranking proposer bids during the evaluation process. Metro cannot simultaneously argue that five-year pricing is reliable enough to determine who wins the contract, but too speculative to count toward the set-aside threshold. This internal inconsistency is, in my view, the clearest evidence that Metro's Small Business Set-Aside designation was legally incorrect.

When the full five-year contract value is properly calculated — as the statute requires — the awarded amounts for Regions 2 and 3 plainly exceed $5,000,000, requiring this procurement

to have been issued as a Medium Business Set-Aside. As a result, qualified Medium Business contractors who were effectively excluded from this procurement by the incorrect set-aside designation never had the opportunity to compete.

2. THE EVALUATION PROCESS WAS COMPROMISED

During the evaluation of proposals, an evaluator's scores were entirely omitted from the scoring of proposals. This error was not caught during the award recommendation phase. It was not caught when a protest was filed. It was not caught when an appeal was filed. It was only discovered during the procurement's closing review — after awards had already been recommended.

Metro's position is that the error was corrected and disclosed to the Board before final approval, and that the Board's December 4, 2025 approval of awards with knowledge of the corrected scores constitutes a sufficient cure. I respectfully disagree. The fact that a fundamental scoring error survived a protest, an appeal, and Metro's own internal review process before finally being discovered raises serious questions about the integrity and reliability of the entire evaluation. The Board should ask: if this error went undetected through three separate layers of review, what confidence can we have that no other errors exist in the record?

3. THE HISTORY OF THIS PROCUREMENT WARRANTS A FRESH START

This is the third attempt to procure Graffiti Abatement Services — a process that began in March 2020. The prior two attempts were marred by evaluation irregularities, rescissions, and re-awards. This third attempt has now produced a scoring error that survived multiple rounds of review, a set-aside designation that multiple contractors and legal practitioners believe violates state statute, and a denial letter that relies on a legal precedent that is factually distinguishable from Metro's own contracting practices.

The cumulative weight of these failures is significant. The Board has both the authority and, I would respectfully submit, the obligation to ensure that Metro's procurement processes are lawful, fair, and transparent. The appropriate remedy here is not to proceed with a potentially unlawful contract, but to cancel the current awards and reissue the procurement correctly — either as a properly structured Small Business Set-Aside (which, based on the contract values, would likely apply only to Region 1) or as a Medium Business Set-Aside for the procurement as currently configured.

REQUESTED ACTION

I respectfully request that the Board take the following actions at or before the April 23, 2026 meeting:

1. Direct Metro staff to delay execution and commencement of any contracts awarded under RFP No. OP91160(3) pending the Board's review of the set-aside designation issue;

2. Request an independent legal opinion on whether Metro's calculation of "expected expenditure" under PUC §130232(f)(5) — using only the 3-year base term while excluding the two unilaterally exercisable one-year options — complies with the statute; and

3. If the Board concurs that the set-aside designation was incorrect, direct Metro to cancel the current awards and reissue the procurement in a legally compliant manner.

I am available to provide any additional information the Board may find helpful, and I welcome the opportunity to address the Board directly during public comment.

Respectfully submitted,

Josh Woods

Chief Operating Officer

Woods Maintenance Services, Inc.

[redacted]

cc: Stephanie Wiggins, CEO, Metro

Far East Landscape and Maintenance, Inc.

Parkwood Landscape Maintenance, Inc.

From: Jusef White
To: Board Clerk
Subject: (EXTERNAL) You can"t Cut Funding to Metrolink
Date: Wednesday, April 22, 2026 6:28:56 AM

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Metro Metro 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,

Jusef White
[redacted]

From: [redacted]
To: Board Clerk
Subject: (EXTERNAL) PLEASE SAVE METROLINK

Date: Tuesday, April 21, 2026 1:04:38 AM

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Metro Metro Clerk,

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We deserve better.

Thank You,

[redacted]

April 2026 RBM Public Comments – Item 4

From: Sharon Yetman [redacted]
Sent: Saturday, April 18, 2026 6:27 PM
To: [redacted]
Cc: [redacted]
Subject: (EXTERNAL) Fw: PLATFORM SAFETY 99 percent less cost

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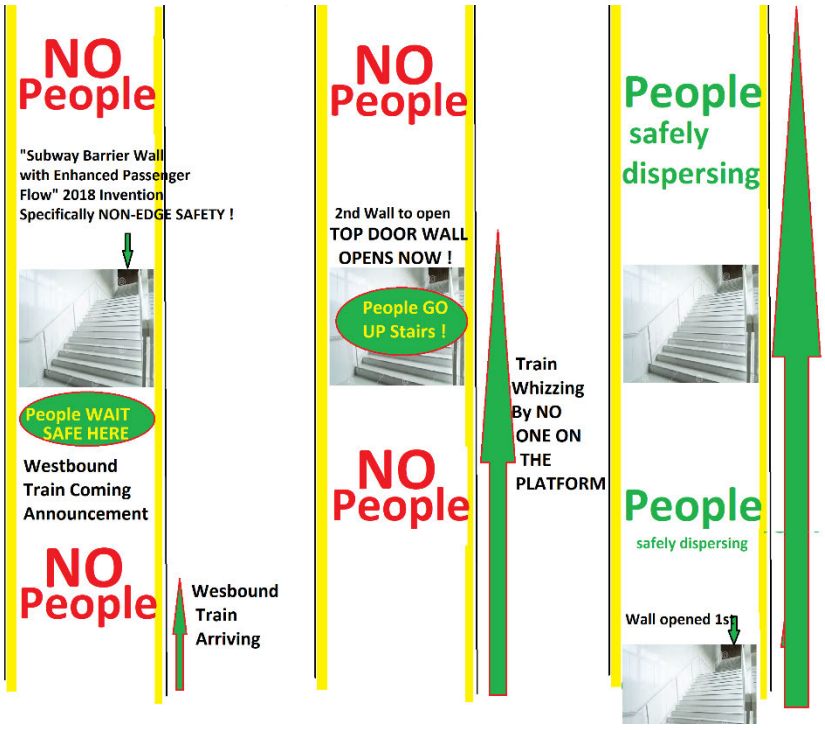
Dear Board Chair Clerk,

Please add this correspondence to your next meeting under the CEO' s report and ask senior staff to provide you a report on alternative cost effective safety.

Dear Ms. Wiggins,

Art Leahy asked the Deputy CEO Duanne Martin to follow up on my unique platform safety work. Communication Below.

Somehow Duanne did not get it.





Invented by Sharon Yetman in 2008 !
All rights reserved.

"Subway Barrier Wall with Enhanced Passenger Flow"
HOLD THE SAME AS A WHOLE TRAIN CAR STANDING!
43 feet by 6 feet, 3 door. With an empty stairwell
and lower landing that can safely hold another 150

Safety Now can be fixed in a few weeks!
Does not need police, crisis workers etc.
Does not need ATO
Does not need Same Train Sets
Does not need multiple billion dollars

DOES prevent ptsd
DOES SAVE HEALTHCARE 156 Million/Yr
DOES STOP TRACK FIRES
DOES STOP TRAIN DELAYS !

for society over a 60-year evaluation period. The benefits described and quantified above are considered to represent the baseline year conditions (i.e., the benefits to society if PEDs were installed in 2023) using the average annual results for the 2017 to 2022 period. Table 6 recapitulates the annual cost to society of not having PEDs under the BAU and the estimated annual savings associated with PEDs for the baseline year. In total, PEDs could save up to $128 million in cost to society during the baseline year.

Table 6. Economic Benefits of PEDs for the Baseline Year

Benefit Category	Cost under BAU	Cost With PEDs	Annual Saving with PEDs relative to BAU
Public Health and Safety	$119.2M	$27.0M	$92.2M
Passenger Delays*	$10.3M	-$5.7M	$15.9M
Emergency Response	$1.2M	$0.5M	$0.8M
Employee Health	$25.3M	$6.2M	$19.0M
Total	**$156.0M**	**$28.1M**	**$127.9M**

*Excludes impact of additional train dwell time.

When i discovered recently that Ontario's Healthcare system spent near 2.808 Billion Dollars just on Human/ train contact since 2008 and Lost Productivity for Chicago would have been .468 Billion Dollars in the same time frane from an average of 36 minutes for each time someone is in the pit.....

.... I knew I had to reach out to your transit agency again.

Would you consider a small fee of $100,000 for me to prepare a preliminary safety plan for the board to approve for one Line of your choice?

Look forward to hearing back from you.

Sincerely,
Sharon Yetman
[redacted]

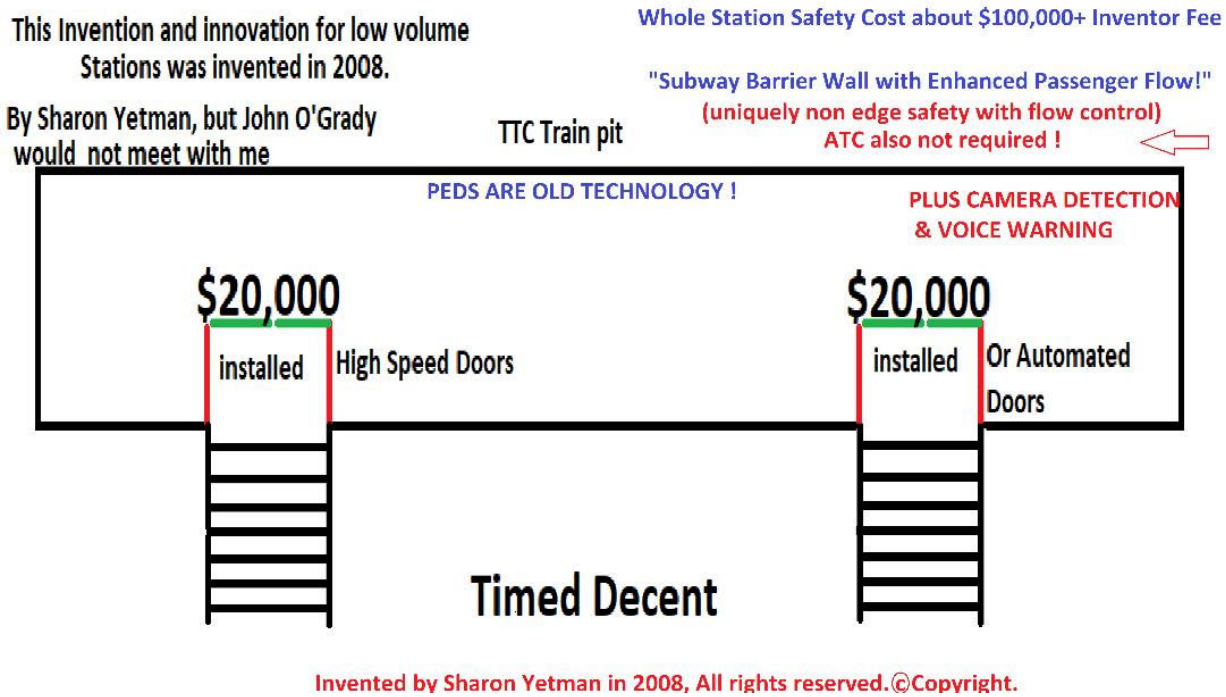
Yahoo Mail: Search, organise, conquer
----- Forwarded message -----
From: "Sharon Yetman" <[redacted]>
To: "Martin, Duane" <MartinD@metro.net>
Cc: "Leahy, Arthur" <LEAHYA@metro.net>
Sent: Sun., 12 Apr. 2026 at 10:21 p.m.
Subject: Re: "Gold for Transit/Environment/Infrastructure"
Hello Duane,

I recently discovered train/human cost for Toronto is 156 Million a year.

Also since we spoke NYCT are attempting gating on their platforms.

On this basis it is worth me attempting to protect your workers, your commuters, and your healthcare costs once more.

Here is one of my 2008 slides again.



Invented by Sharon Yetman in 2008, All rights reserved.©Copyright.

for society over a 60-year evaluation period. The benefits described and quantified above are considered to represent the baseline year conditions (i.e., the benefits to society if PEDs were installed in 2023) using the average annual results for the 2017 to 2022 period. Table 6 recapitulates the annual cost to society of not having PEDs under the BAU and the estimated annual savings associated with PEDs for the baseline year. In total, PEDs could save up to $128 million in cost to society during the baseline year.

Table 6. Economic Benefits of PEDs for the Baseline Year

Benefit Category	Cost under BAU	Cost With PEDs	Annual Saving with PEDs relative to BAU
Public Health and Safety	$119.2M	$27.0M	$92.2M
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Total	**$156.0M**	**$28.1M**	**$127.9M**

*Excludes impact of additional train dwell time.

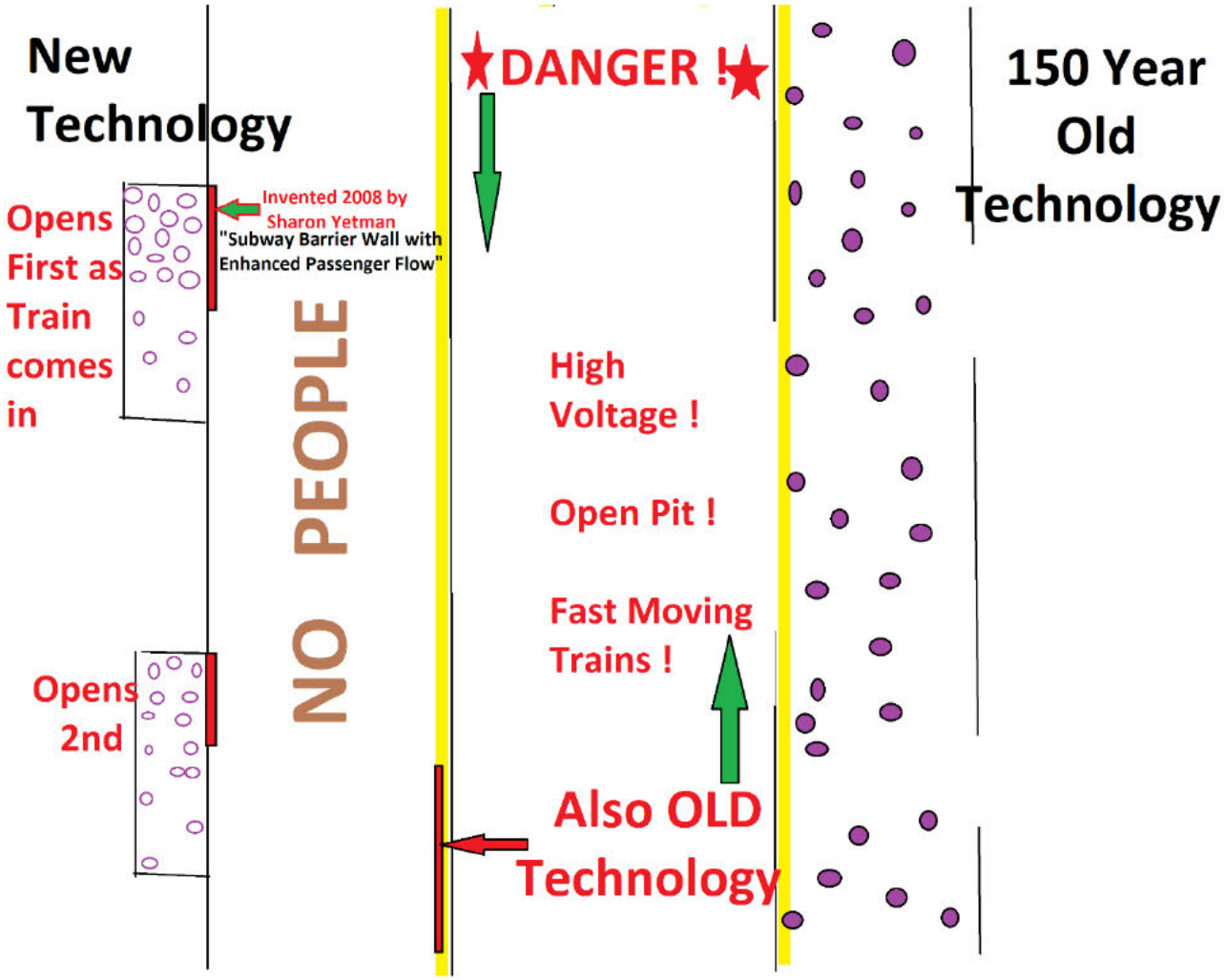
Do you not suppose human safety is worth 6 doors per platform?

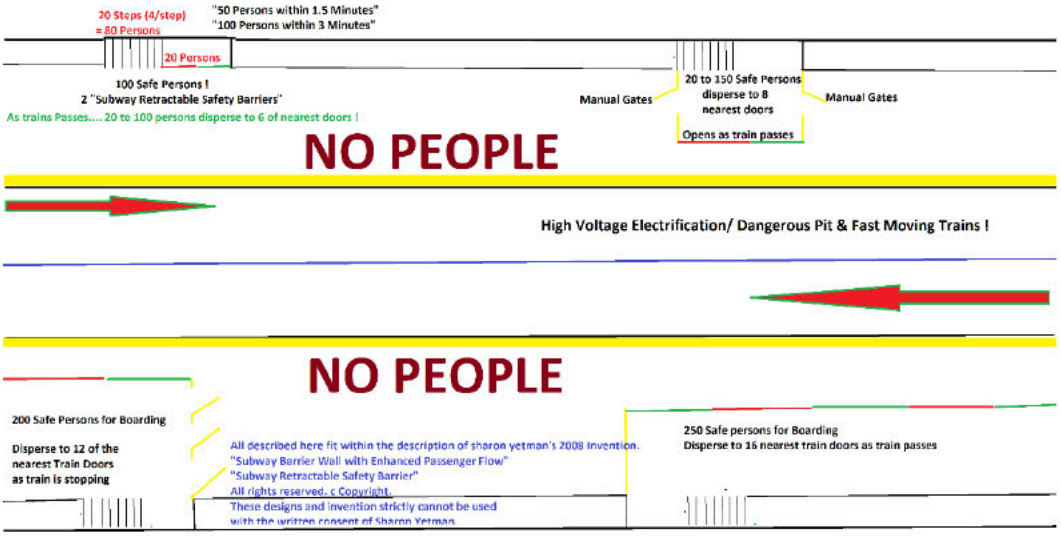


Invented by Sharon Yetman in 2008 !
All rights reserved.
"Subway Barrier Wall with Enhanced Passenger Flow"
HOLD THE SAME AS A WHOLE TRAIN CAR STANDING!
43 feet by 6 feet, 3 door. With an empty stairwell and lower landing that can safely hold another 150

Safety Now can be fixed in a few weeks!
Does not need police, crisis workers etc.
Does not need ATO
Does not need Same Train Sets
Does not need multiple billion dollars

DOES prevent ptsd
DOES SAVE HEALTHCARE 156 Million/Yr
DOES STOP TRACK FIRES
DOES STOP TRAIN DELAYS !


New Technology
DANGER !
150 Year Old Technology
Opens First as Train comes in
Invented 2008 by Sharon Yetman
"Subway Barrier Wall with Enhanced Passenger Flow"
NO PEOPLE
High Voltage !
Open Pit !
Fast Moving Trains !
Opens 2nd
Also OLD Technology


20 Steps (4/step) = 80 Persons
"50 Persons within 1.5 Minutes"
"100 Persons within 3 Minutes"
20 Persons
100 Safe Persons !
2 "Subway Retractable Safety Barriers"
As trains Passes.... 20 to 100 persons disperse to 6 of nearest doors !
Manual Gates
20 to 150 Safe Persons disperse to 8 nearest doors
Manual Gates
Opens as train passes
NO PEOPLE
High Voltage Electrification/ Dangerous Pit & Fast Moving Trains !
NO PEOPLE
200 Safe Persons for Boarding
Disperse to 12 of the nearest Train Doors as train is stopping
All described here fit within the description of sharon yetman's 2008 invention.
"Subway Barrier Wall with Enhanced Passenger Flow"
"Subway Retractable Safety Barrier"
All rights reserved. c Copyright.
These designs and invention strictly cannot be used with the written consent of Sharon Yetman
250 Safe persons for Boarding
Disperse to 16 nearest train doors as train passes

Each access point have average of 20 to 30 persons by the end of 3 Minutes

Just 12 "Subway Retractable Safety Barriers" required ! 6 RED/6 GREEN

Intellectual Property rights in Canada and US since 2008, by Sharon Yetman All rights reserved. ©Copyright.

Why pay 55 Million Station...
When it can cost $200k(1 week to fix)

Doors Open 1st

Doors open as train passes

Doors open last

NO PEOPLE

Fast Moving Train+Open Pit+Electrification

Fast Moving Train+Open Pit+Electrification

NO PEOPLE

Doors open last

Doors open as train passes

Doors Open 1st




TIMED DECENT
where needed
$7,000 Installed
99% cheaper than
EDGE DOORS
NO ATC NEEDED
flow improved!
$7,000 Installed
99% cheaper than
EDGE DOORS
NO ATC NEEDED
flow improved!
STEP 2 ....
Mid Platform
NOW THESE 2
Doors as
train comes in


used
to tell
& warn
next driver
IF THREAT
TIMED DECENT
where needed
$7,000 Installed
99% cheaper than
EDGE DOORS
NO ATC NEEDED
flow improved!
"Subway Retractable Safety Barrier"
$7,000 Installed
99% cheaper than
EDGE DOORS
NO ATC NEEDED
flow improved!
Step 3 ...
LAST 2 DOORS
OPEN, as
Train Stops.



I am confident my system works !

Do you plan to wait 3 or 4 more decades for money for edge safety?

Kindly afford me the opportunity to do a complete and comprehensive safety plan for your system.

EDGE safety is unafgirdable and old technology. Trains and humans never should have been designed to be close to each other.

Maybe you did not quite understand things when first presented.

Pick a line and let me fix it !

Respectfully,

Sharon Yetman

Yahoo Mail: Search, organise, conquer

On Thu., 11 Mar. 2010 at 11:30 a.m., Martin, Duane <MartinD@metro.net> wrote:

Ms Yetman, as requested,

Thank you for taking the time to present your concepts to us here at LA Metro.

Unfortunately, our infrastructure and space restrictions do not allow for the expansion necessary for express service options on any of our lines. Given the large capital investment required to modify stations for alternative service options and the scarcity of available funding, quite simply, we cannot consider your innovative operational ideas.

We certainly agree with your general concepts regarding platform passenger management. However, platform furniture such as boarding / alighting gates and passenger channeling barriers are highly regulated by the California Public Utilities Commission (light rail and limited heavy rail) and the City of Los Angeles Fire Department (all). We are allowed only a certain amount of space on a station platform to provide a limited number of seats, information displays, static between car barriers, etc. Additional structures, including channeling fences, removable or not, movement actuated or not, are considered as unmovable obstructions during times of emergency by Fire/Life/Safety regulators, when power, lighting and evacuation systems may not be able to support normal operations.

We appreciate your personal commitment to passenger safety and efficiency. As I stated in an earlier conversation we will not be able to institute your theories here.

Thank you very much

Duane Martin

Deputy Executive Officer

LA Metro

ADD LETTERS

OFFICE OF EXECUTIVE INSPECTOR GENERAL
FOR THE AGENCIES OF THE ILLINOIS GOVERNOR
69 WEST WASHINGTON STREET, SUITE 3400
CHICAGO, ILLINOIS 60602
(312) 814-5600

August 6, 2015

It is my honor and privilege to serve as the newly-appointed Executive Inspector General for the people of Illinois, including the many customers and employees of the four Chicago-area transit agencies (RTA, CTA, Metra, and Pace).

The Office of Executive Inspector General for the Agencies of the Illinois Governor (OEIG), established in 2003, is an independent, nonpartisan State agency that has jurisdiction over nearly 300 State agencies, boards, and commissions; the nine public universities; and the four regional transit boards. The primary mission of the OEIG is to promote accountability within these public entities. Our experienced and professional staff is fully committed to conducting objective and thorough investigations and will ensure that:

- our office is independent, objective, and fair;
- individuals who wish to report misconduct may easily do so with confidence;
- we conduct our investigations without bias and in a timely manner; and
- our work is transparent to the fullest extent allowed by law.

Since the OEIG assumed oversight of the transit boards on July 1, 2011, we have received nearly 1,500 transit-related complaints, which have led to investigations involving procurement and hiring improprieties; misuse of State and agency resources; and time and benefit abuse. We are your "watchdog" to ensure that transit employees, vendors, and Board members are meeting the highest standards of public service.

I encourage you to visit our website at www.inspectorgeneral.illinois.gov and report misconduct, fraud, or abuse related to any of the four transit boards. Complaints may be filed online, via our toll-free hotline (866-814-1113)/TDD (888-261-2734), by mail, or in-person at either of the OEIG's two offices (69 W. Washington, Suite 3400, Chicago, IL 60602 or 607 E. Adams, 14th Floor, Springfield, IL 62701). All complaints are confidential and you may file an anonymous complaint if you wish.

I thank the CTA for publishing this message and look forward to serving you.

Sincerely,

Margaret A. Hickey

Margaret A. Hickey
Acting Executive Inspector General

April 23rd, 2026

The Honorable Fernando Dutra
Chair
Los Angeles Metropolitan Transportation Authority Board
One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Re: Public Comments Item 6 (oppose); General Public Comment 4/23 Metro Board Meeting

Dear Chair Dutra and Metro board,

Californians for Electric Rail is a statewide, grassroots organization with members throughout Los Angeles County and all of the five Metrolink counties. Our priority is reducing emissions and increasing transportation access via fast, frequent, electrified regional, intercity, and freight rail.

We write in opposition to Metro's proposal to reduce operational support for Metrolink by 3% or $4.3M. Metrolink currently faces a $30M deficit and is contemplating service cuts. At the same time, Metro proposes to increase operational support for Metro transit, and commit $50 M to widen the 605 freeway (Agenda Item 6). These funding choices indicate misplaced priorities.

Metrolink is an essential lifeline for travelers throughout Southern California. Residents of the High Desert, Santa Clarita, San Fernando Valley, and Gateway Cities who are not well served by Metro rail rely on Metrolink, while Metrolink riders throughout all five counties support the Los Angeles economy and pay the Los Angeles County sales taxes that fund transit. Metrolink service cuts will put more cars on the road just as gas prices are skyrocketing, and cut off some riders from jobs and opportunities altogether.

In the last few years, Metrolink has attempted to implement ambitious service improvements, rolling out pulsed scheduling and more mid-day and evening service - moving towards the international best practice regional rail model, and reflecting the post-pandemic reality that 9-5 office commuters are no longer the main customers. Metrolink has been moving towards 30 minute systemwide service with the SCORE capital program. These efforts are paying off - in 2025 Metrolink broke weekend ridership records[1] and saw the second-highest ridership recovery[2] of any commuter rail agency in the nation.

[1] https://metrolinktrains.com/news/metrolink-sets-all-time-weekend-ridership-record-topping-122000-boardings-in-march/
[2] https://multimodalmcmullen.com/us-commuter-rail-ridership-analysis-first-half-2025/

Metrolink's budget deficit puts all of that at risk, forcing a return towards peak-only commuter service that is more expensive per rider to operate[3], does not fit post-pandemic travel patterns, and puts millions spent on capacity improvements to waste. Service cuts could lead to a "fiscal cliff" that stymies ridership recovery and lead to more cuts that threaten the very viability of the system. Metro continues to advance important capacity projects such as LinkUS or the Balboa Double Track, while defunding the service that these projects enable.

Metrolink cuts also jeopardize Los Angeles' Olympics preparedness. The Olympics will increase demand for off-peak travel throughout the Southern California megaregion, not just areas served by Metro transit. Despite extensive discussion at the state level of how to provide additional transit service for the Olympics, Metro instead proposes to reduce service through 2030 via their budget cuts.

We understand that Metro is experiencing less than expected sales tax revenue; however, the proposed allocation for the 605 highway widening project would more than cover the 3% for the next four years. Numerous studies show that highway expansion does not reduce traffic and induces more car trips. To truly improve traffic in the Gateway Cities, Metro should invest in improved frequency on the Metrolink 91/Perris Valley and Orange County Lines, not cut service. We request that Metro maintain previous levels of support for Metrolink through 2030 and walk back proposed 3% cuts.

Sincerely,
Adriana Rizzo
Californians for Electric Rail

[3] https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/3927862/SGDP_Presentation_Feb_2026.pdf

April 2026 RBM Public Comment – Item 6

From: Will Finch [redacted]
Sent: Monday, April 20, 2026 11:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Stop Freeway Widening Projects

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 Metro Board,

We already know that freeway widening just creates induced demand and does not improve traffic. So why is Metro still doing widening projects? Stop the freeway widening projects which create more pollution and do nothing to improve traffic. Use that money to improve transit.

Sincerely,
Will Finch
90405

From: osvaldo garcia [redacted]
Sent: Tuesday, April 21, 2026 10:48 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: (EXTERNAL) Re: public comment on item #6. Item needs more consideration

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.

Hello,

I am a homeowner in Downey near the 5 and 605 freeway interchange. I am familiar with this project initiative that has been repackaged as a multimodal project. I would like to reinforce the opposition our community had back in 2020 when hundreds of homes, many owned by first time Latino homeowners, were under threat.
I would like to know what sorts of commitments Metro will ensure so that no residential homeowners are displaced in this revised process. I would also like the city of Downey and all homeowners within 500 feet of the proposed improvements be notified know when there are opportunities for discussion.
I can provide my phone number for contact information if needed. Either way, please make sure the surrounding community are contacted when this proceeds.

Thank you,

April 21, 2026

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Members of the Board:

On behalf of Climate Resolve, Breathe Southern California and Coalition for Clean Air, we respectfully request Board-level review and clarification of Metro staff's decision to award RFP No. OP132076 for Renewable Natural Gas (RNG) supply to Shell Energy North America (US), LP, rather than to Clean Energy Renewable Fuels, LLC.

Based on the public record, it is difficult to understand why Metro selected a higher-cost risk proposal from a multinational oil company headquartered in London over a Southern California-based renewable fuel provider that offered lower guaranteed costs, stronger near-term financial certainty, and superior climate performance—especially as Metro confronts a projected $2.3 billion cumulative budget deficit through 2030.

Lower Cost and Reduced Financial Risk
Clean Energy submitted the lowest natural gas commodity cost proposal and offered immediate, guaranteed savings through fixed commodity discounts. Its proposal would save Metro more than $50 million during the first five years. In contrast, Shell's proposal backloads higher discounts into optional renewal years 6-8 while charging more during the near-term period when Metro's financial constraints are most severe.

Staff's recommendation relies on higher projected LCFS and federal Renewable Identification Number (RIN) revenues to offset Shell's higher commodity pricing. This is highly speculative. These credit markets are volatile and subject to regulatory and political uncertainty. The LCFS, in particular, has faced repeated legislative challenges tied to affordability concerns that could limit or weaken the program. Shell assumes $44 million more than Clean Energy in LCFS and RIN revenues. Regardless of credit market outcomes, Metro must pay the full invoiced commodity cost, while credit revenues remain uncertain and market-dependent. Clean Energy's proposal substantially reduces this risk by delivering real, guaranteed savings upfront.

Stronger Environmental Performance and Supply Certainty
Clean Energy proposes a weighted average carbon intensity (CI) of -250 under a new contract. Shell's bid listed -175 CI, representing materially weaker climate benefits. Clean Energy also operates one of the largest RNG portfolios in California, with 81 contracted RNG facilities and firm, pathway-registered supply.

Request for Board Action
On the 100-point scoring scale, Clean Energy finished within 0.29 points of Shell in the evaluation

and received the highest technical score, while offering lower commodity costs, stronger early-year savings, greater greenhouse gas emissions reductions, and meaningful local economic benefits.

Given the narrow scoring margin, the substantially higher and riskier cost structure of Shell's cost proposal, and the importance of aligning public spending with verifiable climate and air quality outcomes, we respectfully urge the Board to reconsider staff's recommendation or, at minimum, direct staff to provide a clearer explanation of why a higher-cost, higher-risk proposal was selected over one that offers immediate fiscal relief, superior environmental performance, firm supply certainty, and direct benefits to Los Angeles County communities.

Thank you for your attention to this matter and for your continued leadership in protecting public health, advancing climate solutions, and ensuring prudent stewardship of public resources.

Respectfully submitted,

[redacted]

Jonathan Parfrey
Executive Director
Climate Resolve

[redacted]

Joseph K. Lyou, Ph.D.
President and CEO
Coalition for Clean Air

[redacted]

Marc Carrel
President and CEO
Breathe Southern California

Andrew J. Littlefair
President and Chief Executive Officer

April 20, 2026

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Members of the Board:

Clean Energy Renewable Fuels, LLC ("Clean Energy") submits this letter objecting to staff's recommendation to award RFP No. OP132076 Renewable Natural Gas (RNG) Provider to Shell Energy North America (US), LP ("Shell"), a wholly owned subsidiary of Shell PLC based out of London. Although Clean Energy submitted the lowest natural gas commodity cost proposal, earned the highest technical score, and finished within 0.29 points of Shell overall, staff selected a higher-cost proposal that exposes LACMTA to material financial and operational risk.

Given LACMTA's well-documented $2.3 billion cumulative budget deficit through 2030, we believe this award directly increases operational costs across your ridership, exposes the agency to unnecessary financial risk, and fails the core goal of this procurement.

Staff's recommended award to Shell increases LACMTA's costs by tens of millions of dollars. Clean Energy's Proposal would save LACMTA $65 million dollars in the first two years.

Clean Energy's proposal will deliver immediate and substantial cost savings. As detailed in the table below, over the five-year base term, our proposal will reduce LACMTA's costs by approximately $50 million compared to Shell. Over the eight-year not-to-exceed term, Clean Energy's total commodity cost is approximately $31 million lower than Shell's. These savings are front-loaded. Clean Energy offered fixed commodity discounts in years one and two, when LACMTA is under significant budget pressure. Shell deferred discounts to optional renewal years that the Board is not required to exercise.

Clean Energy
4675 MacArthur Court, Suite 800
Newport Beach, CA 92660
949.437.1000

CleanEnergyFuels.com

Year	Shell Natural Gas Commodity Price	CLNE Natural Gas Commodity Price	CLNE Proposed Savings
1	$ 29,634,228.27	$ (5,366,828.74)	$ (35,001,057.01)
2	$ 28,467,526.37	$ (1,866,723.04)	$ (30,334,249.41)
3	$ 28,467,526.37	$ 31,197,608.82	$ 2,730,082.45
4	$ 26,134,122.57	$ 32,364,310.72	$ 6,230,188.15
5	$ 27,300,824.47	$ 33,531,012.62	$ 6,230,188.15
Base Term	**$ 140,004,228.05**	**$ 89,859,380.38**	**$ (50,144,847.67)**
6	$ 28,467,526.37	$ 34,697,714.52	$ 6,230,188.15
7	$ 29,634,228.27	$ 35,864,416.42	$ 6,230,188.15
8	$ 30,800,930.17	$ 37,031,118.32	$ 6,230,188.15
Option Term	**$ 88,902,684.81**	**$ 107,593,249.26**	**$ 18,690,564.45**
NTE Amount	**$ 228,906,912.86**	**$ 197,452,629.64**	**$ (31,454,283.22)**

The recommended award introduces significant risk by relying on projected revenues from volatile environmental commodities.

Staff's price evaluation assumes that future Renewable Identification Number (RIN) and Low Carbon Fuel Standard (LCFS) credit values will offset Shell's higher commodity costs. These markets are inherently volatile, subject to regulatory and political exposure, and beyond LACMTA's control. The LCFS was materially revised by CARB in 2025 and remains subject to ongoing legislative and political challenges. RIN prices depend heavily on targets established by the Trump Administration. Regardless of credit value outcomes, LACMTA must pay the full invoiced commodity price. Credit revenues, when available, are market-dependent, uncertain in timing, and require sufficient liquidity to monetize. Clean Energy's proposal reduces this risk by delivering guaranteed fixed commodity savings that do not depend on speculative credit assumptions.

Shell did not demonstrate firm RNG supply as required by the RFP.

Shell's proposal did not demonstrate secured RNG supply sufficient to reliably serve LACMTA. The three Shell-owned RNG facilities only produce approximately 17% of LACMTA's fueling demand. Shell did not provide production volumes, contract terms, or confirmation of active pathway registrations for the third-party facilities they listed. By contrast, Clean Energy included only facilities under contract with verified pathways and firm supply commitments, consistent with RFP guidance. Despite these differences, one evaluator gave all five proposals 100% credit on RNG supply capabilities. Awarding the contract without demonstrated, secured RNG supply exposes LACMTA to the risk of operating its fleet without RNG or not realizing any anticipated RIN or LCFS value.

Clean Energy has delivered proven results for LACMTA.

Clean Energy, a California-based renewable energy company, has reliably served LACMTA since 2009, providing construction and maintenance services on LAMCTA's natural gas fueling infrastructure, and delivered bundled RNG services to your operations since 2017. Last year we supplied 25.8 million gallons of RNG to LACMTA with a weighted average carbon intensity (CI) score of -180, resulting in a reduction of approximately 926 thousand MT $CO2_e$. We are headquartered in Southern California and have 81 contracted RNG production facilities and 250 employees throughout the state, including 53 working in Los Angeles County.

Clean Energy has nearly a 30-year track record supporting California's clean air and climate goals. We respectfully request the Board direct staff to award the contract to Clean Energy based on our significantly lower commodity pricing and demonstrated firm RNG supply capabilities, long-standing partnership with LACMTA, and the minimal 0.29-point scoring differential.

[redacted]

Andrew J. Littlefair
President & CEO

Clean Energy
4675 MacArthur Court, Suite 800
Newport Beach, CA 92660
949.437.1000

CleanEnergyFuels.com

MINUTES

Thursday, April 23, 2026

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:
Fernando Dutra, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
James Butts
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Katy Yaroslavsky
Monica Benavides, 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, 8, 9, 10, 11, 12, 20, 21, 22, 24, 27, 31, 32, 33, 34, 36, and 39.

Consent Calendar items were approved by one motion; no items were held by a Director for discussion and/or separate action.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	A	A	Y	Y	A	A	Y	Y	A	Y	Y	Y

Voting Deviations:
Item 6 – the following Director was conflicted: HS
Item 22 – the following Director was conflicted: HS

2. SUBJECT: MINUTES **2026-0308**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held March 26, 2026 and the Special Board Meeting held April 15, 2026.

3. SUBJECT: REMARKS BY THE CHAIR **2026-0309**

RECEIVED remarks by the Chair.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	A	P	P	P	A	A	P	P	A	P	P	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2026-0310**

RECEIVED report by the Chief Executive Officer.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
P	A	P	P	P	A	A	P	P	A	P	P	P

****

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

5. SUBJECT: WESTLAKE/MACARTHUR PARK B/D LINE STATION JOINT DEVELOPMENT **2026-0022**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO), or designee, to execute an amendment to the Exclusive Negotiations and Planning Agreement (ENA) with Walter J Company (Developer) to extend the term for one year for the joint development of 1.8 acres of Metro-owned property at the Westlake MacArthur Park (B/D) Line Station (Station) in the City of Los Angeles (City).

6. SUBJECT: I-605 CORRIDOR MULTIMODAL IMPROVEMENTS PROJECT **2025-0841**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 10 to Contract No. AE333410011375 with Parsons Transportation Group, Inc. (PTG) to provide additional professional services needed to complete the environmental phase of the I-605 Corridor Multimodal Improvements Project (I-605 CMIP) in the amount of $21,826,798, increasing the total contract value from $28,723,699 to $50,550,497 and, extend the period of performance from September 30, 2026, to December 30, 2028; and

B. EXECUTE Modification No. 10 to Contract No. AE5204200 with HDR Engineering, Inc. (HDR) to provide additional professional services that are needed to complete the environmental phase of the I-605 CMIP in the amount of $25,108,331, increasing the total contract value from $38,559,071 to $63,667,402 and extend the period of performance from September 30, 2026, to December 30, 2028.

8. SUBJECT: ASSESSMENT OF NEW VAN NUYS SERVICE CENTER FOR SAN FERNANDO VALLEY RIDERS MOTION **2026-0297**

RECOMMENDATION

APPROVED ON CONSENT CALENDAR Motion by Padilla, Dutra, Bass, Horvath, Dupont-Walker, and Yaroslavsky that the Board direct the Chief Executive Officer to:

A. Evaluate current and projected demand for in-person customer service in the San Fernando Valley, including reduced fare applications, TAP card services, lost and found, and fare media purchases, with particular attention to underserved and transit-dependent communities;

B. Evaluate Metro's prior Customer Center at Sherman Way and Van Nuys Boulevard, including historical usage, services provided, and the circumstances of its closure;

(continued on next page)

(Item 8 – continued from previous page)

C. Develop an inventory and geographic analysis of the existing network of TAP vendors, retail outlets, and service points in the Valley, including gaps in coverage;

D. Assess Metro-owned properties in and around Van Nuys and their potential to support a customer service facility, staff consolidation, and/or mixed-use transit-oriented development, in coordination with Metro's real estate and planning functions;

E. Evaluate the LIFE program office's current role in the Valley and how an expanded customer service presence could better integrate fare assistance, eligibility support, and community outreach; and

F. Identify options to improve customer service access, including a full-service flagship center at or near Van Nuys station, expanded TAP vendor partnerships, mobile service events, community-based partnerships, with anticipated costs and implementation timelines for each. Report back within 180 days with an assessment of customer service access in the San Fernando Valley and a concrete plan to enhance in-person customer support.

9. SUBJECT: DEVELOP WELL DESIGNED TRANSFER HUB AS PART OF SEPULVEDA TRANSIT CORRIDOR DESIGN REFINEMENTS MOTION **2026-0299**

APPROVED ON CONSENT CALENDAR Motion by Padilla, Dutra, Bass, Horvath, Dupont-Walker, and Yaroslavsky that the Board direct the Chief Executive Officer to:

A. Establish Van Nuys as a major regional transit hub connecting the G Line, the East San Fernando Valley Light Rail Project, and the Sepulveda Transit Corridor, recognizing that the G Line and ESFV designs are locked and that the Sepulveda Transit Corridor, particularly its Initial Operating Segment, represents the primary remaining opportunity to design for seamless, hub-quality transfers;

B. Direct the Sepulveda Transit Corridor project team to incorporate Van Nuys transfer functions, consistent with Metro’s 2018 Transfer Design Guidelines, as a core design requirement for the IOS, including intuitive wayfinding, accessible connections, safe and comfortable transfer environments, and a station area designed as a regional destination, and ensure this work is synchronized with the IOS design refinements currently underway so that hub-quality transfer standards are embedded before those refinements are resolved;

(continued on next page)

(Item 9 – continued from previous page)

C. Identify near-term strategies to improve rider experience at the existing G Line and future ESFV station areas within the constraints of those projects' current design and construction status;

D. Assess joint development potential and asset monetization opportunities on Metro-owned and adjacent City-owned property near Van Nuys, coordinating with the City of LA's analysis of four City-owned parking lots and the Van Nuys Civic Center planning process; and

E. Report back within 9 months on opportunities, constraints, and recommended next steps for advancing Van Nuys as a regional transit hub, with findings timed to inform and align with the ongoing IOS development process.

10. SUBJECT: TUNNEL ADVISORY PANEL SERVICES **2026-0137**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer or their designee to:

A. EXECUTE Modification No. 01 to Contract No. PS1334-5600 with Dr. Youssef Hashash to continue to provide Tunnel Advisory Panel Services, in an amount Not-To-Exceed (NTE) $781,459 increasing the total contract value from $329,562 to $1,111,021 and extend the contract from June 30, 2026, to June 30, 2029;

B. EXECUTE Modification No. 09 to Contract No. PS-8510-2493 with Dr. Edward J. Cording, to continue to provide Tunnel Advisory Panel Services, in an amount NTE $781,610, increasing the total contract value from $3,671,235 to $4,452,845 and extend the contract from June 30, 2026 to June 30, 2029; and

C. EXECUTE Modification No. 03 to Contract No. PS1620-80000, with Dr. Thomas O'Rourke, to continue to provide Tunnel Advisory Panel Services, in an amount NTE $642,469, increasing the total contract value from $1,586,457 to $2,228,926 and extend the contract from June 30, 2026, to June 30, 2029.

11. SUBJECT: JOB ORDER CONTRACTING SERVICES **2026-0041**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 for the Job Order Contracting Professional Services Contract OP261685000 with The Gordian Group, Inc., in the Not-To-Exceed (NTE) contract amount of $5,000,000, increasing the total NTE contract amount from $499,999 to $5,499,999.

12. SUBJECT: ANTELOPE VALLEY LINE IMPROVEMENTS - BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT **2026-0098**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. EXECUTE Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in the amount of $7,501,189, increasing the Total Contract Value from $20,714,530 to $27,715,948 and extend the period of performance from July 31, 2026, to June 30, 2028; and

B. APPROVE programming an additional $10,701,189, increasing the programmed Measure R 3% and TIRCP funds from $26,378,741 to $37,079,930, in order to achieve shovel-ready project status.

20. SUBJECT: WORKERS' COMPENSATION UTILIZATION AND PEER REVIEW SERVICES **2025-0881**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. PS73428000 with Genex Services, LLC in the amount of $259,125 to continue to provide workers' compensation utilization and peer review, physician consulting, and expedited review services, increasing the contract value from $609,090 to $868,215.

21. SUBJECT: PROPERTY INSURANCE PROGRAM **2025-1060**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all Metro properties at a not-to-exceed premium of $10 million for the 12-month period of May 10, 2026 through May 10, 2027.

22. SUBJECT: FY2026-FY2030 CONSOLIDATED AUDIT **2026-0191**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a five-year, firm fixed unit rate Contract No. PS135819000 to Vasquez & Company LLP to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions, and agencies listed in Package A for fiscal years (FY) 2026-2030 in the Not-To-Exceed (NTE) amount of $2,715,634, effective May 1, 2026, subject to the resolution of any properly submitted protest(s) if any; and

B. AWARD a five-year, firm fixed unit rate Contract No. PS135819001 to Simpson and Simpson LLP to perform Consolidated Financial and Compliance Audit of the programs, jurisdictions, and agencies listed in Package B for FY2026-2030 in the Not-To-Exceed (NTE) amount of $3,121,225, effective May 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

24. SUBJECT: REAL ESTATE & TRANSIT ORIENTED COMMUNITIES ENVIRONMENTAL SERVICES BENCH **2026-0139**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

A. AWARD three, seven-year task order-based bench Contracts for Real Estate & Transit Oriented Communities Environmental Services for a total Not-To-Exceed (NTE) amount of $17,390,400 to the following firms, subject to resolution of any properly submitted protest(s), if any:
   1. Kimley-Horn and Associates, Inc. (Contract No. AE135067001)
   2. Polytechnique Environmental, Inc. (Contract No. AE135067002)
   3. TRC Solutions, Inc. (Contract No. AE135067003)

B. AWARD individual task orders in an amount not to exceed $1,800,000.

27. SUBJECT: METRO CLIMATE CARD PILOT PROGRAM **2026-0211**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to create a Metro Climate Card (MCC) 3-year Pilot Program that meets California Environmental Quality Act (CEQA) requirements for Vehicle Miles Traveled (VMT) mitigation that would apply to new private construction development projects under Senate Bill (SB) 743.

31. SUBJECT: EMERGENCY SECURITY OPERATIONS CENTER (ESOC) AUDIO-VISUAL MAINTENANCE AND TROUBLESHOOTING SERVICES - CONTRACT MODIFICATION **2026-0100**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 1 to Contract No. PS136554000 with Advanced Cable Solutions to incorporate additional scope and funding associated with the implementation and maintenance of a redundant video wall processor system, in the amount of $660,785, increasing the total contract Not-To-Exceed (NTE) amount from $498,000 to $1,158,785.

32. SUBJECT: TUNNEL GROUTING SERVICES **2026-0162**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD an Indefinite Delivery/Indefinite Quantity (IDIQ) task order contract, Contract No. OP129922(2)000 to Keller North America, Inc., for Tunnel Grouting Services, in the Not-To-Exceed (NTE) amount of $9,464,800 for the five-year base period and $607,444 for the first one-year option, $631,854 for the second one-year option, and $657,628 for the third one-year option, for a combined NTE amount of $11,361,726, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

33. SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES **2026-0176**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate contract, Contract No. OP1349930008370 to Los Angeles Glass Company, Inc., to provide glass replacement and installation services systemwide for a Not-To-Exceed (NTE) amount of $4,737,385.00 for the three-year base period, effective July 1, 2026, subject to the resolution of any properly submitted protest(s), if any.

34. SUBJECT: TUNNEL WASHING SERVICES **2026-0177**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP122327(4)000 to Parkwood Landscape Maintenance Inc., to provide tunnel washing services systemwide for a Not-To-Exceed (NTE) amount of $5,295,000.00 for the five-year base term, effective July 1, 2026, subject to the resolution of any properly submitted protests(s), if any.

35. SUBJECT: RENEWABLE NATURAL GAS (RNG) PROVIDER **2026-0134**

FORWARDED TO MAY BOARD MEETING:

AUTHORIZING the Chief Executive Officer to:

A. AWARD a five (5) year Indefinite Delivery/Indefinite Quantity (IDIQ) contract, Contract No. OP132076000, with Shell Energy North America (US), LP for Renewable Natural Gas (RNG), inclusive of a five-year base in the Not-To-Exceed (NTE) amount of $140,004,228.05 and one three-year option in the NTE amount of $88,902,684.81, for a combined NTE amount of $228,906,912.86, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual Task Orders, Transaction Confirmations, and Contract Modifications up to 10% of the contract value.

JDW	KB	IP	KY	LH	HS	KRB	HJM	TS	JH	AJN	JB	FD
Y	A	Y	Y	Y	A	A	Y	Y	A	Y	Y	Y

36. SUBJECT: ELECTRIC VEHICLE CHARGING STATIONS - OPERATION & MAINTENANCE **2026-0030**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed unit rate contract, Contract No. OP127536000 to Axxera Inc. for the Electric Vehicle Charging Stations - Operations & Maintenance services, inclusive of a five-year base in the Not-To-Exceed (NTE) amount of $2,373,210, and $1,008,000 for the first one-year option, and $1,008,000 for the second one-year option, for a total NTE amount of $4,389,210 subject to the resolution of any properly submitted protest, if any; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

39. SUBJECT: DEPARTMENT OF PUBLIC SAFETY POST ORDINANCE **2026-0075**

APPROVED ON CONSENT CALENDAR the ordinance affirming Metro's commitment to meet the minimum recruitment and training standards for peace officers and public safety dispatchers set by the California Commission on Peace Officer Standards and Training (POST).

45. SUBJECT: CLOSED SESSION **2026-0320**

A. Conference with Legal Counsel – Anticipated Litigation – G.C. 54956.9(d)(4)
Initiation of Litigation (One case)

No report.

B. 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.

C. 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

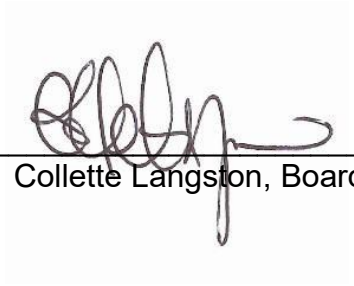
No report.

D. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)
Title: Chief Executive Officer

No report.

ADJOURNED AT 1:48 P.M. IN MEMORY OF MOTHER WINNIE STRINGER.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk

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

Metro

Board Report

File #: 2026-0304, **File Type:** Policy **Agenda Number:** 6.

AD HOC BOARD COMPOSITION COMMITTEE
APRIL 27, 2026

SUBJECT: GUIDING VALUES FOR AD HOC BOARD COMPOSITION COMMITTEE DELIBERATIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the guiding values to support and inform the Ad Hoc Board Committee's deliberations regarding governance considerations (Attachment A).

ISSUE

As the Metro Ad Hoc Board Composition Committee considers governance-related issues in the context of Measure G, it is appropriate to identify guiding values that frame and inform Committee deliberations. This report presents a set of potential values aligned with Metro's mission, Strategic Plan, and adopted principles for the Ad Hoc Committee's approval.

BACKGROUND

The passage of Measure G represents the most significant change to Los Angeles County governance. While Measure G does not apply to Metro and does not alter Metro's governance structure, it has prompted broader discussions regarding governance alignment, accountability, and representation within the County.

Metro remains a separate legal entity governed by state statute, with responsibilities that include stewardship of countywide transportation revenues, oversight of long-term capital investments, and delivery of services to a diverse regional population. In this context, staff identified a set of guiding values, first presented to the Committee at its March meeting as a receive and file item, that may assist the Committee in framing its deliberations and are now brought forward for adoption.

DISCUSSION

To frame the Committee's discussion, the following guiding values are intended to help ground deliberations in shared principles that reflect Metro's statutory role, regional responsibilities, and long-term obligations to riders and taxpayers. Together, they provide a values-based lens through which potential governance considerations can be evaluated.

Guiding Values

- **Legal Integrity** - Governance changes shall maintain Metro's status as an independent legal entity governed by state statute.

- **Intergovernmental Balance** - Metro should reflect a regional body that balances the interests of the county, city of Los Angeles, and the other 87 cities, councils of government, and state interests.

- **Electoral Accountability** - Governance should reflect clear accountability to countywide voters.

- **Regional Equity** - Board composition should ~~reflect~~ represent the geographic, demographic, and economic diversity of Los Angeles County, with proportional consideration given to the communities that most rely on and utilize the Metro system.

- **Transparency and Public Trust** - Governance structures and any changes should be understandable, explainable, and defensible to the public.

- **Fiscal Stewardship** - Decision-making authority shall be grounded in responsibility for long-term fiscal risk, including budgets, debt, and capital programs, and shall not impose additional costs or obligations on taxpayers.

- **Functional Effectiveness** - Governance should support stable oversight, institutional memory, and the Board's ability to make timely, informed, and high-quality decisions, particularly for multi-decade investments and programs.

- **Customer Experience** - Governance should support decisions that prioritize customer experience, rider outcomes, and system performance, while recognizing the full range of users, stakeholders and infrastructure overseen by Metro, including transit, active transportation, highways and Metro-owned assets.

- **Adaptability** - Governance structures should be resilient and flexible in response to future changes in county or regional governance.

Last month, the Committee discussed proposed guiding values intended to inform its deliberations. During that discussion, Committee members expressed a desire to more meaningfully incorporate local stakeholder perspectives into the regional equity framework, as well as to broaden the conversation to reflect the full range of roles Metro plays in the transportation system.
In response, staff have incorporated these principles into the materials presented here. Specifically, the Intergovernmental Balance section has been revised to reflect all 88 cities and Councils of Governments, and the Regional Equity section has been updated to provide proportional consideration to communities that most rely on and utilize Metro services.

DETERMINATION OF SAFETY IMPACT

This action has no direct impact on safety.

FINANCIAL IMPACT

This action has no financial impact.

EQUITY PLATFORM

This item does not propose changes to Metro governance, policies, or programs. The identification of guiding values that include regional equity, accountability, and customer experience supports Metro's commitment to equitable outcomes by encouraging governance discussions that consider the diverse needs of communities and riders across Los Angeles County.

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 not expected to contribute to further reductions in VMT. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Metro Strategic Plan goal 5 related to organizational excellence, customer focus, equity, and transparent governance by establishing shared values for Committee deliberations.

ALTERNATIVES CONSIDERED

The Ad Hoc Committee may choose to amend the guiding values or to not adopt them.

NEXT STEPS

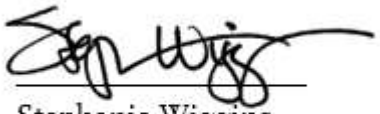
Upon adoption of the guiding values, staff and the Ad Hoc Board Composition Committee will refer to them in future discussions and recommendations.

ATTACHMENT

Attachment A - Ad Hoc Board Composition Committee Guiding Values

Prepared by: Madeleine Moore, Deputy Executive Officer, Government Relations, 213 922-4604
Marisa Perez, Deputy Chief, Community Relations, 213-922-3808

Reviewed by: Nicole Englund, Chief of Staff, 213-922-7950



Stephanie Wiggins
Chief Executive Officer

Attachment A

Ad Hoc Board Composition Committee Guiding Values

- **Legal Integrity** – Governance changes shall maintain Metro's status as an independent legal entity governed by state statute.

- **Intergovernmental Balance** – Metro should reflect a regional body that balances the interests of the county, city of Los Angeles, and the other 87 cities, councils of government, and state interests.

- **Electoral Accountability** – Governance should reflect clear accountability to countywide voters.

- **Regional Equity** – Board composition should ~~reflect~~ represent the geographic, demographic, and economic diversity of Los Angeles County, with proportional consideration given to the communities that most rely on and utilize the Metro system.

- **Transparency and Public Trust** – Governance structures and any changes should be understandable, explainable, and defensible to the public.

- **Fiscal Stewardship** – Decision-making authority shall be grounded in responsibility for long-term fiscal risk, including budgets, debt, and capital programs, and shall not impose additional costs or obligations on taxpayers.

- **Functional Effectiveness** – Governance should support stable oversight, institutional memory, and the Board's ability to make timely, informed, and high-quality decisions, particularly for multi-decade investments and programs.

- **Customer Experience** – Governance should support decisions that prioritize customer experience, rider outcomes, and system performance, while recognizing the full range of users, stakeholders and infrastructure overseen by Metro, including transit, active transportation, highways and Metro-owned assets.

- **Adaptability** – Governance structures should be resilient and flexible in response to future changes in county or regional governance.

Guiding Values for AD HOC BOARD COMPOSITION COMMITTEE DELIBERATIONS

Ad Hoc Board Composition Committee

April 2026



DEFINING METRO'S GOVERNING VALUES

Value	Definition (Modified Based on March Ad Hoc Discussion)
Legal Integrity	Governance changes shall maintain Metro's status as an independent legal entity governed by state statute.
Intergovernmental Balance	Metro should reflect a regional body that balances the interests of the County, City of Los Angeles and other 87 cities, councils of governments, and state interests.
Electoral Accountability	Governance should reflect clear accountability to countywide voters.
Regional Equity	Board composition should ~~reflect~~ represent the geographic, demographic, and economic diversity of Los Angeles County with proportional consideration given to the communities that most rely on and utilize the Metro system.
Transparency & Public Trust	Governance structures and any changes should be understandable, explainable, and defensible to the public.

Metro

DEFINING METRO'S GOVERNING VALUES

Value	Definition (Modified Based on March Ad Hoc Discussion)
Fiscal Stewardship	Decision-making authority shall be grounded in responsibility for long-term fiscal risk, including budgets, debt, and capital programs, and shall not impose additional costs to and obligations on taxpayers.
Functional Effectiveness	Governance should support stable oversight, institutional memory, and the Board's ability to make timely, informed, and high-quality decisions, particularly for multi-decade investments and programs.
Customer Experience	Governance should support decisions that prioritize customer experience, rider outcomes, system performance while recognizing the fully range of users, stakeholders and infrastructure overseen by Metro, including transit, active transportation, highways and Metro-owned assets.
Adaptability	Governance structures should be resilient and flexible in response to future changes in county or regional governance. Allow for future governance evolution as needs change

Metro

BASELINING METRO'S CURRENT GOVERNANCE STRUCTURE BASED ON GUIDING VALUES

Value	Assessment	
Legal Integrity	✓	The Board's composition is established in state law and fully preserves Metro's legal structure and authority.
Intergovernmental Balance	✓	The current allocation reflects a deliberate balance across County, City of Los Angeles, and other cities within a regional governance model, with State representation.
Electoral Accountability	✓	All voting members are elected officials or appointed by them, maintaining direct accountability to voters.
Regional Equity	✓	**Geographic Balance** : Includes representation from all major regions of Los Angeles County (urban core, suburbs, and underserved areas)
	✓	**Population Alignment** : Distribution of board seats roughly aligned with where people live across the County
	◑	**Demographic Representation** : The diversity of riders and other stakeholders indirectly achieved through Board representation but not systemically ensured.
	◑	**Transit Reliance** : Many communities with higher transit dependency (e.g., low-car ownership, lower-income populations) are meaningfully represented but there is no mechanism to ensure their proportional voice
	◑	**Ridership Proportionality** : Areas that generate the highest Metro ridership have proportionate influence in board decision-making (alignment exists but it is not precise)

✓ *Board is currently fully meeting this value* ◑ *Board is currently partially meeting this value*

BASELINING METRO'S CURRENT GOVERNANCE STRUCTURE BASED ON GUIDING VALUES

Value	Assessment
Transparency & Public Trust	✓ Governance operates under established public processes and policies ✓ Ad Hoc Review Committee established to ensure consideration of any governance changes are made transparently and with public input
Fiscal Stewardship	✓ Board members are directly accountable for public funding decisions and long-term capital investments.
Functional Effectiveness	✓ Members generally serve multiple terms, which has fostered stability and institutional memory. ✓ There is a consistent meeting cadence and briefings for Board members and their staff on topics of significance.

✓ *Board is currently fully meeting this value* ◑ *Board is currently partially meeting this value*

Metro

BASELINING METRO'S CURRENT GOVERNANCE STRUCTURE BASED ON GUIDING VALUES

Value	Assessment
Customer Experience	◑ **Customer Experience** : Customer feedback and perspectives (via formal advisory groups and informal feedback) inform Board decisions, but this input is not consistently required or highlighted in board actions ◑ **Rider Outcomes** : Ridership outcomes are often, but not always, directly measured and explicitly tied to decision-making ◑ **System Performance** : Regular reporting to the Board on operational performance supports oversight, but performance outcomes are not consistently tied to decision-making ✓ **Multimodal & Systemwide Impact** : The Board's jurisdictional and multimodal oversight structure supports decision-making that reflects Metro's full system, responsibilities and opportunities (transit, active transportation, highways, and assets)
Adaptability	✓ Structural flexibility is limited by statute, but current statuette has protocols that kick in when there are changes. ✓ Governance can evolve through policy or legislation

✓ *Board is currently fully meeting this value* ◑ *Board is currently partially meeting this value*

Metro

TAKE AWAYS



Metro's current governance model is generally in strong alignment with the proposed values set



Potential opportunities to more explicitly incorporate customer experience, rider outcomes and system performance in Board correspondence



The Board achieves regional equity in terms of geographic inclusion and population alignment and broadly reflects ridership patterns through representation aligned with the system's primary service areas.

NEXT STEPS

These draft values are presented for the Committee's consideration to ensure that future deliberations remain anchored in a clear, consistent, and mission - aligned framework.

Potential Board Structuring Alternatives can be analyzed based on the guiding values ultimately adopted by the Ad Hoc Committee and Metro Board

File #: 2026-0104, **File Type:** Program **Agenda Number:** 7.

PLANNING AND PROGRAMMING COMMITTEE
MAY 20, 2026

SUBJECT: HIGH DESERT CORRIDOR FY27 WORK PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING $9,338,470 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way (ROW) acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the Fiscal Year 2027 (FY27) work program; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary funding agreements with the HDC JPA.

ISSUE

Metro is a member agency of the HDC JPA and annually programs Measure M funds dedicated to the HDMC to support the HDC JPA's efforts to advance the HDMC High Speed Rail project (Project) through the Federal Railroad Administration (FRA) Corridor Identification and Development Program. The HDC JPA has requested Metro program Measure M funding for the FY27 HDC JPA work program to support the Project's planning, environmental, and advanced conceptual services for the Project's advancement through the FRA planning process.

BACKGROUND

The HDMC Project features the implementation of a new 54-mile east-west High-Speed Rail (HSR) alignment between the future Palmdale Multimodal HSR Station in Los Angeles County and the Brightline West (BLW) Station in Victor Valley in San Bernardino County. The HDMC is funded through Measures R and M, with each listing the Project in their respective expenditure plans. Metro programs funds for the Project annually to advance its progress through a rigorous FRA process known as the Corridor Identification and Development Program (CIDP).

The Project will link the Metrolink Antelope Valley Line (AVL) with two future HSR lines - California High Speed Rail Authority (CAHSR) and BLW (Attachment A). CAHSR is a State-initiated program that is mandated to deliver HSR service between San Francisco and Los Angeles. BLW is a privately

funded HSR service that will connect Las Vegas with Victor Valley and Rancho Cucamonga. Once completed, the Project will enable passengers to travel between Palmdale and Victor Valley in less than 30 minutes and provide a key rail link to encourage one-seat rides between Los Angeles County and Las Vegas and San Francisco.

The Project supports the State's ambitious greenhouse gas reduction efforts and provides economic development and mobility benefits for a region that includes many historically underserved, low-income, and disadvantaged communities. The Project is estimated to deliver 9 million boardings per year.

Environmental Review

Measure R provided $33 million for the environmental clearance of the HDMC, which at the time included a four-lane freeway/tollway and HSR service between Palmdale and Victorville. The $33 million in Measure R funds has been fully expended. In 2016, the California Department of Transportation (Caltrans) completed the California Environmental Quality Act (CEQA) review of the Project. In December 2020, Caltrans subsequently informed the Federal Highway Administration that the "no build" option was selected for the freeway/tollway element of the HDMC. The removal of the four-lane freeway/tollway would necessitate updates to the environmental document.

In April 2021, the HDC JPA requested that the Project move forward with the FRA as the lead agency for the National Environmental Policy Act (NEPA) review. To streamline the environmental review process, the HDC JPA opened dialogue in October 2024 with the CAHSR to utilize its NEPA delegation to have the CAHSR serve as the lead agency for environmental review of the Project. In September 2025, the CAHSR became the lead agency. The NEPA environmental review is being finalized during 2026, with a Record Of Decision (ROD) anticipated in late 2026/early 2027.

Metro Support for Project Advancement through the FRA CIDP

The FRA prioritizes future passenger rail corridors for investment through its CIDP, which lays out a three-step process for potential corridors to undergo project planning and development to become ready for implementation. The Metro Board has consistently provided vital support for the Project over the past six years to develop the project and secure FRA support to enter and advance through the CIDP's three steps:

Step 1: Scoping
Step 2: Preparation of the Service Development Plan (SDP)
Step 3: Preparation for implementation

At its January 2023 meeting, the Metro Board committed $8.5 million in Measure M Project funds to serve as 50% local match for two grant applications that resulted in the following awards: $8 million from the California State Transportation Agency (CalSTA) Transit and Intercity Rail Corridor Program (TIRCP) for advanced engineering (April 2023) and $500,000 from the FRA for CIDP planning work (December 2023).

The $1 million in combined funding from the Board and FRA for CIDP planning work allowed the HDC JPA to complete Step 1 of the CIDP in November 2025 and enter Step 2 (Preparation of the SDP). The SDP is a planning-level document that provides FRA, Metro, and project stakeholders with the information needed to assess the utility of establishing HSR service along the HDMC, the costs of

implementation, and the next steps to advance the Project. Metro initiated the SDP for the HDMC on behalf of the HDC JPA in 2020, prior to the creation of the CIDP, and submitted it to FRA in January 2023; following new guidance released by FRA for the CIDP process in 2024, the HDC JPA obligated $100,000 of the FRA CIDP grant to align the draft SDP with new FRA requirements.

DISCUSSION

On April 9, 2026, the HDC JPA Board approved the proposed FY27 budget and work program for $10,838,470, subject to Metro Board approval. It should be noted that since the HDC JPA anticipates having $1,500,000 in carryover reserve funds at the end of the FY26 work program, the request for new Measure M funds will be reduced to $9,338,470. Key activities for the FY27 work program include:

1. Completing the NEPA process - HDC JPA will work with the CAHSR (the lead agency) to finalize and submit the environmental document to FRA, with NEPA approval/ROD anticipated to occur in late 2026/early 2027.
2. Leveraging Measure M Funds and Continued grant pursuits - in February 2026, the HDC JPA submitted a $34 million Federal-State Partnership (FSP) grant application for advanced conceptual design to integrate the Project with CAHSR and BLW. Also in February 2026, the HDC JPA submitted a $50 million US Department of Transportation BUILD grant application. The HDC JPA will await the grant announcements and will continue to pursue grant opportunities during FY27.
3. Update the SDP - HDC will provide technical analysis and support for Metro to submit the final SDP Gap Analysis to the FRA for final approval in FY27.
4. Consultant Services - HDC will provide program management, engineering, ROW, and financial advisory services as the HDC JPA mobilizes towards 30% design, plus management of the JPA. See Attachment B for the HDC JPA FY27 work program budget detail.

The HDC JPA strategy is to be fiscally responsible and control costs during the planning phases of the Project. As an example, HDC JPA expenditures during the last three fiscal years have been below the adopted budget. Going forward, the HDC JPA has committed that once the NEPA and ROD are achieved, the HDC JPA will evaluate project delivery methods in collaboration with Metro before entering preliminary engineering.

DETERMINATION OF SAFETY IMPACT

The Project's advancement will be done per all applicable FRA, California Public Utilities Commission, CAHSR, BLW, and Metrolink design and engineering standards, which will maximize Americans with Disabilities Act (ADA) and safety benefits to the public.

FINANCIAL IMPACT

The Measure M Expenditure Plan includes $170 million for the Project for ROW acquisition or other appropriately repurposed project uses, as approved by the Metro Board. $27.2 million of this amount has already been repurposed and programmed in various Metro Board actions to advance the FY27 HDC JPA work program. Currently, there is approximately $142.8 million available, which is eligible to

be used by the HDC JPA to fund the FY27 work program, complete the Final SDP, and other project development activities.

Recommendation A will repurpose and program $9,338,470 in funds from the ROW acquisition to implement the FY27 HDC JPA work program, leaving a balance of $133.5 million in remaining Measure M funds for future HDC JPA ROW activities.

Measure M Funding Plan for HSR Project ROW Acquisition	$ 170.0M
- Prior Metro Board Actions (See Attachment C)	($ 27.2M)
Subtotal:	$ 142.8M
- FY27 Work Program/Recommendation A (Metro Board 5/26)	($ 9.3M)
Projected Measure M Balance for HDC	**$ 133.5M**

Impact to Budget

$9,338,470 has been included in the FY27 Proposed Metro Budget for the HDC JPA FY27 work program under project number 475499.

It will be the responsibility of the Chief Planning Officer to program funds for the HDC JPA for this multi-year program in the future. Annual funding agreements between Metro and the HDC JPA will be audited and reconciled each year, subject to Measure M requirements.

The funding source for this project is Measure M 17% Highway, which is not eligible for Metro bus & rail operations and capital projects.

FY21-25 Audit

A financial audit of HDC JPA Metro-funded expenditures for FY21-25 was recently completed. No instances of noncompliance with Government Auditing Standards were identified. Furthermore, no material weakness in internal controls was identified.

EQUITY PLATFORM

The Project will improve mobility for residents in North Los Angeles County by providing a high quality, environmentally friendly, safe, and efficient transportation option to access jobs, healthcare, education, other services, and economic opportunities offered at major urban and employment centers in Los Angeles and Las Vegas. As part of the environmental review process, the HDC JPA has engaged in frequent dialogue with key governmental stakeholders, plus consultation with local native tribal governance councils. As the Project advances, there will be extensive outreach to the local communities.

The entire Project service area falls within the low-income communities and households as defined by AB 1550. A significant portion also falls within disadvantaged and low-income communities, as defined by SB 535. The Project also serves Metro-defined Equity Focus Communities (EFC) in the

Antelope Valley, including the cities of Palmdale, Lancaster, and unincorporated Los Angeles County. In addition, between 61% and 77% of residents within the Project area are predominantly from Black, Indigenous, and other People of Color (BIPOC) populations, with the highest percentage of BIPOC populations in the City of Palmdale. Many of the BIPOC populations include people with limited English proficiency.

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, the Project is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT by shifting roadway users to the High Desert Corridor high-speed rail service and other regional rail corridors. The reduction in VMT will also improve transportation safety in the High Desert region by reducing travel on State Route 138, a two-lane, rural state highway that experiences higher-than-average traffic volumes/collision rates. Other benefits include greenhouse gas emissions, and vehicle noise for those living near highways. CEQA analysis was completed and approved prior to Metro's Board-adopted VMT reduction targets.

*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 A supports 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 Board may choose not to approve the recommendations. This is not advised since completion of the Final SDP will enable the Project to participate in the CIDP. Additionally, the HDC JPA has received $17 million in grants and Metro Board-approved funding to advance the Measure R and M Project, indicating strong support from State and Federal partners for the Project's merit and value to the Southern California rail network.

NEXT STEPS

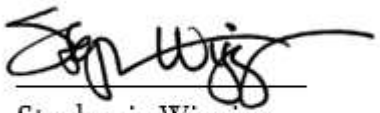
Subject to the Board's approval of the recommendations, Metro will execute a funding agreement with the HDC JPA to implement the FY27 work program. Metro will continue coordination meetings with the FRA and the HDC JPA to complete the Final SDP in 2027. The HDC JPA will await the results of the FSP and BUILD grant applications, likely to be announced in Fall 2026. The ROD, with the CAHSR as the lead agency, is likely to occur in late 2026/early 2027. Staff will return to the Board annually and provide periodic updates as needed.

ATTACHMENTS

Attachment A - HDC Corridor Map
Attachment B - HDC JPA FY27 Work Program Budget Detail

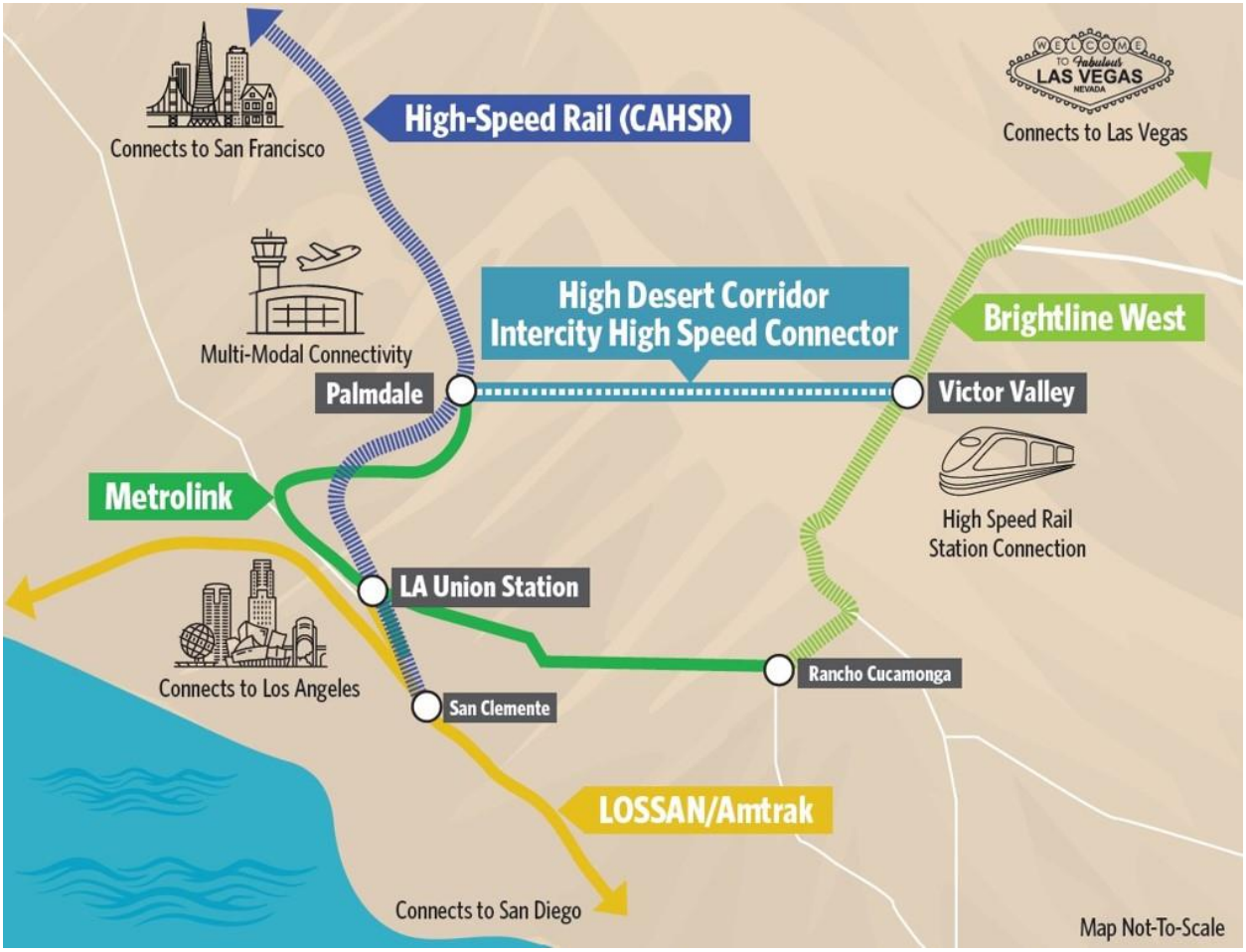
Prepared by: Jay Fuhrman, Senior Manager, Passenger Rail Planning, (213) 547-4381
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A



Attachment B
High Desert Corridor Joint Powers Agency
Proposed Budget for Fiscal Year 2027 with FY26 Adopted Budget Comparison

	HDC JPA Budget Description	Proposed FY27 Amount	Adopted FY26 Amount
1	**California High Speed Rail Authority (CHSRA) staff support for 1) NEPA Reevaluation Work and 2) Right of Way Acquisition Planning:** Provide funding for California High Speed Rail Authority (CHSRA) staff support to conduct: 1) NEPA Reevaluation work that will be delegated by the Federal Railroad Administration (FRA) to the CHSRA to support HDC JPA's environmental clearance that is needed to obtain a Record of Decision. Budgeted amount for FY27 is based on workplan that CHSRA provided, which is budgeted for fiscal year 2027. ($1,050,000) 2) Right of Way Acquisition Planning activities to support the environmental clearance work and engineering design services work that is required for determining the land area that will be required for the project. To do this effectively it will be required for the HDC JPA to adopt policies and develop a milestone schedule when the diferent phases of the acquisition process will take place. ($140,000)	$1,190,000	$1,940,000
2	**Re-evaluate National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) & Record of Decision (ROD):** Tasks for FY27: 1) Complete the NEPA Re-evaluation/Re-validation and Record of Decision (ROD) with Final Review by the FRA NEPA designation entity CHSRA. -Address Section 106 and NEPA Re-evaluation comments, provide revised version for CHSRA final review. Prepare final version of NEPA Re-evaluation and prepare a ROD for CHSRA final approval. - Conclude Section 7 consultation and provide necessary documentation as requested by US Fish & Wildlife Service (USFWS) and CHSRA 2) Conclude Surface Transportation Board (STB) Petition Approval process. 3) Provide right of way planning and consulting services 4) Initiate Government Property Owner Inter-Agency Agreements Contractors: Transportation Solutions: $148,495 Epic Land Solutions, Inc.: $182,475 Circlepoint: $945,000 Venable LLP: $250,000 Jacobs: $100,000 Arrellano Associates $150,000	$1,775,970	$2,585,000

Attachment B
High Desert Corridor Joint Powers Agency
Proposed Budget for Fiscal Year 2027 with FY26 Adopted Budget Comparison

	HDC JPA Budget Description	Proposed FY27 Amount	Adopted FY26 Amount
3	**Service Development Plan (SDP) Update**: Metro will continue as lead on the HDC Service Development Plan (SDP) that will be submitted to FRA for their consideration in FY27. Based on FRA direction, the current January 2023 SDP requires additional analysis and cost updates due to the alignment, structural, and operational changes made to the Project since January 2023. This budgeted amount may be reimbursed to the HDC JPA through the Federal Railroad Administration Corridor Identification Grant Stage 2 at 90% federal, 10% Measure M. SDP efforts to be undertaken by existing HDC contractors with similar scope of work, with support from Metro. Engineering Design and Related Advisory Services (HDR/Subs): $1,520,000 Financial Advisory Services Contractor (Infrastrategies/Subs): $525,000 Metro: $101,000 AVS: $264,000	$2,410,000	$2,310,000
4	**HDC JPA Management**: Oversee agency management including technical analysis, grant applications, budgetary activities, equity focused planning, administration, engineering, right-of-way planning, stakeholder engagement and communications. For FY27, HDC JPA management functions will be augmented to meet the increased project needs requiring the services of a senior level project management/planning, engineering and right-of-way (ROW) planning support, communications staff, and administrative support staff. As the project progresses beyond the environmental phase into preliminary engineering, the HDC JPA requires additional staffing to support the increasing complexity, expertise, and level of effort. Contractors: AVS Consulting, Inc.: $344,500 ERCL Consulting LLC: $255,500 ROW Director and HDC As-Needed Staff Support: $387,000	$987,000	$824,510
5	**Financial Advisory Services:** Conduct ongoing financial planning & analysis, modeling, and structural management analysis to support project development into the fiscal year 2027 that includes identifying, developing, and refining the project funding plan, analyze options for local, state, and federal funding contributions toward the project, prepare local, state, federal grant applications and provide grants management support, coordinate with station integration planning work, provide updated ridership forecasting as needed, identify credit enhancement strategies, coordinate with the Engineering Design Services firm, and maintain and update the HDC Financial Dashboard on an ongoing basis.	$1,165,000	$1,165,000

Attachment B
High Desert Corridor Joint Powers Agency
Proposed Budget for Fiscal Year 2027 with FY26 Adopted Budget Comparison

	HDC JPA Budget Description	Proposed FY27 Amount	Adopted FY26 Amount
6	**Engineering Design and Related Advisory Services (EDS)**: The Engineering, Design, and related Advisory Services (EDS) firm would continue to support HDC JPA Executive Management with delivering engineering and design services that will be necessary during FY27 to advance the project development process. This work includes conducting advanced conceptual planning and engineering work that includes the following tasks: 1) Advance conceptual engineering work to define the full project scope and support the Environmental Clearance Team 2) Engineering design and operations modeling to be conducted in support of the Service Development Plan 3) Conceptual engineering work to integrate the HDC JPA High Speed Rail Project with California High Speed Rail at the Palmdale Station and with Brightline West at the Victor Valley Station 4) Define system interoperability/interface design parameters to integrate with California High Speed Rail and Brightline West systems and operations 5) Coordinate with the California High Speed Rail Authority, Federal Railroad Administration, Caltrans, and other State and local agencies 6) Coordinate with other rail operators including Brightline West, SCRRA, and Union Pacific 7) Advance project approval process with Caltrans for impacts on the State Highway System 8) Support ROW acquisition planning work effort 9) Support grant applications and grant agreement compliance 10) Provide project management, scheduling and control, risk analysis, and cost estimating functions, as well as other related support services. Funding for this task will be partially funded by the $16.5 million TIRCP grant funding allocated to HDC JPA. Optional tasks are estimated at $698,000 and is not included in the FY27 budget. A budget amendment will be requested if they are deemed necessary to advance in FY27.	$2,219,000	$2,480,000

Attachment B
High Desert Corridor Joint Powers Agency
Proposed Budget for Fiscal Year 2027 with FY26 Adopted Budget Comparison

	HDC JPA Budget Description	Proposed FY27 Amount	Adopted FY26 Amount
7	**County of Los Angeles Treasury, Auditor-Controller, Legal Counsel, Public Works Staff Support:** Monthly Support for Accounts Payable/ Accounts Receivable functions, Legal Counsel Support, Budget Oversight, Board Meetings staffing, Agency Oversight & Compliance Items, Procurement /Contract Services plus Request for Proposals preparation and Oversight, and contract execution. County will provide procurement services for ROW Real Estate Support Services and Project Delivery/PPP/Concessionaire. The ROW consultant would support HDC JPA Executive Management with developing the ROW acquisition process and performing ROW administration work in preparation for ROW acquisition. Project Delivery/PPP/Concessionaire RFQ/RFP would provide the JPA the opportunity to gauge private sector interest in the high-speed rail project. **Public Works Procurement/Vendor Services:** $300,000 - Procurement support services to advise, monitor, and provide oversight for preparing request for proposals, contract development and execution, memoranda of understanding (MOU), state and federal procurement compliance processes. These support services will include advancing procurement contracts in ROW Real Estate Support Services and Project Delivery/PPP/Concessionaire as well as ongoing contract support for existing professional services contracts such as environmental, architectural and engineering, and financial and business advisory contracts. For FY27, County's services includes supporting the procurement processes and contract administration during the fiscal year. **Controller:** $129,000 - Monthly Support for Controller related functions, budget oversight, grants reporting, invoice payments, financial reporting, interagency funds transfers, monthly reconciliation reports, and other related financial reports. **Legal Counsel:** $110,000 - Monthly Support for legal counsel to review agency contracts, memorandum of understanding (MOU), funding agreements, Board of Director reports, Agency Regulatory Compliance, Grant Applications & Compliance, Procurement Documents: Request for Proposals process, contractual agreements, contract execution, and other related services.	$539,000	$270,000
8	**LA Metro Staff Support**: Provide Metro staff support from several departments including Regional Rail Program, Cost Estimating, Countywide Planning support and assistance on an as-needed basis to support HDC JPA.	$35,000	$150,000
9	**Stakeholder and Public Engagement and Planning Assistance**: Provide communications, community engagement, and other related planning assistance to support the Agency communications and planning functions.	$90,000	$90,000
10	**Audit Services: County of Los Angeles Audit Services**	$35,000	$30,000
11	**LA Metro Funding Agreement Audit Services. Completed FY2021-2025 Metro Audit in FY26.**	$0	$25,340
12	**Multi-Media Promotion, Materials & Advertising. US HSR Association yearly membership. California Transit Association yearly membership**	$45,000	$45,000
13	**IT Support, Software & Website Mgmt.**	$22,500	$22,500

Attachment B
High Desert Corridor Joint Powers Agency
Proposed Budget for Fiscal Year 2027 with FY26 Adopted Budget Comparison

	HDC JPA Budget Description	Proposed FY27 Amount	Adopted FY26 Amount
14	**HDC Office:** lease, utilities, office equipment, furnitue, supplies, insurance	$325,000	$0
15	**Total Adopted FY26 Budget & Proposed FY27 Budget**	**$10,838,470**	**$11,937,350**
16	**Measure M Funds Requested for FY26 Budget & FY27 Budget**	**$10,838,470**	**$11,937,350**

17	**Less: Reserve Fund-Cash on Hand as of March 31, 2026**	**$1,500,000**	-
18	**Measure M Funds Requested for FY27 Budget**	**$9,338,470**	-

High Desert Corridor Joint Powers Agency Fiscal Year 27 Work Program

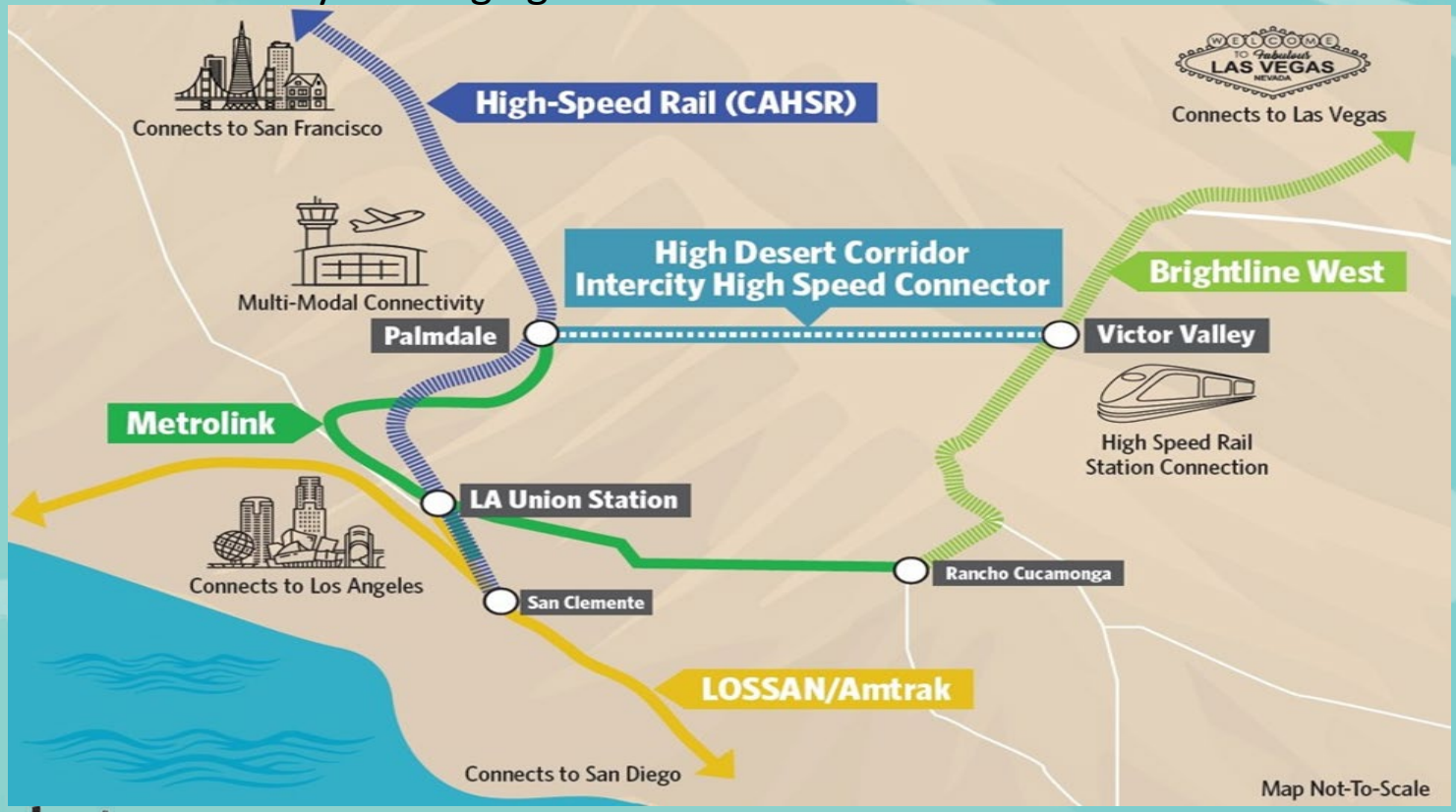
Planning and Programming Committee

May 20, 2026
Legistar File 2026-0104

Metro

Recommendations

- APPROVING $9,338,470 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way (ROW) acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the Fiscal Year 2027 (FY27) work program; and
- AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary funding agreements with the HDC JPA.



Metro

Project Background and Benefits

- The High Desert Corridor (HDC) is a 54-mile east/west multimodal corridor that will create a major transit hub in Palmdale with high-speed rail (HSR) connectivity to:
  - Future Brightline West HSR service between Las Vegas & Rancho Cucamonga
  - Future CAHSR service between Los Angeles and Northern California
  - Current Metrolink Antelope Valley Line commuter rail service to Los Angeles
- Project benefits include:
  - Improved passenger rail connectivity throughout Southern California and to Las Vegas
  - Reduce Vehicle Miles Traveled and greenhouse gas emissions
  - Equity benefits to underserved, low-income, and disadvantaged communities
- Metro is a member of the 6-member HDC JPA Board of Directors
- Measure R provided $33M to conduct environmental clearance
- Measure M provides $2.02B to support HDC implementation
  - $170M for project development (FY 2018)
  - $1.85B for construction (FY 2063)
- FY 21 – FY 25 Financial Audit completed by Metro Feb 2026 (clean audit)

Metro

High Desert Corridor Key Activities for FY 27

- Complete the National Environmental Policy Act (NEPA) process – HDC JPA will work with CAHSR, the lead agency, to finalize and submit the environmental document to the Federal Railroad Administration (FRA).
  - Record of Decision expected late 2026 / early 2027.
- Update the Service Development Plan (SDP) – HDC JPA will provide technical analysis and development of the final SDP Gap Analysis to the FRA for final approval in 2027, pending release of Notice of Funding Opportunity.
- Continued grants pursuits – HDC JPA applications pending: Federal-State Partnership (FSP) and BUILD grant programs; will apply for TIRCP.
- Consultant Services – HDC JPA will provide program management, engineering, and financial advisory services as the HDC JPA advances design. Includes HDC JPA management and ROW services (new task).

Metro

HDC Service Development Plan (SDP)

- Metro worked closely with key agency stakeholders to complete ridership and revenue forecasting and conduct Palmdale Transportation Center station planning and operations modeling, conceptual engineering, and financial analysis for the HDC.
- In January 2023, HDC submitted a draft SDP to the FRA for comment.
  - FRA delayed full review due to HDC JPA entering newly-constituted FRA Corridor Identification and Development (CID) Grant Program.
- Per FRA direction, the current SDP requires a Gap Analysis and cost updates due to the alignment, structural, and operational changes made to the Project since January 2023.
- CID Stage 1 grant ended Nov 2025; Stage 1 Final Performance Report and close-out report submitted to FRA in Jan 2026
- FRA expected to issue CID Stage 2 NOFO in Spring 2026 with anticipated approval to proceed to CID Stage 2 in late 2026.

Metro

Next Steps

- Execute funding agreement between Metro and the HDC JPA for the FY 27 $9.3M work program, including:
  - NEPA Re-evaluation work and Record Of Decision (ROD)
  - Analysis and completion of the SDP Update under the FRA CID Program Stage 2
  - Engineering Design and Financial Advisory Services
  - HDC JPA Management and Administration
- High-speed Rail Project environmental clearance/ROD is expected late 2026 / early 2027
- The HDC JPA will submit a TIRCP Cycle 8 application, awaits results of FSP and BUILD grant submittals
- Staff will continue to brief the Board as the Project advances

Metro

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

File #: 2026-0253, **File Type:** Project **Agenda Number:** 8.

PLANNING & PROGRAMMING COMMITTEE
MAY 20, 2026

SUBJECT: STATE ROUTE 71 (SR-71) NORTH PROJECT DESIGN FUNDING GAP

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING the programming of $5,750,000 in Measure M funds to support design activities for SR-71 North; and

B. AUTHORIZING the Chief Executive Officer or their designee to execute and/or amend all necessary programming documents and project agreements for the SR-71 North design activities.

ISSUE

The Measure M Expenditure plan allocates $248,557,000 for the SR-71 Gap north and south improvements. Caltrans recently reported a design funding gap of $5,750,000 for the SR-71 North project, largely due to additional railroad coordination efforts. Only $300,000 of the $10,000,000 that was transferred to the project for design work in 2024 remains unexpended, and according to Caltrans, there are no State fund sources available to close the current design funding gap.

Board approval is needed to transfer an additional $5,750,000 in Measure M funds to SR-71 North to close the design funding gap.

BACKGROUND

The SR-71 corridor is a regional highway facility that crosses parts of Los Angeles, San Bernardino, and Riverside counties, and connects to major east-west freight corridors (I-10 and SR-60) that serve as inland passageways for interregional travel and goods movement between San Diego and the eastern portion of Los Angeles County. The corridor experiences higher than Statewide average collision and fatality rates, largely attributed to at-grade intersections and congestion-related incidents. The SR-71 Gap Closure Project (Attachment A) is a Caltrans-led project that adds a high occupancy vehicle (HOV) lane, mixed-flow lane, and intermittent auxiliary lanes along the corridor between I-10 and the San Bernardino County line in the City of Pomona, as well as reconstructs two narrow railroad overhead structures, upgrades a pedestrian overcrossing/bridge, and constructs retaining walls and soundwalls.

As noted in Attachment A, the SR-71 Gap Closure Project limit extends from I-10 to Rio Rancho Road, just south of the Los Angeles/San Bernardino County line. In 2019, Caltrans and Metro split the SR-71 Gap Closure Project into two phases - SR-71 South (Phase 1) and SR-71 North (Phase 2) - to prevent previously programmed funds from lapsing and to allow work to move forward while additional coordination with Union Pacific Railroad (UPRR) continued. The two phases complete the planned improvements along SR-71 in Los Angeles County. SR-71 South project limits extend from Mission Boulevard to the Los Angeles/San Bernardino County line. SR-71 North project limits extend from I-10 to Mission Boulevard in Los Angeles County.

At its November 2019 meeting, the Board approved programming $105,072,000 in Measure M funds for the SR-71 Gap Closure Project Construction, Phase 1 <https://boardagendas.metro.net/board-report/2019-0703/> (SR-71 South), leaving the remainder of funds ($143,485,000) available for the delivery of SR-71 North. Construction of SR-71 South was substantially completed on October 31, 2025, with only punch list items and plant establishment work remaining.

In November 2022, Caltrans suspended design work on SR-71 North because of a $10,000,000 funding gap. At its June 2024 meeting, the Board approved transferring $10,000,000 in Measure M funds for the State Route 71 (SR-71) Gap Closure North Segment Project (Phase 2), Design <https://boardagendas.metro.net/board-report/2024-0406/>. This action allowed Caltrans to resume design work and to prepare the Plans, Specifications, and Estimates (PS&E) package for construction of SR-71 North.

In 2025, SR-71 North was awarded $80,000,000 in Trade Corridor Enhancement Program (TCEP) funds for the construction phase. The total funds available for construction of SR-71 North is $259,000,000. Attachment B shows the fund sources and budget for the SR-71 Gap north and south improvements.

Once constructed, SR-71 North will complete the last phase of corridor improvements, resulting in more than 15 miles of HOV lanes connecting Los Angeles County to Riverside and San Bernardino Counties. The project also includes safety upgrades such as a seismically sound pedestrian overcrossing to connect communities and provide better access for cyclists, rollers, and pedestrians, and reconstructed railroad bridges with crash walls that are up to current standards.

DISCUSSION

SR-71 North is currently at the 95% design level review. If funding is approved to complete design, the Project will be Ready to List (RTL) in December 2026 for construction in July 2027. Caltrans previously reported a construction cost estimate of $259,000,000 based on a planning level estimate. The current construction cost estimate for SR-71 North is $284,000,000. In February 2026, Metro submitted a Better Utilizing Investments to Leverage Development (BUILD) grant application for $25,000,000 to close the construction funding gap.

In February 2026, Caltrans reported that SR-71 North design costs had increased due to additional railroad coordination and work required, expanded scopes, and updated staffing rates. UPRR introduced new reviewers and updated design requirements that resulted in significant revisions to bridge design and related work (roadway profile, earthwork, and retaining walls), additional design work, and multiple review cycles. Additionally, the City of Pomona requested aesthetic

enhancements, and the design scope was expanded to include relocation plans for water and sewer lines owned by Los Angeles County and the City of Pomona.

These updates have resulted in a funding gap of $5,750,000 needed to complete the project design phase. Pausing design work could further delay construction of SR-71 North and jeopardize the $80 million in TCEP funds that are programmed in fiscal year (FY) 2026-27, as well as impact Caltrans' ability to reach RTL status by the end of the year. Moreover, pausing the project would halt the ongoing railroad coordination efforts, creating additional risk to the schedule and budget.

DETERMINATION OF SAFETY IMPACT

Approval of staff recommendations has no known adverse impact on the safety of Metro's patrons, employees, and/or users of the facility. Caltrans and local agency safety standards will be adhered to during the preparation of the PS&E package for construction of SR-71 North.

FINANCIAL IMPACT

If approved, this action authorizes the programming of $5,750,000 in Measure M funds for SR- 71 North design activities.

The Measure M Ordinance authorizes the use of contingency sub funds for inflation adjustments on eligible projects like SR-71 North, where less than two-thirds of the 2015-dollar allocation will be expended prior to FY 2027. Therefore, consistent with the provisions in the Ordinance, the source of the additional Measure M funding being applied to SR-71 North is the existing Measure M allocation inflation allowance. Also, the increase in available funding relative to the prior funds reported to be available for SR-71 North is primarily due to revised cash flow timing, which shifts a greater share of project expenses from FY 2028-30 to FY 2029-31. In addition, the sequencing of the other grant fund sources awarded to SR-71 North allows Measure M expenditures to be deferred, further increasing the inflation-adjusted value of the remaining Measure M funds to provide the additional $5,750,000 needed to close the design funding gap.

Impact to Budget

The FY 2026 budget for SR-71 North is $6,800,000 in the Complete Streets and Highways Program under Cost Center 0442, Project 475007, Task 5.3.100. Staff will continue to monitor project expenses. The proposed FY2027 budget for SR-71 North includes $2,230,000.

The source of funds for the staff recommendation is Measure M Highway Construction Capital (17%). These funds are not eligible for bus and rail operations.

Since this is a multi-year project, the Chief Planning Officer will be responsible for budgeting the costs in future fiscal years.

EQUITY PLATFORM

SR-71 North is adjacent to Equity Focus Communities (EFC) in Pomona that have raised concerns

regarding existing operational deficiencies, the desire to beautify the project area, the number of collisions, funding and the schedule for the proposed improvements, existing traffic on Ninth Street, soundproofing, access to the Philips Ranch area, property acquisitions, frontage road access, construction detours, and keeping Philips Drive open.

Upgrading the SR-71 expressway to a full access-controlled facility along with implementing other SR -71 North improvements will address the concerns raised by the communities in Pomona. The proposed SR-71 North improvements include providing soundwalls to reduce noise in communities along the corridor; new landscaping and tree plantings to elevate the corridor aesthetics and beautify the project area; a new HOV lane to promote greater use of bus, vanpool, and carpool usage as an alternative to solo driving; a new Americans with Disabilities Act (ADA) compliant and seismically sound pedestrian overcrossing to connect communities and provide better and safer access for cyclists, rollers, and pedestrians; and reconstructed railroad bridges with crash walls that are up to current standards, accommodate future track expansion, and enable increased use of double-stacking of railcars to facilitate more efficient goods movement.

Community Engagement & Outreach

It is general practice for Caltrans, in coordination with the local jurisdictions, to determine community engagement processes specific to each type of transportation improvement. This coordination is aligned with the Caltrans Race & Equity Action Plan to address systemic racial inequities that exist within the transportation sector.

Since the inception of the SR-71 Gap Closure Project, project teams and project partners have engaged Pomona and the surrounding communities to inform them of the project development process. Community needs were identified through various channels, including town hall and virtual meetings, public workshops, surveys, focus groups, and advisory committees. There were three public hearings and eight town hall and informational meetings. The meetings were attended by over 1,000 residents from Pomona and neighboring communities, and over 200 comments were received regarding the proposed alternatives, project design elements, and the schedule. Substantial community engagement resulted in the inclusion of the new multimodal, ADA compliant pedestrian overcrossing, as well as soundwalls and frontage roads to minimize potential project impacts, landscaping, and the preservation of flora.

Other outreach efforts for SR-71 improvements included meetings with resource agencies (United States Environmental Protection Agency, South Coast Air Quality Management District, County of Los Angeles Department of Public Works, County of Los Angeles Fire Department), project stakeholders (the cities of Pomona, Chino, and Chino Hills and the Southern California Association of Governments (SCAG)), and other stakeholders (Cal Poly Pomona, Auto Club of Southern California). Caltrans provided notices in Spanish and Chinese newspapers about upcoming SR-71 community meetings; interpreters as well as special accommodations (sign language interpreter, accessible seating, project information in alternate formats, etc.) were available at the meetings, when requested, and the Caltrans and Metro websites were used to post SR-71 project information

Community Engagement & Outreach During Construction

Throughout the construction phase for SR-71 South, Caltrans' outreach efforts consisted of sending press releases to cities, communities, elected officials, and multiple media outlets (talk radio, cable

news) and social media platforms (X/Twitter, Instagram) to Caltrans District 7 stakeholders reaching Los Angeles and Ventura counties. Specific notices regarding construction work and/or tours were made available in multiple languages (English, Spanish, Chinese) based on the impacted communities. In addition, Caltrans uses fixed and portable changeable message signs to report lane, ramp and/or local road closures; and QuikMap, a digital application, to provide real-time traffic information (including road closures) for motorists traversing to and through project areas impacted by construction activities. Caltrans also provides updates that are posted on Caltrans and Metro websites about active construction sites.

The same level of community engagement and outreach during construction is expected for SR-71 North. In addition, Caltrans' Public Affairs department will provide timely responses to constituent inquiries.

Furthermore, Caltrans will provide continued access to local traffic information when feasible, particularly for emergency service vehicles. A Traffic Management Plan (TMP) will be prepared to ensure continued access for emergency service vehicles, and copies of the TMP will be forwarded to the appropriate affected businesses and agencies.

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. Although some individual projects 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. Further, the individual projects aim to ensure the efficient and safe movement of people and goods.

SR-71 North will likely increase VMT in Los Angeles County as it involves constructing one additional mixed flow lane for approximately 2 miles in each direction that encourages driving alone. One additional HOV lane that extends from Mission Boulevard north to the I-10 freeway will also be constructed to close the gap in the HOV system, provide mobility options, and promote increased carpool, vanpool, and bus transit usage along the SR-71 corridor.
This safety and mobility improvements project along the SR-71 corridor is identified in the voter Measure M Expenditure Plan and was cleared environmentally decades ago, prior to the California Environmental Quality Act VMT analyses requirement.

*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 SR-71 corridor improvements support the following Metro Vision 2028 Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Transform LA County through regional collaboration.

Also, the following Multimodal Highway Investment Objectives are fulfilled:

1. Advancing the mobility needs of people and goods within Los Angeles County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability; and resiliency for affected local communities and the region.

2. Ensure that local and regional investment in Los Angeles County's highway system - particularly the implementation of Measures R and M priorities - is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunities.

ALTERNATIVES CONSIDERED

The Board may choose to defer or not program Measure M funds to SR-71 North for design activities. This alternative is not recommended because it would further delay completing the implementation of the SR-71 Gap Closure Project (a Measure M project) in its entirety and stop short of completing the last phase of the corridor improvements (SR-71 North); jeopardize the $80 million TCEP grant award; stall ongoing railroad coordination efforts (including plans to reconstruct two old and narrow seismically deficient railroad bridges) as well as the replacement of a non-ADA compliant pedestrian bridge;- and not address the safety concerns raised by the community.

NEXT STEPS

Upon approval of these recommendations, Caltrans will be notified of the Board's decision. Staff will work with Caltrans to update the SR-71 North programming documents and agreements, in addition to working with Caltrans on the requisite project agreements for the construction phase of the project.

Caltrans will continue to provide quarterly updates to the Metro Measure M Independent Taxpayer Oversight Committee and the Construction Committee on the SR-71 North and South projects.

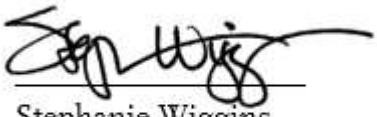
ATTACHMENT

Attachment A - SR-71 Gap Closure Project Map
Attachment B - SR-71 Gap Closure Project Funding and Expenditure Plan

Prepared by: Phylyp Bardowell, Senior Transportation Planner, Complete Streets and Highways, (213) 547-4348

Michelle E. Smith, Executive Officer, Complete Streets and Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-2317
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4247



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

SR-71 Gap Closure Project Map

(I-10 to San Bernardino County Line)



Metro

Attachment B

SR-71 Gap Closure Funding & Expenditure Plan

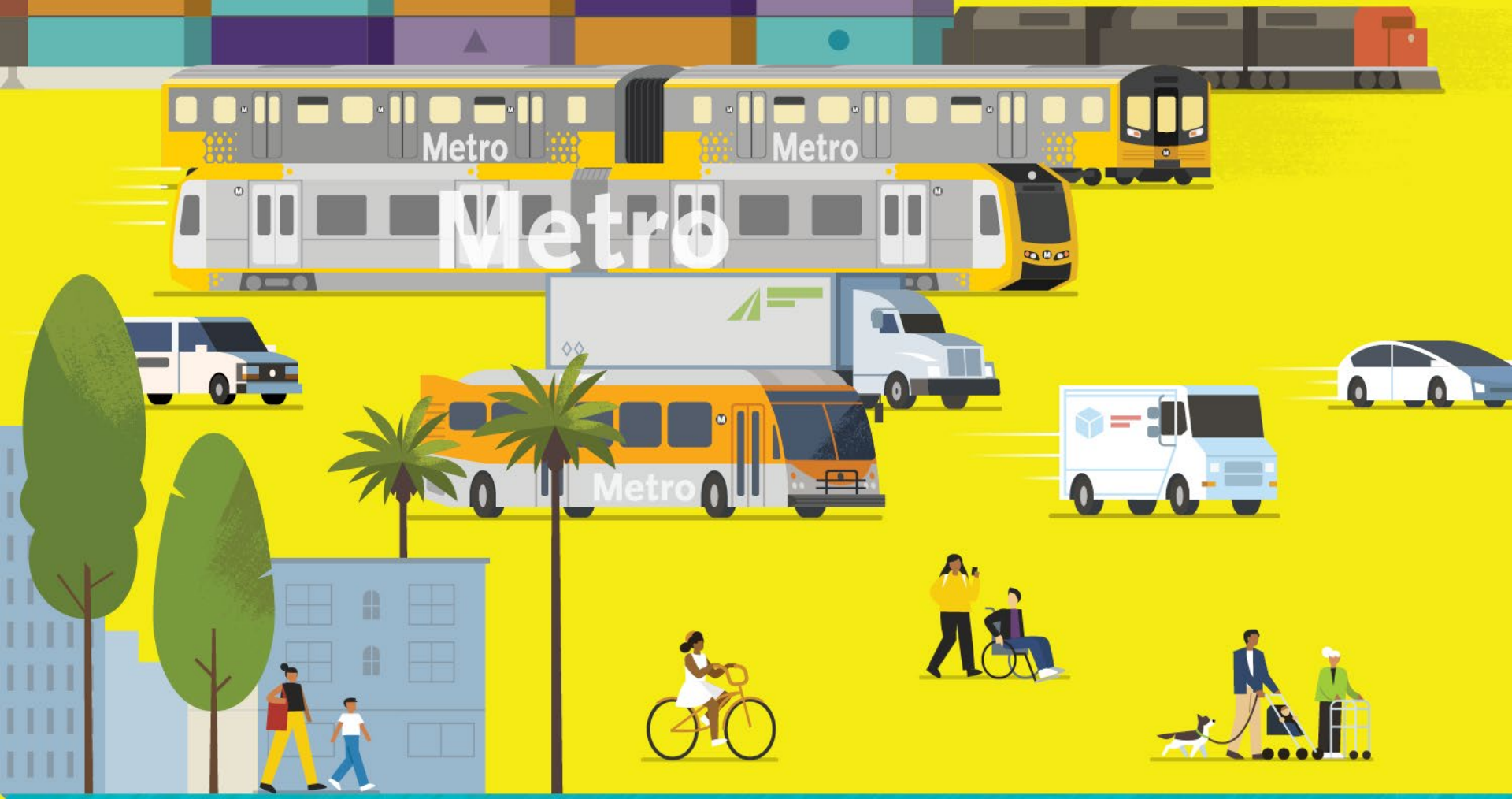
($ in millions)	Prior Budget (2024)	Proposed Change	Revised Budget	Prior Years	2026	2027	2028	2029	2030	2031
USE OF FUNDS / PHASES										
PAED (Both Segments)	4.05	-	4.05	4.05	-	-	-	-	-	-
PS&E (South - Includes Design and ROW)	26.45	-	26.45	22.21	3.00	1.24	-	-	-	-
Construction (South - Includes Support and Capital)	148.10	-	148.10	109.88	20.00	17.21	1.00	-	-	-
South Segment Subtotal	**178.59**	**-**	**178.59**	**136.14**	**23.00**	**18.45**	**1.00**	**-**	**-**	**-**
PS&E (North - Includes Design and ROW)[(1)]	50.40	5.75	56.15	27.91	16.80	10.04	1.40	-	-	-
Construction (North - Includes Support and Capital)	259.00	-	259.00	-	-	-	28.40	88.60	88.60	53.40
North Segment Subtotal	**309.40**	**5.75**	**315.15**	**27.91**	**16.80**	**10.04**	**29.80**	**88.60**	**88.60**	**53.40**
TOTAL USES	**487.99**	**5.75**	**493.74**	**164.05**	**39.80**	**28.49**	**30.80**	**88.60**	**88.60**	**53.40**
SOURCES OF FUNDS										
Federal Revenue										
Federal Repurpose Funds [(2)]	58.05	-	58.05	41.21	9.80	7.04	-	-	-	-
Federal Revenue Subtotal	***58.05***	***-***	***58.05***	***41.21***	***9.80***	***7.04***	***-***	***-***	***-***	***-***
Local Revenue										
Measure M - Highway Construction (17%) (South)[(3)]	105.07	-	105.07	78.50	14.14	11.47	0.97			
Measure M - Highway Construction (17%) (North)[(4)]	189.00	5.75	194.75	0.15	10.00	4.16	20.73	61.20	53.60	44.90
Local Revenue Subtotal	***294.07***	***5.75***	***299.82***	***78.65***	***24.14***	***15.63***	***21.70***	***61.20***	***53.60***	***44.90***
State Revenue										
Traffic Congestion Relief Program Funds (TCRP)	11.26	-	11.26	11.26	-	-	-	-	-	-
SB1 - Trade Corridor Enhancement Program (TCEP)	123.03	-	123.03	31.34	5.86	5.83	9.10	27.40	35.00	8.50
Regional Improvement Program Funds (RIP)	1.59	-	1.59	1.59						
State Revenue Subtotal	***135.87***	***-***	***135.87***	***44.19***	***5.86***	***5.83***	***9.10***	***27.40***	***35.00***	***8.50***
TOTAL SOURCES	**487.99**	**5.75**	**493.74**	**164.05**	**39.80**	**28.49**	**30.80**	**88.60**	**88.60**	**53.40**

(1) The additional budget amount of $5.75 million is for design expenses needed in FY27.

(2) Several federal grants were combined and repurposed for SR-71 in the 2016 Earmark repurpose fund.

(3) Measure M funding of $248.557 million (2015$) was allocated for the Project in the Measure M Expenditure Plan. The Board approved programming $105,072,000 in Measure M funds for the South Segment Construction (Nov 2019)

(4) Measure M funding of $143.485 million, inclusive of inflation adjustments from Contingency Funds



STATE ROUTE 71 (SR-71) NORTH PROJECT DESIGN FUNDING GAP

PLANNING & PROGRAMMING COMMITTEE
MAY 20, 2026

File Number 2026-0253

Metro

Staff Recommendation

CONSIDER:

A. APPROVING the programming of $5,750,000 in Measure M funds to support design activities for the SR-71 North Project.

B. AUTHORIZING the Chief Executive Officer or designee to execute and/or amend all necessary programming documents and project agreements for the SR-71 North Project design activities.

SR-71 Project Overview

Total Project Length: 5.1 miles

Background: Split into 2 Phases in 2019. SR-71 South (Phase 1) and the SR-71 North (Phase 2)

SR-71 North

- Extends HOV lane and one mixed flow lane under construction (SR-71 South) in each direction, north to the I-10 freeway, which has HOVs in place.
- Adds an intermittent auxiliary lane along the corridor between I-10 and the San Bernardino County line in the City of Pomona
- Reconstructs two narrow railroad overhead structures-(East Spadra & West Pomona).
- Replaces non-ADA compliant pedestrian overcrossing/bridge.
- Constructs retaining wall and soundwall.



SR-71 North Project Limits
I-10 to Mission Boulevard

SR-71 North Project Improvements



BEFORE
Grier Street Pedestrian Overcrossing



AFTER
NEW 9TH STREET POC RENDERING
(replaces the Grier Street POC)



BEFORE
Rail Bridge Construction



AFTER
Rail Bridge Reconstruction Rendering

SR-71 North Project Budget & Schedule

Attachment B

SR-71 Gap Closure Project Funding & Expenditure Plan

($ in millions)	Prior Budget (2024)	Proposed Change	Revised Budget	Prior Years	2026	2027	2028	2029	2030	2031
USE OF FUNDS / PHASES										
PAED (Both Segments)	4.05	-	4.05	4.05	-	-	-	-	-	-
PS&E (South - Includes Design and ROW)	26.45	-	26.45	22.21	3.00	1.24	-	-	-	-
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PS&E (North - Includes Design and ROW)[1]	50.40	5.75	56.15	27.91	16.80	10.04	1.40	-	-	-
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SOURCES OF FUNDS										
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Federal Repurpose Funds [2]	58.05	-	58.05	41.21	9.80	7.04	-	-	-	-
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(1) The additional budget amount of $5.75 million is for design expenses needed in FY27.
(2) Several federal grants were combined and repurposed for SR-71 in the 2016 Earmark repurpose fund.
(3) Measure M funding of $248.557 million (2015$) was allocated for the Project in the Measure M Expenditure Plan. The Board approved programming $105,072,000 in Measure M funds for the South Segment Construction (Nov 2019)
(4) Measure M funding of $143.485 million for the North Segment, inclusive of inflation adjustments from Contingency Funds

Target Schedule	
Begin Construction:	July 2027
End Construction:	April 2030

Equity

SR-71 North borders an Equity Focused Community in Pomona, where residents have raised safety concerns that the proposed improvements aim to address, including operational deficiencies, reducing unsafe conditions, and improving mobility in response to community input.

The corridor has higher-than-average collision and fatality rates, largely attributed to at-grade intersections and congestion-related incidents, supporting plans to upgrade the SR-71 corridor to a freeway, while public feedback has also emphasized priorities such as beautification, pollution, funding, scheduling, traffic impacts, soundproofing, access, property considerations, and construction management.

Next Steps

Upon approval of these recommendations, Caltrans will be notified of the Board's decision. Staff will work with Caltrans on updating the SR-71 North programming documents and agreements.

Caltrans will continue to provide quarterly updates to the Metro Measure M Independent Taxpayers Oversight and Construction Committees on the SR-71 North and South projects.

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

Metro

Board Report

File #: 2026-0277, **File Type:** Program **Agenda Number:** 9.

PLANNING AND PROGRAMMING COMMITTEE
MAY 20, 2026

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Deobligating a net of $60,489 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (expenditure line 54) funds and reprogram project funds previously approved to meet the project schedules, as shown in Attachment A;

2. Reprogramming of projects previously approved to meet the project schedules, in Measure M MSP - First/Last Mile and Complete Streets Program (expenditure line 59), as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSP funding is included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update allows the San Gabriel Valley Subregion and implementing agencies to approve new eligible projects for funding and revise the project scope of work and schedule for previously funded projects. Funds are programmed through Fiscal Year (FY) 2029-30. The Board's approval is required to update the project lists (Attachments A and B), which serve as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies. There are no changes to the project lists in Attachments C, D, and E, but they are included in this report as information.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total of $141.16 million was

forecasted to be available for programming for the San Gabriel Valley Subregion from FY 2017-18 to FY 2029-30. In prior actions, $120.41 million has been programmed in support of 34 projects. Therefore, $20.75 million is available to the subregion for programming as part of this update. To date, $27.82 million (23% of programmed funds) has been expended. Three projects are closed, and three others have been completed and are in the close-out audit process.

In line with the Board adopted Measure M Master Guidelines (the Guidelines), agencies requesting MSP funds must provide documentation demonstrating community support, project needs, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities and the Council of Governments lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction.

DISCUSSION

The jurisdictional requests for updates presented herein were proposed by the cities and approved/forwarded by the subregion. Metro staff worked closely with the San Gabriel Valley Council of Governments (SGVCOG) and the implementing agencies to review of the proposed project updates, including changes to the project schedules for this annual update.

During staff review, Metro required a detailed project scope of work to confirm project eligibility and establish the program nexus, including but not limited to project location and limits, length, elements, phase(s), total estimated expenses, funding requested, and schedules. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Guidelines. Staff expect the collection of the project details in advance of Board action to enable the timely execution of project Funding Agreements for approved projects. All Measure M MSPs must be expended within three years from the fiscal year in which the funds are programmed, according to the Guidelines Timely Use of Funds Lapsing Policy. Staff will continue working with the implementing agencies to encourage the timely completion of the projects. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

Active Transportation Program (expenditure line 54)

This update includes funding adjustments to three existing projects as follows:

El Monte

- Deobligate $218,156 from MM4701.03 - El Monte Fern and Elliot Class (3) Bike Boulevard Project. This project is completed and audited with project savings. The savings will be returned to the overall Measure M - Active Transportation Program and made available for future project programming.

LA County

- Reprogram previously approved $2,690,000 as follows: $325,000 in FY 26, $375,000 in FY 27, $200,000 in FY 28, $1,236,800 in FY 29, and $553,200 in FY 30 for MM4701.09 - Eaton

Wash Bike Path - Phase I. This project will construct a 1.1-mile Class I bike path and a 0.2-mile Class III bike route, marked crosswalks, and curb ramp reconstructions. This project will likely decrease VMT. The funds will be used for the project's Plan, Specifications, and Estimates (PS&E), Right-of-Way (ROW) acquisition, and construction phases.

SGVCOG

- Program an additional $157,667 in FY 27 and FY 28 for MM4701.01 - Planning Activities for subregion's Measure M MSP development process.

First/Last Mile and Complete Streets Program (expenditure line 59)

This update includes funding adjustments to three existing projects as follows:

Alhambra

- Reprogram previously approved $1,000,000 as follows: $250,000 in FY 26 and $750,000 in FY 27 for MM4703.11 - Alhambra Citywide Bus Stop Improvement. The project will replace 15,000 square feet of damaged sidewalk, install shaded bus shelters, bus benches, bus pads, detectable warning surface domes, and trash containers. The project will likely decrease VMT. The funds will be used for the project's construction phase.

San Dimas

- Reprogram previously approved $895,500 as follows: $80,000 in FY 27 and $815,500 in FY 28 for MM4703.08 - San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista. The project will construct a bike path that will span approximately 1.35 miles along the north side of San Dimas Avenue from the Gold Line station to Avenida Loma Vista. The project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

South El Monte

- Reprogram previously approved $9,171,500 as follows: $9,048 in FY 22, $160,000 in FY 23, $300,342 in FY 24, $259,980 in FY 26, $3,616,813 in FY 27, and $4,825,317 in FY 28 for MM4703.09 - Santa Anita Avenue Walkability Project. The project includes installation of pedestrian mobility improvements, including center medians; continuous ADA pedestrian path of travel, including sidewalks, curb ramps, driveways, and street furniture (bus shelter, bike racks, trash bins, etc.); bike and pedestrian signage; roadway rehabilitation; traffic signal modifications; striping; and related improvements. This project will likely decrease VMT. The funds will be used for the project's environmental, PS&E, and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the San Gabriel Valley Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects support

the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

In FY 2025-26, $15.09 million is budgeted in Cost Center 0441 (Subsidies to Others- Planning) for the Active Transportation Program (Project #474401) and $4.04 million is budgeted in Cost Center 0441 (Subsidies to Others - Planning) for the Transit Program (Project #474102), No budget is budgeted Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operations.

EQUITY PLATFORM

The San Gabriel Valley Subregion consists of 31 cities and unincorporated communities in Los Angeles County. Twenty-eight percent of census tracts in the subregion are defined as Equity Focus Communities (EFCs). Cities within the subregion where most census tracts are EFCs include El Monte, Monterey Park, Rosemead, South El Monte, and Pomona.

Metro staff provide technical assistance to jurisdictions, assisting agencies in determining funding eligibility and developing funding agreements, including project scope of work, cost, and schedule. Each agency, independently and in coordination with their subregion, undertakes its jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities and the subregion.

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 improve and further encourage transit ridership, ridesharing, and active transportation. The details of how specific projects may impact Metro's VMT reduction targets are shared in the "Discussion" section of this report. 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 goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in the development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the changes in programming of funds for the Measure M MSP projects for the San Gabriel Valley Subregion. This is not recommended as the San Gabriel Valley Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures and may delay the development and delivery of projects.

NEXT STEPS

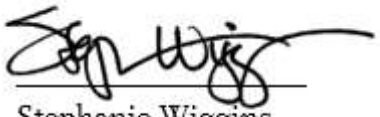
Metro staff will continue to work with the subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2025-26. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Active Transportation Program Project List
Attachment B - First/Last Mile and Complete Streets Program Project List
Attachment C - Bus System Improvement Program Project List
Attachment D - Highway Efficiency Program Project List
Attachment E - Highway Demand Based Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251
Nicole Ferrara, Deputy Chief Planning Officer, Countywide Planning & Development, (213) 547-4322

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



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 54)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	Alhambra	MM4701.02	Lit Crosswalk Control Devices	Construction		$ 636,800		$ 636,800	$ 636,800					
2	Azusa	MM4701.11	East First Street and Baseline Road Street Improvement	Construction		1,000,000		1,000,000	-				1,000,000	
3	El Monte	MM4701.03	El Monte Fern and Elliot Class (3) Bike Boulevard Project	PS&E Construction	Clsd	582,075	(218,156)	363,919	363,919					
4	Industry	MM4701.04	City of Industry East-West Bikeway Project	PS&E Construction		1,492,500		1,492,500	1,492,500					
5	LA County	MM4701.05	Huntington Drive Bike Lanes	Construction		4,278,500		4,278,500	4,278,500					
6	LA County	MM4701.09	Eaton Wash Bike Path - Phase I	PS&E ROW Construction	Chg	2,690,000		2,690,000	-	325,000	375,000	200,000	1,236,800	553,200
7	Monrovia	MM4701.06	Monrovia Active Community Travel Vinculum	PS&E Construction		3,880,000		3,880,000	3,880,000					
8	Monrovia	MM4701.12	Colorado Boulevard Bikeway - Phase 1	Construction		1,000,000		1,000,000	-				1,000,000	
9	Pomona	MM4701.07	San Jose Creek Multi-Use Bikeway	PS&E		1,428,876		1,428,876	1,428,876					
10	Rosemead	MM4701.08	Mission Drive: Pedestrian Hybrid Beacon System	PS&E Construction	Compl	388,050		388,050	388,050					
11	San Gabriel	MM4701.13	Roadway Safety Improvements and Bike Lane Installation	PS&E Construction		362,600		362,600	-	362,600				
12	SGVCOG	MM4701.01	Planning Activities for Measure M Multi-Year Subregional Programs ^	Planning	Chg	312,936	157,667	470,603	248,136	64,800	75,080	82,587		
13	SGVCOG	MM4701.10	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	ROW PAED PS&E Construction		12,712,317		12,712,317	5,370,000	4,525,136	952,181		1,865,000	
14	SGVCOG (ACE)	MM5505.04	ACE -Turnbull Canyon Road Grade Separation (Pedestrian Bridge)	ROW Construction		3,000,000		3,000,000	-	3,000,000				
			Total Programming Amount			**$ 33,764,654**	**$ (60,489)**	**$ 33,704,165**	**$ 18,086,781**	**$ 8,277,536**	**$ 1,402,261**	**$ 282,587**	**$ 5,101,800**	**$ 553,200**

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

ATTACHMENT B

San Gabriel Subregion
Measure M Multi-Year Subregional Plan - First/Last Mile and Complete Streets (expenditure line 59)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	Alhambra	MM4703.11	Alhambra Citywide Bus Stop Improvement	Construction	Chg	$ 1,000,000		$ 1,000,000	-	$ 250,000	$ 750,000			
2	Arcadia	MM4703.01	Arcadia Gold Line Station Pedestrian Access Corridors	PS&E Construction	Audit	1,741,250		1,741,250	1,741,250					
3	Arcadia	MM4703.12	Colorado Boulevard Pedestrian and Bicycle Gap Closure Connectivity and Safety	Construction		4,500,000		4,500,000	-	4,500,000				
4	Baldwin Park	MM4703.02	Baldwin Park Transit Center First-Last Mile Project (CFP# F9620)	PS&E Construction		652,975		652,975	652,975					
5	Claremont	MM4703.03	College Avenue Pedestrian and Bike Improvements	PS&E Construction	Audit	686,945		686,945	686,945					
6	Covina	MM4703.04	Citrus Avenue Complete Streets Enhancments	PS&E Construction	Clsd	1,741,250		1,741,250	1,741,250					
7	Diamond Bar	MM4703.05	Diamond Bar Blvd. Complete Streets Project	PS&E Construction		2,985,000		2,985,000	2,985,000					
8	Duarte	MM4703.06	Duarte Gold Line Station Pedestrian Access and Bicyclist Safety Improvements, Phase II	Construction		1,620,855		1,620,855	1,620,855					
9	El Monte	MM4703.13	Arden Drive Complete Street	Construction		2,135,000	-	2,135,000	-				2,135,000	
10	La Verne	MM4703.14	Pathways to the Future: Building Safe, Accessible Routes for 2028 and Beyond	Construction		2,000,000		2,000,000	-	2,000,000				
11	SGVCOG (La Verne)	MM4703.07	Gold Line Transit Oriented Development Pedestrian Bridge	PS&E	Compl	895,500		895,500	895,500					
12	SGVCOG	MM4701.10	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	ROW PAED PS&E Construction		16,682,336		16,682,336	8,395,000	1,134,098	2,193,238		4,960,000	
13	San Dimas	MM4703.08	San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista	PS&E Construction	Chg	895,500		895,500	-		80,000	815,500		
14	South El Monte	MM4703.09	Santa Anita Avenue Walkability Project	Environmental PS&E Construction	Chg	9,171,500		9,171,500	469,390	259,980	3,616,813	4,825,317		
15	Temple City	MM4703.15	Citywide Bicycle Route and Pedestrian Enhancements	PS&E Construction		1,000,000	-	1,000,000	-				1,000,000	
16	West Covina	MM4703.16	West Covina Citywide Pedestrian and Transit Safety Improvement Project	PS&E Construction		1,759,236	-	1,759,236	-				1,759,236	
			Total Programming Amount			**$49,467,347**	**$ -**	**$ 49,467,347**	**$19,188,165**	**$ 8,144,078**	**$ 6,640,051**	**$ 5,640,817**	**$ 9,854,236**	**$ -**

ATTACHMENT C

San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Bus System Improvement Program (Expenditure Line 58)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	Foothill Transit	MM4702.01	Colorado Boulevard Corridor Signal Priority Upgrade Project	PS&E Equipment Puchase/Lease Construction	Clsd	$ 236,045		$ 236,045	$ 236,045					
2	Foothill Transit	MM4702.02	Amar Boulevard Corridor Improvement Project	PS&E Equipment Puchase/Lease Construction		211,158		$ 211,158	211,158					
3	SGVCOG	MM4702.03	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PS&E Construction		150,000		$ 150,000	150,000					
			Total Programming Amount			**$ 597,203**	**$ -**	**$ 597,203**	**$ 597,203**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

ATTACHMENT D

San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency Program (expenditure line 82)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	SGVCOG (ACE)	MM5505.01	State Route 60 and Lemon Avenue	Construction	Audit	$ 5,273,500		$ 5,273,500	$ 5,273,500					
2	SGVCOG (ACE)	MM5505.02	ACE - Montebello Corridor Grade Separation Project	PS&E ROW Construction		$ 16,625,000		$ 16,625,000	$ 7,553,000	3,029,000	3,500,000	2,543,000		
3	SGVCOG (ACE)	MM5505.03	ACE - Pomona At-Grade Pedestrian Crossing Safety Improvement Project and Others	PS&E ROW Construction		$ 10,683,000		$ 10,683,000	$ 5,669,000	5,014,000				
4	SGVCOG (ACE)	MM5505.04	ACE -Turnbull Canyon Road Grade Separation Project	ROW Construction		$ 3,000,000		$ 3,000,000				3,000,000		
			Total Programming Amount			**$ 35,581,500**	**$ -**	**$ 35,581,500**	**$ 18,495,500**	**$ 8,043,000**	**$ 3,500,000**	**$ 5,543,000**	**$ -**	**$ -**

ATTACHMENT E

San Gabriel Subregion
Measure M Multi-Year Subregional Plan - Highway Demand Based Program (expenditure line 60)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30
1	SGVCOG	MM5501.01	Diamond Bar Boulevard SR-60 Eastbound On-ramp Improvement Project	Construction		1,000,000		1,000,000	$1,000,000					
			Total Programming Amount			**$1,000,000**	**$ -**	**$ 1,000,000**	**$1,000,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Measure M Multi-year Subregional Program
San Gabriel Subregion

Planning and Programming Committee
May 20, 2026

Metro

File# 2026-0277

San Gabriel Subregion

- Five Multi-Subregional Programs (MSP)
  - Active Transportation (expenditure line 54)
  - Bus System Improvement (expenditure line 58)
  - First/Last Mile and Complete Streets (expenditure line 59)
  - Highway Demand Based (expenditure line 60)
  - Highway Efficiency (expenditure line 82)
- Limited to Capital projects
  - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date[1]	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
	Multi-Year Subregional Programs			1st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	$0	$857,500	$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	$0	$20,000	$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	$0	$35,000	$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	$0	$293,500	$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	$0	$361,000	$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	$0	$264,000	$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	$0	$215,000	$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	$0	$32,000	$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	$0	$133,000	$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	$0	$55,000	$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	$0	$198,000	$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	$240,000	$1,000,000	$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	$0	$202,000	$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	$600,000	$500,000	$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	$500,000	$88,000	$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	$0	$257,100	$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	$0	$350,000	$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	$0	$180,000	$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	$0	$50,000	$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	$0	$50,000	$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	$0	$136,500	$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	$0	$250,000	$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	$0	$239,000	$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	$0	$50,000	$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	$0	$726,130	$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	$0	$250,000	$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	$0	$195,000	$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	$0	$33,000	$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	$0	$104,000	$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	$0	$81,700	$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	$0	$128,870	$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	$0	$534,000	$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	$0	$602,800	$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	$0	$66,000	$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	$0	$450,000	$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	$0	$68,000	$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	$0	$402,000	$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	$0	$63,000	$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	$0	$50,000	$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	$0	$110,600	$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	$90,000	$10,000	$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	$0	$100,000	$100,000	T
93	**Multi-Year Subregional Programs Subtotal**					**$1,430,000**	**$10,253,700**	**$12,879,700**	
94	**GRAND TOTAL**					**$21,011,027**	**$31,243,641**	**$53,450,669**	

May 2026 Recommendation

CONSIDER:

A. APPROVING:

1. Deobligating a net of $60,489 in Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (expenditure line 54) funds and reprogram project funds previously approved to meet the project schedules, as shown in Attachment A;

2. Reprogramming of projects previously approved to meet the project schedules, in Measure M MSP – First/last Mile and Complete Streets Program (expenditure line 29), as shown in Attachment B.

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Recommended Projects

This update includes funding adjustments to three Active Transportation and three First/Last Mile Complete Streets projects.





An aerial rendering of the La Verne Regional Multimodal Bridge. Note the large, clear cube in various renderings represents future transit oriented development.

SGVCOG/La Verne (MM4701.10) - Pedestrian Bridge

* Images are for illustrative purposes only.

Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates

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

File #: 2026-0250, **File Type:** Contract **Agenda Number:** 10.

PLANNING AND PROGRAMMING COMMITTEE
MAY 20, 2026

SUBJECT: SEPULVEDA TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 12 to Contract No. AE67085000 for the Sepulveda Transit Corridor Environmental Review and Conceptual Engineering with HTA Partners (HTA), a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., to provide additional technical services in the amount of $7,658,836 for the preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) increasing the total Contract amount from $64,817,445 to $72,476,281 and extend the period of performance from June 30, 2026 to December 31, 2028;

B. INCREASE the Contract Modification Authority (CMA) for Contract No. AE67085000 in the amount of $1,914,709, increasing CMA from $8,495,350 to $10,410,059 and authorize the CEO to execute individual Contract Modifications within the Board-approved CMA;

C. EXECUTE Modification No. 4 to Contract No. PS68039000 for the Sepulveda Transit Corridor Community Participation Program with Arellano Associates, LLC to provide additional strategic communications and community participation services in the amount of $2,287,508, increasing the total contract value from $4,861,759 to $7,149,267 and extend the period of performance from December 31, 2027 to December 31, 2028; and

D. INCREASE CMA for Contract No. PS68039000 in the amount of $500,000, increasing CMA from $351,493 to $851,493 and authorize the CEO to execute individual Contract Modifications within the Board-approved CMA.

ISSUE

In January 2026, the Metro Board selected the Locally Preferred Alternative (LPA) for the Sepulveda Transit Corridor <https://boardagendas.metro.net/board-report/2025-1062/> as the Modified Alternative 5, heavy rail transit underground between Van Nuys Metrolink Station and the E Line

Expo/Sepulveda station modified to provide connections to the Metro G Line and East San Fernando Valley (ESFV) light rail line at Van Nuys Boulevard. The Sepulveda Transit Corridor is a Measure M and Metro Pillar Project. In addition, the Board authorized further design refinements and advancement of the LPA to address project cost, risk and comments received on the Draft Environmental Impact Report (EIR). In doing so, the Board authorized advancement of the Final EIR and any additional documentation required as a result of selecting the LPA and development of an interim operable segment (IOS).

Additionally, the Board amended the January 2026 staff recommendation to provide direction for the Chief Executive Office to report back on "a community engagement plan with the communities who will be directly impacted by the Modified Alternative 5 alignment, especially within the Initial Operating Segment."

Staff is seeking the Board's approval of contract modifications to provide environmental and community engagement services to support responding to the Board direction and complete a Final EIR. These modifications will allow staff to advance the LPA selected by the Board through the state and federal environmental approvals process as well as implement the identified community engagement program.

BACKGROUND

The Sepulveda Corridor is a vital link for the communities of greater Los Angeles, connecting residents in the San Fernando Valley to the Westside's bustling employment hubs and cultural landmarks. The natural barrier created by the Santa Monica Mountains makes traveling between the San Fernando Valley and the Westside difficult and slow. The I-405 is one of the most congested corridors in the country-ranked #17 nationally and #4 in California-and transit service between the San Fernando Valley and the Westside is limited. The Sepulveda Transit Corridor Project (the Project) would add a critical regional connection to the transportation network, linking the San Fernando Valley with the Westside and providing a fast, safe and reliable alternative to the congested I-405 freeway.

In 2016, Los Angeles County voters approved Measure M, which included transit improvements between the San Fernando Valley, the Westside, and Los Angeles International Airport (LAX). Measure M identifies the implementation of the Project in two phases: 1) Segment between the San Fernando Valley and the Westside; and 2) Extension to LAX.

Between 2017 and 2019, Metro conducted the Sepulveda Transit Corridor Feasibility Study, which identified three feasible heavy rail alternatives and one feasible monorail alternative between the San Fernando Valley and the Westside. The Board received the findings of the study in 2019.

To advance the environmental process following the Feasibility Study, Metro procured multiple contracts. In August 2020, Metro awarded Contract No. AE67085000 to HTA Partners for environmental review and conceptual engineering services for the Project. In November 2020, Metro awarded Contract No. PS68039000 to Arellano Associates LLC, for the Sepulveda Transit Corridor Community Participation Program.

The Project began the CEQA environmental clearance process on November 30, 2021, and the scoping period extended for 74 days through February 11, 2022. The Draft Environmental Impact Report (EIR), which evaluated five alternatives, was released on June 2, 2025 for a 90-day public review and comment period through August 30, 2025.

At its January 2026 meeting, the Board approved the LPA as Modified Alternative 5: heavy rail transit underground between the Van Nuys Metrolink Station and the E Line/Sepulveda Station, modified to provide a connection to the Metro G Line and East San Fernando Valley (ESFV) Light Rail Line at Van Nuys Boulevard. The Board also authorized further design refinement of the LPA and the advancement of any additional environmental documentation required as a result of selecting the LPA.

DISCUSSION

Implementation of modifications to Alternative 5 will require additional design, environmental analysis and community engagement.

The LPA was a modification of an alternative evaluated in the Draft EIR and not specifically evaluated in the Draft EIR. Therefore, Metro will prepare a Recirculated Draft Environmental Impact Report (RDEIR) under CEQA. The RDEIR will evaluate the LPA as selected by the Board and will be circulated for public comment. CEQA and National Environmental Policy Act (NEPA) clearance will proceed concurrently.

The RDEIR environmental analysis of the LPA will include:

- Refined alignment and station designs resulting from differences in tunnel and station configurations in areas where the Modified Alternative 5 generally follows the alignment of Alternative 6
- Initial Operating Segment (IOS) between Metro D and G Lines
- New location for Maintenance and Storage Facility (MSF)
- Other potential refinements in response to agency and public input received, including through comments on the Draft EIR.

Development of the RDEIR and associated efforts will be led by HTA.

Arellano Associates will continue to provide strategic communications services and community outreach and engagement to support the facilitation and implementation of the community engagement program for the Project, inclusive of the environmental study, related advanced conceptual engineering (ACE) and associated transit-oriented communities (TOC), first/last mile planning and design of the Project.

This comprehensive community engagement program will continue to be focused on transparency, inclusivity, and equity. This program is based on Metro's best practices for outreach and engagement, Metro's Public Participation Plan, and the unique characteristics of the communities in the project study area. The key objectives and tactics are outlined below.

Communications Objectives

- A community outreach program that creates equitable opportunities for dialogue between Metro, the Project Team and the communities served by this project, including stakeholders outside the direct project area.
- A process characterized by robust public engagement, ensuring that all stakeholders regardless of their sex or age - including minority and low-income communities, people with Limited English Proficiency, and individuals with disabilities - are given an opportunity to participate and provide comments as options are considered and decisions are made.
- Inform the public, Metro riders, and key stakeholders about environmental documents and the environmental review process.
- Share engagement and comment opportunities.
- Understanding of the needs of the affected communities and analysis that is inclusive of public input.
- Understanding and participation with Metro's involvement process.
- Meet and exceed the legal outreach and engagement requirements for the state and federal environmental review process.
- Reach new riders and engage stakeholders who live or travel along the alignment.

Strategy & Tactics:

- Produce and distribute electronic and printed public information materials (information modules, fact sheets, FAQs, interactive maps) to educate the community about the project details and benefits.
- Provide regular updates and information on the project website/Hub.
- Participate in community events and activities to engage with the public and raise awareness of community meetings and encourage feedback.
- In-person and virtual community meetings throughout the study area to share project updates/gather feedback.
- Produce and distribute regular eblasts (including Board Box updates) to stakeholders.
- Share information with transit riders at key locations along the project corridor.
- Distribution of materials to businesses and public counters:
- Provide flyers and/or posters to businesses in the project corridor to promote meetings and public input opportunities.
- Manage and update the project website and Hub (microsite) as central resources for up-to-date project information and information on the project.
- Coordinate with Metro Public Relations to provide accurate and timely information to local and national media.
- Use Metro's social media resources to educate the public and promote engagement opportunities.
- Use technology to make project information more accessible.
- Provide core information materials in English and Spanish and provide Spanish translation at all public meetings.
- Utilize bilingual bus car cards on LA Metro and partner agency vehicles to share project information and opportunities for engagement.

DETERMINATION OF SAFETY IMPACT

The environmental phase will not impact the safety of our customers or employees. The community

participation program will not have any impact on the safety of our customers or employees.

FINANCIAL IMPACT

The FY2026 budget includes $5,535,660 and the FY2027 proposed budget includes $10,105,500 in Cost Center 4360 (Mobility Corridors Team 3), Project 460305 to support environmental clearance, advanced conceptual engineering, and associated outreach. Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds are Measure R and Measure M 35% Transit Construction funds. These funds are not eligible for bus or rail operating expenses.

EQUITY PLATFORM

The Project will connect the San Fernando Valley and Westside with fast, reliable and safe transit providing increased access to jobs, housing, education, healthcare and major destinations. Equity Focus Communities (EFCs) within the Study Area are around UCLA and at the north end of the corridor around Van Nuys. For the Draft EIR alternatives, the total number of people living in EFCs within a ½ mile distance of a rail station ranges from 22,700 to 33,000. By 2045, it is forecast that the Project would carry between 17,300 and 30,500 people each day who are coming from EFCs depending on the DEIR alternative. As the design of Modified Alternative 5 is advanced, these figures will be updated to be consistent with the LPA.

Starting with scoping for the Draft EIR in November 2021, the Project identified six goals, one of which was “Improve Accessibility and Promote Equity.” The objectives associated with this goal were “Improve Access for Equity Focus Communities” and “Target Infrastructure and Service Investments Toward Those with the Greatest Mobility Needs.” The Project goals and objectives inform the development and evaluation of alternatives throughout the environmental process. Additionally, an equity impact analysis was undertaken for the Project to provide a focused review of alternatives through an equity lens.

Since initiating the Project, Metro has conducted a broad range of activities, including booths at events with bilingual staff, outreach at transit stops and coordination with elected officials representing the communities throughout the Project area. Since the start of the environmental process, Metro has hosted 30 public meetings and participated in over 105 booths at community or other events. This resulted in a public meeting attendance of over 5,000 people and in-person engagement of an additional 10,500 people at other community events. Also, bilingual meeting notices, fact sheets, eblasts and newspapers ads have been utilized to reach Spanish-speaking stakeholders.

The Project team deployed a robust CBO partnering strategy designed to build critical awareness and engagement in the Project to increase community involvement within EFCs, empowering stakeholders to participate throughout the duration of the study. For these efforts, the CBO partners led several notification tactics, including door-to-door distribution, public counter drop-offs, and flyers

at transit intercepts in predominantly Spanish-speaking, lower-income communities.

Public input throughout the process has driven the development of alternatives and the over 8,000 comment submissions received during the Draft EIR circulation informed the staff recommendation on the LPA.

The Outreach Consultant will facilitate and support the development of a Community Participation Program that ensures robust public outreach to all stakeholders, particularly EFCs and transit riders, and will continue to be a critical element of the Project as it advances.

Staff remains committed to continued extensive engagement and outreach efforts with corridor communities as the LPA is refined and the environmental process continues. Special outreach efforts will continue to be made to reach out to people of color, low income, limited English proficiency populations and persons with disabilities.

For Contract No. AE67085000, HTA Partners, A Joint Venture (HTA) made a 20.61% Small Business Enterprise (SBE) and a 3.02% Disabled Veterans Business Enterprise (DVBE) commitment. The current level of participation is 20.67% SBE and 3.60% DVBE, exceeding both commitment by 0.06% and 0.58%, respectively.

For Contract No. PS68039000, Arellano Associates LLC (AA), an SB Prime, made an 81.21% Small Business Enterprise (SBE) and a 3.13% Disabled Veterans Business Enterprise (DVBE) commitment. The current level of participation is 82.74% SBE and 1.57% DVBE, exceeding the SBE commitment by 1.53% and representing a shortfall of the DVBE commitment by 1.56%. AA's plan to mitigate the shortfall is included the DEOD Summary attachment.

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.

This item supports Metro's systemwide strategy to reduce VMT through planning activities that will benefit 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.

VMT was analyzed through the VMT analysis completed for the Sepulveda Transit Corridor Draft EIR. The analysis identified a reduction in VMT due to the implementation of the Project compared to conditions without the Project, which demonstrates an overall VMT benefit. Specifically, the VMT analysis in the Draft EIR identifies that all Draft EIR Alternatives demonstrate a reduction in daily regional VMT ranging from a reduction of 341,800 (Alternative 1) to a reduction of 775,100 (Alternative 5) compared to the Horizon Year (2045) No Project Alternative conditions. Updated

analysis will be performed on the LPA and its corresponding IOS to quantify the forecasted VMT reduction for each as part of future work.

*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 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 2: Deliver outstanding trip experiences for all users of the transportation system; 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.

The Community Participation Program for the Project will support the third goal of the Vision 2028 Metro Strategic Plan by enhancing communities and lives through mobility and access to opportunity. Using Metro's Equity Platform as a guide, the Program will prioritize genuine public and community engagement to a wide array of diverse stakeholders, using tactics and strategies appropriate to the Project's stakeholders, including those who reside within the Study Area and those who travel through it.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendation. This would interrupt design and environmental clearance work on the project and delay completion of the environmental phase of the project.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 12 to Contract No. AE67085000 with HTA Partners for additional technical services to support the environmental phase.

Upon Board approval, staff will execute Contract Modification No. 4 to Contract No. PS68039000 with Arellano Associates LLC to provide additional strategic communications and community participation services during the environmental phase and support implementation of the community engagement program.

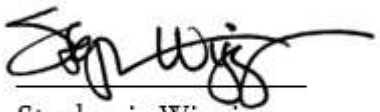
As part of the implementation of the community engagement program, staff will work with the relevant City of Los Angeles council offices and the Metro Board Directors who represent the areas directly impacted by Modified Alternative 5 to identify resident community groups and other stakeholders within the proposed alignment. Additionally outreach materials will be provided as they become available explaining Modified Alternative 5, including maps, anticipated construction impacts, and potential property or access impacts. Any community outreach workshops or meetings will be noticed two weeks in advance and included in a publicly accessible outreach calendar.

ATTACHMENTS

Attachment A-1 - Procurement Summary
Attachment A-2 - Procurement Summary
Attachment B-1 - Contract Modification/Change Order Log
Attachment B-2 - Contract Modification/Change Order Log
Attachment C-1 - DEOD Summary
Attachment C-2 - DEOD Summary

Prepared by: Jacqueline Su, Transportation Planning Manager, Countywide Planning & Development (213) 922-2847
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW AND CONCEPTUAL ENGINEERING / AE67085000

1.	**Contract Number**: AE67085000			
2.	**Contractor**: HTA Partners A Joint Venture (HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc.)			
3.	**Mod. Work Description**: Preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) and extend the period of performance through December 31, 2028.			
4.	**Contract Work Description**: Preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA).			
5.	**The following data is current as of**: 4/17/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	08/27/20	**Contract Award Amount:**	$48,304,067
	Notice to Proceed (NTP):	09/21/20	**Total of Modifications Approved:**	$16,513,378
	Original Complete Date:	11/21/24	**Pending Modifications (including this action):**	$7,658,836
	Current Est. Complete Date:	12/31/28	**Current Contract Value (with this action):**	$72,476,281
7.	**Contract Administrator**: Lily Lopez		**Telephone Number**: (213) 922-4639	
8.	**Project Manager**: Peter Carter		**Telephone Number**: (213) 922-7480	

A. Procurement Background

This Board Action is to approve Contract Modification No. 12 to prepare documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) and extend the period of performance from June 30, 2026, through December 31, 2028.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On August 27, 2020, the Board awarded firm fixed price Contract No. AE67085000 in the amount of $48,304,067 to HTA Partners A Joint Venture in support of the Sepulveda Transit Corridor environmental review and advanced conceptual engineering design services.

Eleven modifications have been issued to date.

Refer to Attachment B-1 – Contract Modification/Change Order Log.

B. Cost Analysis

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

Proposal Amount	Metro ICE	Recommended Amount
$7,658,836	$8,305,829	$7,658,836

PROCUREMENT SUMMARY

SEPULVEDA TRANSIT CORRIDOR COMMUNITY PARTICIPATION PROGRAM / PS68039000

1.	**Contract Number**: PS68390000			
2.	**Contractor**: Arellano Associates LLC			
3.	**Mod. Work Description**: Provide additional strategic communications and community participation services and extend the period of performance through December 31, 2028.			
4.	**Contract Work Description**: Develop a Community Participation Program for the Sepulveda Transit Corridor Project.			
5.	**The following data is current as of**: 04/28/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	12/03/20	**Contract Award Amount:**	$4,861,759
	Notice to Proceed (NTP):	12/18/20	**Total of Modifications Approved:**	$0
	Original Complete Date:	07/14/25	**Pending Modifications (including this action):**	$2,287,508
	Current Est. Complete Date:	12/31/28	**Current Contract Value (with this action):**	$7,149,267
7.	**Contract Administrator**: Samira Baghdikian		**Telephone Number**: (213) 922-1033	
8.	**Project Manager**: Anthony Crump		**Telephone Number**: (213) 418-3292	

A. Procurement Background

This Board Action is to approve Contract Modification No. 4 to provide additional strategic communications and community participation services to support the completion of the state and federal environmental review of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) and extend the period of performance from December 31, 2027 through December 31, 2028.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On December 3, 2020, the Board awarded firm fixed price Contract No. PS68039000 in the amount of $4,861,759 to Arellano Associates LLC for the Sepulveda Transit Corridor Community Participation Program.

Three modifications have been issued to date.

Refer to Attachment B-2 – Contract Modification/Change Order Log.

B. Cost Analysis

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

Proposal Amount	Metro ICE	Recommended Amount
$2,287,508	$2,601,746	$2,287,508

CONTRACT MODIFICATION/CHANGE ORDER LOG

SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW AND CONCEPTUAL ENGINEERING / AE67085000

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Revised Scope of Services (SOS) to clarify Task 5 - DEIS and DEIR preparation, circulation, review and approvals.	Approved	11/30/20	$0
2	Environmental review of three additional alternatives.	Approved	02/01/22	$4,723,199
3	Added Firewall and revised language and terms.	Approved	07/27/22	$1,565,664
4	Scope changes to subtasks within Tasks 1, 3, 5, 7, and 8.	Approved	02/23/23	$4,108,638
5	Request to add new subcontractors.	Approved	11/08/23	$0
6	Scope changes to subtasks within Tasks 1, 3, 5, 7, 8 and 9.	Approved	02/21/24	$2,502,494
7	Extended period of performance (POP) to 1/21/26 and scope changes under subtasks within Tasks 1, 4, 5, and 7.	Approved	11/15/24	$2,766,630
8	Refine SOS to include briefings with elected officials.	Approved	04/21/25	$0
9	Refine SOS to include additional work for public hearings, DEIS, and project outreach support.	Approved	06/06/25	$0
10	Extended POP to 6/30/26, add new deliverables based on DEIR public comments, and scope changes under subtasks within Tasks 1, 5, 7, and 8.	Approved	01/08/26	$846,753
11	Revised clauses related to Firewall.	Approved	02/06/26	$0
12	Preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) and extend the POP through December 31, 2028.	**Pending**	**Pending**	**$7,658,836**
	Modification Total:			**$24,172,214**

	Original Contract:		**8/27/20**	**$48,304,067**
	Total:			**$72,476,281**

CONTRACT MODIFICATION/CHANGE ORDER LOG

SEPULVEDA TRANSIT CORRIDOR COMMUNITY PARTICIPATION PROGRAM / PS68039000

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Subcontractor removed.	Approved	03/08/23	$0
2	Added new subcontractor.	Approved	11/06/24	$0
3	No cost period of performance (POP) extension through 12/31/27.	Approved	04/29/25	$0
4	Additional strategic communications and community participation services and POP extension through 12/31/28.	**Pending**	**Pending**	**$2,287,508**
	Modification Total:			**$2,287,508**
	Original Contract:		**12/03/20**	**$4,861,759**
	Total:			**$7,149,267**

DEOD SUMMARY

SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW AND CONCEPTUAL ENGINEERING / AE67085000

A. Small Business Participation

HTA Partners A Joint Venture (HTA) made a 20.61% Small Business Enterprise (SBE) and a 3.02% Disabled Veterans Business Enterprise (DVBE) commitment. Based on payments, the project is 55% complete and the current level of SBE/DVBE participation is 20.67% SBE and 3.60% DVBE, exceeding both commitments by 0.06% and 0.58%.

To address the under-utilization of some firms, HTA reported that Metro's removal of Task 11 eliminated work committed to several SBE and DVBE firms. HTA also reported that as the contract progresses, subcontractors will be engaged as work is initiated in their respective areas of expertise. For the proposed modification, HTA listed 20.65% SBE and 3.65% DVBE participation.

Small Business Commitment	**SBE 20.61% DVBE 3.02%**	**Small Business Participation**	**SBE 20.67% DVBE 3.60%**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	A/E Tech, LLC	0.52%	1.07%
2.	Cityworks Design	0.88%	0.00%
3.	Connetics Transportation Group, Inc. (Terminated)	0.37%	0.03%
4.	D'Leon Consulting Engineers Corp.	2.51%	3.78%
5.	Epic Land Solutions (Terminated)	0.20%	0.01%
6.	Fariba Nation Consulting	0.20%	0.00%
7.	Geospatial Professional Solutions, Inc.	1.33%	0.46%
8.	LKG-CMC, Inc.	0.84%	1.07%
9.	Paleo Solutions, Inc. (Terminated)	0.07%	0.00%
10.	Suenram & Associates, Inc.	1.45%	1.85%
11.	Terry A. Hayes Associates, Inc.	10.97%	11.61%
12.	Vicus LLC (Terminated)	0.46%	0.00%
13.	Wagner Engineering & Survey, Inc.	0.81%	0.66%
14.	Duke Cultural Resources Management, LLC	Added	0.13%
	Total	**20.61%**	**20.67%**

	DVBE Subcontractors	% Committed	Current Participation[1]
1.	Conaway Geomatics	1.16%	1.46%
2.	MA Engineering	0.97%	1.25%
3.	OhanaVets, Inc.	0.89%	0.34%
4.	Environmental Review Partners	Added	0.55%
	Total	**3.02%**	**3.60%**

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

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 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

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.

DEOD SUMMARY

SEPULVEDA TRANSIT CORRIDOR COMMUNITY PARTICIPATION PROGRAM / PS68039000

A. Small Business Participation

Arellano Associates LLC (AA), an SB Prime, made an 81.21% Small Business Enterprise (SBE) and a 3.13% Disabled Veterans Business Enterprise (DVBE) commitment on this contract. Based on payments, the project is 79% complete. The current level of participation is 82.74% SBE and 1.57% DVBE, exceeding the SBE commitment by 1.53% and representing a 1.56% DVBE shortfall.

AA has a shortfall mitigation plan on file, and with concurrence from Metro's Project Team, attributes the DVBE shortfall to limited videography and photography services during the first two years when outreach was conducted entirely virtually. AA reported it is working to increase DVBE utilization by engaging Sunset Cliffs for an upcoming series of meetings. AA further reported that the firm is committed to meeting the DVBE commitment by contract completion.

Small Business Commitment	**SBE 81.21% DVBE 3.13%**	**Small Business Participation**	**SBE 82.74% DVBE 1.57%**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Arellano Associates LLC (SB Prime)	55.42%	71.40%
2.	Circlepoint	6.03%	1.30%
3.	Cityworks Design	6.04%	0.05%
4.	Katherine Padilla & Associates	8.05%	6.73%
5.	Two Hundred, Inc.	0.00%	0.00%
6.	Young Communications Group, Inc.	5.67%	3.26%
	Total	**81.21%**	**82.74%**

	DVBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	Sunset Cliffs Productions	3.13%	1.57%
	Total	**3.13%**	**1.57%**

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

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.

C. 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.

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.


Next stop: exploring alternatives to the 405.
SEPULVEDA TRANSIT CORRIDOR PROJECT
Planning & Programming Committee
File 2026-0250
May 20, 2026
Metro

Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to:

A. EXECUTE Modification No. 12 to Contract No. AE67085000 for the Sepulveda Transit Corridor Environmental Review and Conceptual Engineering with HTA Partners (HTA), a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., to provide additional technical services in the amount of $7,658,836 for the preparation of documents necessary for state and federal environmental clearance of the recently approved Sepulveda Transit Corridor Locally Preferred Alternative (LPA) increasing the total Contract amount from $64,817,445 to $72,476,281 and extend the period of performance from June 30, 2026 to December 31, 2028;

B. INCREASE the Contract Modification Authority (CMA) for Contract No. AE67085000 in the amount of $1,914,709, increasing CMA from $8,495,350 to $10,410,059 and authorize the CEO to execute individual Contract Modifications within the Board-approved CMA;

C. EXECUTE Modification No. 4 to Contract No. PS68039000 for the Sepulveda Transit Corridor Community Participation Program with Arellano Associates, LLC to provide additional strategic communications and community participation services in the amount of $2,287,508, increasing the total contract value from $4,861,759 to $7,149,267 and extend the period of performance from December 31, 2027 to December 31, 2028; and

D. INCREASE CMA for Contract No. PS68039000 in the amount of $500,000, increasing CMA from $351,493 to $851,493 and authorize the CEO to execute individual Contract Modifications within the Board-approved CMA.

Locally Preferred Alternative (LPA) Selection

LA Metro Board unanimously selected Modified Alternative 5 as the LPA on Jan 22

Elements of Modified Alternative 5

> Construction and operational approach of Alternative 5

> Northern segment along Van Nuys Bl

> Southern segment with a station on campus at UCLA and along Sepulveda Bl

> Initial Operating Segment (IOS) to focus on connecting G Line and East San Fernando Valley Light Rail in the San Fernando Valley with the D Line on the Westside

> Need to identify maintenance and storage approach to support IOS

> Refined alignment through the Santa Monica Mountains



Contract Modifications

Because the LPA was not specifically evaluated in the Draft EIR, Metro will prepare a Recirculated Draft EIR under the California Environmental Quality Act (CEQA). The Recirculated Draft EIR will evaluate the LPA as selected by the Board and will be circulated for public comment. CEQA and National Environmental Policy Act (NEPA) clearance will proceed concurrently.

The following contract modifications will allow for the preparation of the documents necessary for the state and federal environmental clearance of the LPA and allow for the development of additional communications, community outreach, and public participation programs to support environmental clearance of the LPA.

> **Contract Modification No. 12 to Contract No. AE67085000**: HTA will lead the development of the Recirculated Draft EIR and associated efforts.

> **Contract Modification No. 4 to Contract No. PS68039000**: Arellano Associates will continue to provide strategic communications services and community outreach and engagement to support the project through the environmental phase.

Next Steps

> Staff will execute Contract Modification No. 12 to Contract No. AE67085000 with HTA Partners for additional technical services to support the environmental phase.

> Staff will execute Contract Modification No. 4 to Contract PS68039000 with Arellano Associates to provide additional strategic communications and community participation services during the environmental phase.





Metro

File #: 2025-1034, **File Type:** Contract **Agenda Number:** 12.

CONSTRUCTION COMMITTEE
MAY 20, 2026

SUBJECT: K LINE EXTENSION TO TORRANCE PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 13 to Contract No. AE63445000 with STV Incorporated (STV) in the amount of $43,096,451 to advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, and conduct extended third party coordination and approval activities for the K Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension), increasing the total contract value from $33,404,805 to $76,501,256, and extending the period of performance from June 30, 2026 to May 31, 2029.

ISSUE

On January 22, 2026, the Metro Board approved the Hawthorne Option as the 4.5-mile K Line Extension to Torrance (KLET) Project and certified the Project's Final Environmental Impact Report (EIR). Metro subsequently filed the Notice of Determination (NOD) in accordance with the California Environmental Quality Act (CEQA) with both the Los Angeles County Clerk and the California State Clearinghouse on January 26, 2026.

Staff seeks Board approval for a contract modification to advance project design from the current 15% advanced conceptual engineering level to a 30% preliminary engineering level, conduct extended third party coordination activities, and complete additional environmental analysis to support review and approval from federal and state agencies for segments of the alignment within Interstate 405 (I-405) and State Route 107 (Hawthorne Blvd) that require an encroachment permit(s). Execution of this Contract Modification is necessary to complete expanded engineering, field investigations, and advanced design development to a level that will support upcoming construction procurement activities.

BACKGROUND

Providing a rail connection to the South Bay has been a long-term regional goal to provide a fast and reliable mobility option, strengthen economic opportunities, and reduce environmental impacts associated with automobile use. Today, the South Bay region experiences severe congestion along

the I-405 and nearby arterial roadways, and this is expected to grow in the future, as population and jobs are projected (2042) to grow by seven and 19 percent, respectively.

The Project is included in the 2020 Long Range Transportation Plan (LRTP) and the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Project has multiple sources of funding thus far from Measure R in 2008 ($272 Million), Measure M in 2016 ($619 Million), a state grant in 2018 ($231 Million) from the California State Transportation Agency (CalSTA), and funds from Senate Bill (SB) 1 ($9 Million).The Project will extend light rail service 4.5-miles from the Redondo Beach (Marine) Station to the Torrance Transit Center with two new stations. The project travels through the cities of Lawndale, Redondo Beach, and Torrance. The extension will operate as part of the K Line with direct access to Los Angeles Airport (LAX), and the Metro C and E Lines. Metro initiated environmental review for the project under California Environmental Quality Act (CEQA) with public scoping the 2021, following prior planning studies that helped refine the project scope over time resulting in the 2023 Draft EIR and 2025 Final EIR.

On January 22, 2026, the Board certified the Final EIR, completing the California Environmental Quality Act (CEQA) process, approved the Hawthorne Option as the Project, and approved a Motion led by Metro Board Members Mitchell, Dupont-Walker, Sandoval, and Butts regarding next steps. Certification of the Final EIR also includes approval of the Mitigation Monitoring and Reporting Plan and the Findings for Fact and Statement of Overriding Conditions.

The Hawthorne Option extends the K Line south of the existing Redondo Beach (Marine) Station. It leaves the Metro Right-of-Way (ROW) to run along I-405 in an elevated guideway, then turns onto Hawthorne Boulevard near 162nd Street to travel in the median, then turns southeast at 190th Street to travel primarily at-grade within the Metro ROW to continue south to Torrance. The project will be fully grade-separated from all roadways with an elevated light rail guideway supported by columns and straddle bents. An elevated station will be located in the median of Hawthorne Boulevard, adjacent to the South Bay Galleria, south of Artesia Blvd. The terminus station will be located at-grade at the Torrance Transit Center, adjacent to the bus plaza for easy bus/rail transfers and other first/last mile connections.

On January 23, 2020, the Board awarded firm fixed price Contract No. AE63445001 to STV to provide environmental, advanced conceptual engineering (ACE), and optional preliminary engineering (PE) services for the Project for work in support of the environmental clearance study and design services. Twelve modifications have been issued to date to add scoping and outreach meetings, analyze alternative alignments, extended environmental studies, reallocate initial task budgets, as well as extend the period of performance (reference Attachment B).

In March 2026, the Metro Board awarded a separate contract for Program Management Support Services (PMSS) to provide project and construction management support, evaluate construction phasing options to expedite the use of currently available funding, and to address high-risk elements prior to construction.

DISCUSSION

Since Board approval of the Contract in 2020, Metro has executed several modifications to focus on alternative alignment analysis, extended environmental studies, design refinements in response to public comments, and evaluation of high-risk project elements requiring early design and coordination. These efforts have included coordination with Program Management and Operations, desktop geotechnical assessments, identification of third-party utility conflicts, and updated right-of-way research, among others.

Modification No. 13 will further advance the Project by supporting additional field engineering investigations-including geotechnical borings, utility potholing and trenching, and hazardous materials evaluations-and by progressing design from approximately 15 percent (Advanced Conceptual Engineering) to 30 percent (Preliminary Engineering). This work will incorporate the Board-approved Hawthorne Option, integrate updates to the Metro Rail Design Criteria (MRDC), address sustainability and systems requirements, and support the development of early works packages. Modification No. 13 will also advance additional environmental review with state and federal agencies for the areas where light rail encroaches into Federal Highway Administration (FHWA) jurisdiction along I-405 and Caltrans jurisdiction for SR 107. The effort will include exploring phasing concepts to determine if an initial operating segment (IOS) is feasible, assisting cities with First/Last Mile planning to enhance access to stations, and identifying early works activities that could reduce project costs and minimize delays.

Incorporating lessons learned from recent Metro rail projects, this modification increases the level of early field investigations, real estate rights analysis, freight track relocation planning, and utility conflict resolution. These activities are intended to identify high-risk cost drivers earlier in project development and to better manage potential future cost and schedule impacts.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The Fiscal Year 2026 budget includes approximately $11 million in Cost Center 4350 (Mobility Corridors), Project 460304 “K Line Extension South to Torrance” for professional services and support and $35.2 million in Cost Center 8510 (Program Management), Project 860304 “K Line Extension Torrance.”

Since this is a multi-year contract, the Cost Center Manager, Project Manager and respective Cabinet Chiefs will be responsible for budgeting in future years.

Impact to Budget

Funding for this action comes from Measure R 35% Transit Capital and Measure M 35% Transit Capital, which are not operating eligible funds.

EQUITY PLATFORM

The Project will connect the South Bay with the rest of the Metro Rail network, increasing access to employment, education, housing, and regional centers, serving many EFCs along the C and K Lines, including those in communities such as Hawthorne, Gardena, West Carson, and Inglewood, where close to 50% of the population is low-income. The 2023 Metro Customer Satisfaction Survey shows that 75% of K Line riders come from very low-income households and 74% do not have access to an automobile for trips. Given that South Bay is home to many jobs and schools, expanding access to historically underserved communities helps expand economic mobility.

Based on Metro's 2023 Equity Focus Community data, only a small portion of Lawndale is considered an EFC. To better understand the communities within walking distance to proposed stations, Metro analyzed household income, car ownership, and demographics and found that 20% to 39.9% are low-income, 3% to 6% do not have access to vehicles, and 50% to 79% of the population is non-white for census tracts within a half-mile of the South Bay Transit Center Station. The Torrance Transit Center would serve census tracts where 10% to 19% of households are low-income, 20% to 49% are non-white, and 6% to 9% do not have access to a vehicle. The South Bay Galleria Station would connect to planned mixed-use development with housing, and the Torrance Transit Center rail station would connect to the City's bus transit center in Torrance, providing easy bus-to-rail transfers and providing a convenient and reliable transit option for communities with higher mobility needs.

During the environmental review process, Metro circulated materials and notices in English and Spanish, the predominant languages in the area, and held pop-up events at community events to increase awareness of the Project and engage groups who do not typically participate in community meetings. As part of the release of the Final EIR, Metro partnered with seven CBOs to raise project awareness and share project information with community members prior to the Metro Board taking an action on the project. Metro will continue to work with CBOs on First/Last Mile Planning and related community engagement.

STV Incorporated (STV) made 25.13% Small Business Enterprise (SBE) and 3.10% Disabled Veteran Business Enterprise (DVBE) commitments on this contract. The current level of participation is 22.32% SBE and 3.24% DVBE, representing a shortfall of the SBE commitment by 2.81% and exceeding the DVBE commitment by 0.14%. STV shortfall mitigation plan is outlined in the DEOD Summary (Attachment C).

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 project supports Metro's systemwide strategy to reduce VMT through 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.
Metro conducted a preliminary analysis to show that the net effect of this project is to decrease VMT. The EIR identifies that the project would help reduce auto use by approximately 42,951 VMT per day. This would help the region meet climate change goals by reducing greenhouse gas emissions and regional energy use.

*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 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, 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. Delaying this contract modification to a future date would pose significant delays to the overall project schedule and risk that the project would be unable to meet its Measure M schedule. Each month of delay to construction is anticipated to increase overall project costs by approximately $16.9 million.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 13 to Contract No. AE63445001 with STV to advance the project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, advance third party coordination and pursue additional environmental clearance, where required. This effort will include advancing field engineering investigations, design and technical analysis, First/Last Mile planning, value engineering, and updated cost estimates to seek additional funding opportunities. Stakeholder engagement will continue, led by Metro Community Relations.

ATTACHMENTS

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

Michael Harrington, Executive Officer, Program Management, (213) 379-1455
Cristina Ungureanu, Senior Manager, Mobility Corridors, (213) 922-2507
Georgia Sheridan, Senior Director, Countywide Planning and Development, (213) 547-4255
Mat Antonelli, Deputy Chief Program Management Officer, (213) 893 -7114

Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by:

Tim Lindholm, Chief Program Management Officer, (213) 922-7297

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

K LINE EXTENSION TO TORRANCE PROJECT / AE63445000

1.	**Contract Number**: AE63445000			
2.	**Contractor**: STV Incorporated			
3.	**Mod. Work Description**: Advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, conduct extended third party coordination and approval activities for the K Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension) and extend the period of performance through May 31, 2029.			
4.	**Contract Work Description**: Provide environmental and preliminary engineering design services on the K-Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension).			
5.	**The following data is current as of**: 5/13/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	01/23/20	**Contract Award Amount:**	$32,555,439
	Notice to Proceed (NTP):	01/23/20	**Total of Modifications Approved:**	$849,366
	Original Complete Date:	08/03/23	**Pending Modifications (including this action):**	$43,096,451
	Current Est. Complete Date:	05/31/29	**Current Contract Value (with this action):**	$76,501,256
7.	**Contract Administrator**: Lily Lopez		**Telephone Number**: (213) 922-4639	
8.	**Project Manager**: Michael Harrington		**Telephone Number**: (213) 379-1455	

A. Procurement Background

This Board Action is to approve Contract Modification No. 13 issued to advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, conduct extended third party coordination and approval activities for the K Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension) and extend the period of performance from June 30, 2026 through May 31, 2029.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On January 23, 2020, the Board awarded firm fixed price Contract No. AE63445000 to STV Incorporated to provide environmental, advanced conceptual engineering design, and optional preliminary engineering services on the K-Line Extension to Torrance Project.

A total of twelve modifications have been issued 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 upon a technical analysis, the Independent Cost Estimate (ICE) and cost analysis.

Proposal Amount	Metro ICE	Recommended Amount
$43,096,451	$43,441,040	$43,096,451

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

K LINE EXTENSION TO TORRANCE PROJECT / AE63445000

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Revise First Last Mile scope and reallocate hours to create scope for community neighborhood walks.	Approved	2/3/2020	$0.00
2	Revise Scope of Services (SOS), Task 2 DEIR Preparation and Task 4 ACE to Support NEPA/CEQA (additional work) and reduced level of effort (LOE) for Task 7 Draft EIS/Final EIS.	Approved	2/22/2022	$0.00
3	Revise SOS, Task 4 ACE to Support NEPA/CEQA (additional work) and reduced LOE for Task 7 Draft EIS/Final EIS.	Approved	7/15/2022	$0.00
4	Revise SOS, Task 2 DEIR Preparation and Task 4 ACE to Support NEPA/CEQA (additional work) and reduced LOE for Task 7 Draft EIS/Final EIS.	Approved	9/30/2022	$0.00
5	Revise SOS, Task 2 DEIR Preparation and Task 4 ACE to Support NEPA/CEQA (additional work) and reduced LOE for Task 7 Draft EIS/Final EIS.	Approved	12/16/2022	$0.00
6	Revise SOS, Task 4 ACE to Support NEPA/CEQA and Task 5 Community Participation Support during EIS (additional work) and reduced LOE for Task 7 Draft EIS/Final EIS.	Approved	5/18/2023	$0.00
7	Extend period of performance (POP) to 12/31/23.	Approved	6/12/2023	$0.00
8	Extend POP to 12/31/24.	Approved	10/4/2023	$0.00
9	Increase LOE for real estate investigations including field survey and ROW verification.	Approved	10/7/2023	$446,663

10	Revisions to scope to facilitate preparation of the Final EIR and advance preliminary engineering. Extend POP to 12/31/25.	Approved	12/19/2024	$234,779
11	Revisions to SOS under Task 5.2 - Outreach Support During FEIR.	Approved	3/5/2025	$167,924
12	Extend POP to 6/30/26.	Approved	10/8/2025	$0.00
13	Advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, conduct extended third party coordination and approval activities and extend POP through 5/31/29.	**Pending**	**Pending**	**$43,096,451**
	Modification Total:			**$43,945,817**
	Original Contract:		**01/23/2020**	**$32,555,439**
	Total:			**$76,501,256**

DEOD SUMMARY

K LINE EXTENSION TO TORRANCE PROJECT / AE63445000

A. Small Business Participation

STV Incorporated (STV) made 25.13% Small Business Enterprise (SBE) and 3.10% Disabled Veteran Business Enterprise (DVBE) commitments on this contract. Based on payments, the project is 74% complete. The current level of participation is 22.32% SBE and 3.24% DVBE, representing a shortfall of the SBE commitment by 2.81% and exceeding the DVBE commitment by 0.14%. STV has a shortfall mitigation plan on file and contends that the shortfall is attributable to task phasing, as several SBE scopes are concentrated in Task 6, Preliminary Engineering, which is advancing on a limited basis, as concurred by Metro's Project Manager. STV reports that utilization is expected to increase as Task 6 progresses and that commitments will be met by project completion. In this modification, there are fifteen (15) SBE/DVBE subcontractors, representing 25.60% SBE and 2.88% DVBE participation.

Small Business Commitment	**25.13% SBE 3.10% DVBE**	**Small Business Participation**	**22.32% SBE 3.24% DVBE**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1.	BA, Inc.	6.59%	5.56%
2.	Chen Ryan Associates, Inc.	2.45%	0.20%
3.	Cityworks Design	2.01%	2.18%
4.	Coast Surveying	1.42%	2.25%
5.	Diaz Yourman & Associates	2.75%	2.24%
6.	Epic Land Solutions, Inc.	0.65%	0.51%
7.	McLean & Schultz	3.66%	2.35%
8.	SafeProbe, Inc.	0.53%	0.34%
9.	Sanchez/Kamps Associates Design dba SKA Design	0.88%	0.23%
10.	Soteria Company, LLC	1.34%	1.71%
11.	Terry A Hayes Associates, Inc.	1.16%	1.44%
12.	Vicus LLC	1.03%	1.58%
13.	Yunso Kim Design, Inc.	0.65%	0.75%
14.	Amheart Solutions	Added	0.03%
15.	FMG & Company	Added	0.94%
16.	VN Tunnel and Underground	Added	0.01%
	Total	**25.13%**	**22.32%**

	DVBE Subcontractors	% Committed	Current Participation[1]
1.	The LeBaugh Group, Inc.	3.10%	3.24%
	Total	**3.10%**	**3.24%**

[1]*Current Participation = Total Actual amount Paid-to-Date to SBE/DVBE firms ÷Total Actual Amount Paid-to-date to Prime.*

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

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.



K Line Extension To Torrance Project
May 20, 2026 | Construction Committee
Item # 2025-1034

Metro

Recommendation to Consider

AUTHORIZE the Chief Executive Officer (CEO) to:

execute Modification No. 13 to Contract No. AE63445000 with STV Incorporated (STV) in the amount of $43,096,451 to advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, and conduct extended third party coordination and approval activities for the K Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension), increasing the total contract value from $33,404,805 to $76,501,256, and extending the period of performance from June 30, 2026 to May 31, 2029.

Metro Board Action on Project

On January 22, 2026, the Metro Board:

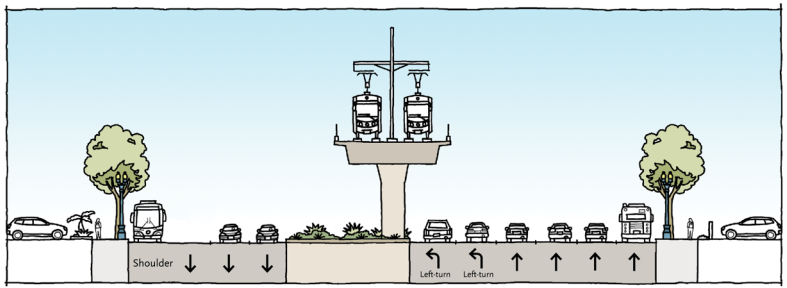
- Approved the Hawthorne Option as the Project
- Certified the Final EIR completing the CEQA process
- Approved Motion with next steps

The Project will now be referred to as the K Line Extension to Torrance.



Hawthorne Alignment Overview

- Entire 4.5-mile project is grade separated from roadways
- Travels along portions of Metro Right-of-Way (ROW), Interstate 405 and Hawthorne Blvd (State Route 107)
    - I-405: which requires coordination with Federal Highway Administration (FHWA) and Caltrans
    - Hawthorne Blvd (SR 107): Segment in Lawndale was relinquished. Cities of Redondo Beach and Torrance are pursuing relinquishment.
- Elevated South Bay Galleria Station at Artesia/Hawthorne
- Southern segment travels within Metro ROW with terminus station at Torrance Transit Center



Segment of project travels within Hawthorne Blvd (SR 107)



Key Scope Elements in Modification

- Incorporate lessons learned from recent Metro rail projects by increasing level of early works:
  - Geotechnical and Utility Potholing field investigations
  - Real Estate impacts and rights analysis
  - Freight track relocation planning
  - Utility conflict resolution
  - Hazardous materials evaluations
- Progressing engineering design activities to reflect the Hawthorne Option, including:
  - Galleria Station architectural design
  - First and last mile connections
  - Systems design coordination
  - Roadway and civil improvements
  - Aerial LRT guideway structure designs
- Advancement of additional environmental reviews with federal and state agencies for areas where LRT encroaches into FHWA and Caltrans jurisdictions

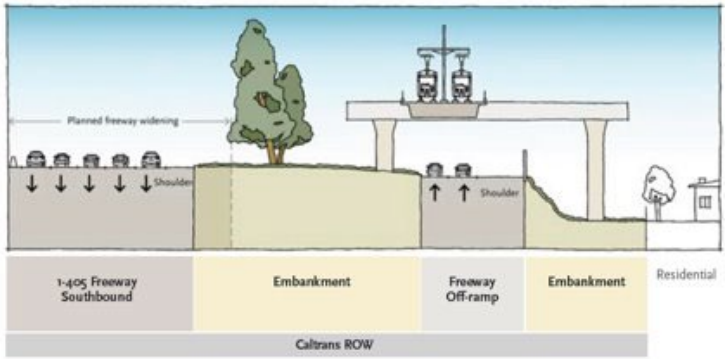




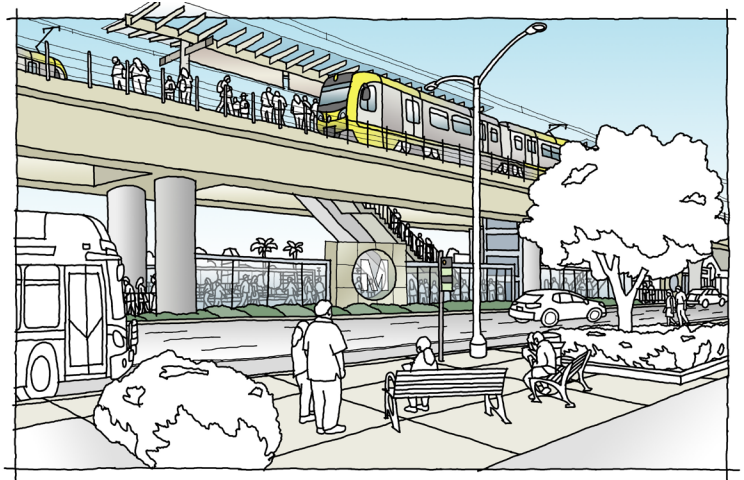
Next Steps

As part of next phase of project work, Metro will:

- Coordinate with third parties on environmental analysis, design refinements, permit approvals, cooperative agreements (e.g. FHWA, Caltrans, SCE, BNSF, cities) and policy changes (Caltrans Transit Priority Policy and SR 107 relinquishment)
- Advance design from 15% to 30% including constructability workshops, value engineering and efforts to minimize property impacts
- Explore phasing concepts to determine if an initial operating segments (IOS) is feasible, taking advantage of currently allocated project funds
- Identify early works activities to manage risk, cost and schedule
- Pursue additional funding to close funding gap



Segment of project travels within Caltrans ROW



South Bay Galleria Station is elevated on Hawthorne Blvd

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

Metro

Board Report

File #: 2026-0267, **File Type:** Contract **Agenda Number:** 13.

CONSTRUCTION COMMITTEE
MAY 20, 2026

SUBJECT: CHATSWORTH STATION ADA IMPROVEMENT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase the Life-of-Project (LOP) budget by $1,645,350, from $7,354,650 to $9,000,000 for the Chatsworth Station ADA Improvement Project, which includes allowance for increased Metrolink Platform 2 work.

ISSUE

Metro is required to complete necessary Americans with Disabilities Act (ADA) improvements to the Metrolink Chatsworth Station (Project) by August 2026. The next milestone in meeting the Project completion date is completing construction. Increasing the Life-of-Project (LOP) budget for the Project is required to execute and complete the construction in 2026. This increase covers additional costs associated with construction schedule extensions and delays, expanded construction scope, and additional consultant support services.

BACKGROUND

The ADA is a civil rights law, passed in 1990, that prohibits discrimination based on disability. The Metrolink Chatsworth Station opened in 1992 and serves Amtrak trains along the Pacific Surfliner as well as Metrolink trains along the Ventura County Line. A compliance assessment initiated by the federal government found existing conditions within the Metrolink Chatsworth Station that did not meet all requirements as codified in the October 1, 2006, edition of the Code of Federal Regulations, which are based on the 1991 ADA Standards. As the majority owner of the Chatsworth Transportation Center (Center), Metro signed a settlement agreement (Agreement) with the federal government in 2021 to make the necessary ADA improvements.

All ADA remediations need to be completed by August 1, 2026, per the Agreement and revised end date. Remediations within the station building interior fall outside of Metro's responsibilities and are excluded from the settlement agreement and the Project scope.

The Chatsworth Station ADA Improvement Project was proposed through Metro's Annual Capital Call in the fall of 2018, and its $4.0 million initial LOP was approved as part of the Fiscal Year 2020 Annual

Budget approved at the May 2019 Board meeting.

The LOP budget was increased by $3,354,650 to $7,354,650 at the November 2024 Board Meeting.

Project design was completed in July 2024 under AE56750004 Task Order 5. The Construction Contract No. C125446C1234 was awarded and Notice to Proceed was issued on February 28, 2025. Since then, the contractor has completed ramp, sidewalk and parking lot improvements in Parking Lots A and B, G Line Platform and Depot Plaza area.

DISCUSSION

Since the December 2024 Board approval, several factors, such as delayed start of the Contractor's work and additional scope due to platform 2 deterioration, have impacted the Project's cost and schedule. This requested LOP increase will provide sufficient funding for these additional costs and allow Metro to complete the remaining Project work and additional work on Metrolink Platform 2.

In December 2025, Metrolink notified Metro that Chatsworth Platform 2 would be taken out of service due to degraded tactile tiles and associated tripping hazards. An expansion of the scope of work on Platform 2 is needed to remedy the deterioration of the platform that occurred after the original ADA audit. Correcting the underlying structural deficiency was not part of this original project scope. Metro has included this increase in work scope in the project forecast and will perform the work pending approval of the LOP.

The proposed LOP increase is required for the following reasons:

- Metro Labor: The current LOP was based on completing all project work by August 2025, versus the current forecast completion in August 2026. The project schedule was impacted by delays in work plan approvals, additional submittal reviews, and changes to work scope. Agency staffing is needed for a longer duration than planned. Additionally, the 2024 estimate of agency cost was below staffing levels needed for this work, as indicated by actual costs incurred to date.
- Professional Services - Design: Additional support by the consultant designer of record is required during construction to respond to differing field conditions, manage scope changes, and support the extended construction duration.
- Construction Costs: The revised LOP includes contract modifications that were required to complete the work, including drainage modifications, Metrolink flagging services billed through the contractor, closure of Metrolink Platform 2, investigation of differing site conditions, expansion of the Metrolink Platform 2 work limits, and obtaining temporary construction access by Right of Entry to reduce conflicts with the active rail tracks.
- Construction Support Services: Additional consultant construction management services are required to support the extended construction duration, respond to field conditions, and manage scope changes.
- Contingency: Based on the expenditures to date, the contingency must be replenished to an appropriate level per the current forecast.

This proposed LOP is built from the bottom up with soft costs included, as shown in Attachment A - Funding/Expenditure Plan.

The requested LOP increase will provide sufficient funding to address these additional costs and ensure that Metro can complete the remaining Project work, including the additional repairs to Platform 2.

DETERMINATION OF SAFETY IMPACT

The Project enhances safety for all passengers by adding accessible features, including ramps and tactile paving. The station becomes safer and easier to navigate, which results in reducing the risk of falls and injuries. Clear signage and accessible emergency exits enable safe evacuation, while upgrades to boarding areas and audible and visual alerts make it easier for everyone, including wheelchair users and those with strollers, to navigate confidently.

Additionally, the Project will be constructed consistent with Metro's construction safety standards. This Board action will not impact established safety standards for Metro's construction projects.

FINANCIAL IMPACT

Board approval will increase the Project number 202337 Life-of-Project (LOP) budget by $1,645,350 to fund additional construction costs, consultant services, real estate costs, and project support services required to complete the Chatsworth Station ADA Improvement Project.

Since this is a multi-year project, the Chief Program Management Officer, Program Management will be accountable for budgeting the costs in future years.

Impact to Budget

The source for funding the additional $1,645,350 is Proposition C 10% which is eligible for commuter rail, transit centers and park & ride expenditures. This source is not eligible for Metro's bus or rail operations.

EQUITY PLATFORM

The station is a key transfer point for workers and students from nearby Equity Focus Communities (EFC) who use Metro, Metrolink, and/or Amtrak. Along the Metro G Line, just south of the Chatsworth Station, there are EFC communities designated as "very high need" according to the Metro Equity Need Index (MENI). These communities are comprised of 68% low-income households, 20% households with no access to a car, and up to 82% Black, Indigenous, and other People of Color residents. The improvements will enhance the user experience and expand accessible travel options by upgrading boarding platforms, waiting areas and the paths of travel between bus stop and rail platforms.

The purpose of the Project is to comply with a settlement between Metro and the federal government to remedy all current non-compliant accessibility features per the ADA Accessibility Standards at Chatsworth Station within Metro's responsibility. The Project includes improvements

such as removing and replacing sidewalks, parking lot and platform surface rehabilitations, and signage to bring the Chatsworth Station into compliance. Metro staff will conduct a survey with riders with disabilities to provide their input before the project certifications of compliance are completed.

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 support 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 Project will make the Chatsworth Station readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs. The Project supports Vision 2028 Strategic Goals:

- Goal 2: Deliver outstanding trip experiences for all users of the transportation system.
- Goal 3: Enhance communities and lives through mobility and access to opportunity.

The Project is being designed and constructed in close coordination with the community, Metrolink, the City of Los Angeles, and third-party stakeholders, as well as internal stakeholders within Metro, to streamline Metro's systems and processes for efficient operations.

ALTERNATIVES CONSIDERED

The alternative would be not to approve the recommended staff action to increase the LOP and instead to reduce the scope of construction to stay within the previously approved LOP. This is not recommended since these changes are necessary to enhance accessibility at the station and to comply with the terms of the settlement agreement.

NEXT STEPS

Upon Board approval of the requested LOP increase, staff will continue construction activities and project support services required to complete the Chatsworth Station ADA Improvement

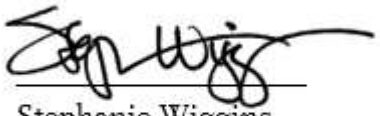
Project.

ATTACHMENT

Attachment A - Funding/Expenditure Plan

Prepared by: Laura J. Mohr, Deputy Executive Officer, (323) 900-2116
Kavita Mehta, Executive Officer, Regional Rail, (213) 435-5047
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Carolina Coppolo, Deputy Chief, Vendor/Contract Management (213) 922-4471

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

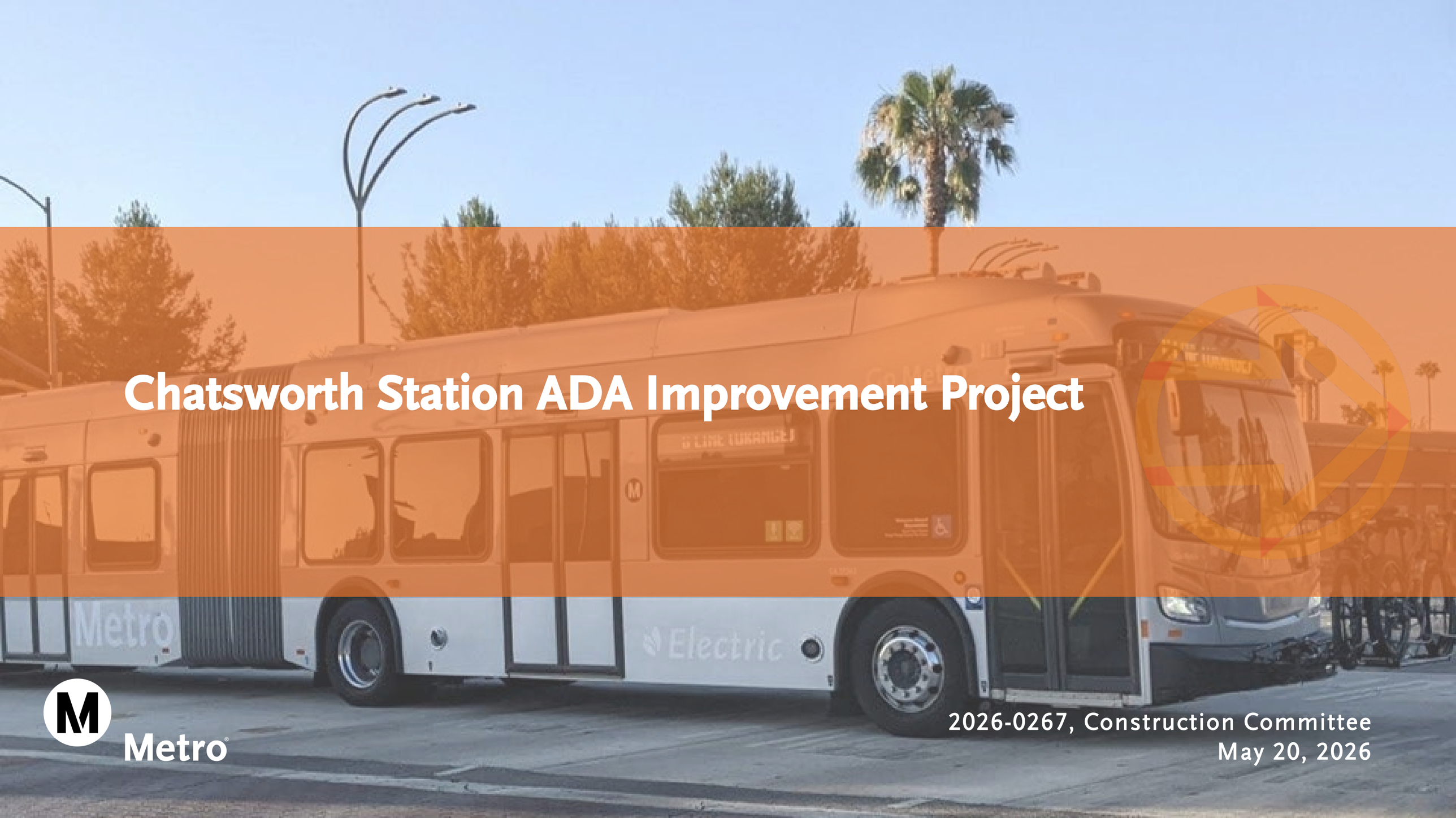


Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A
CHATSWORTH STATION ADA IMPROVEMENTS PROJECT
LOP INCREASE MAY 2026
Funding/Expenditure Plan
(Dollars)

Capital Project 202337	Current LOP	Proposed LOP	Expenditures as of 3/31/26	FY26	FY27	Total Capital Cost
USE OF FUNDS						
Metro Labor	**$ 548,723.00**	$ 1,370,388.00	$ 1,004,451	$ 256,156	$ 109,781	$ 1,370,388.00
Professional Services Design	**$ 1,574,627.00**	$ 1,779,627.00	$ 1,243,116	$ 375,558	$ 160,953	$ 1,779,627.00
Total Construction Costs and Overhead Costs	**$ 3,940,000.00**	$ 4,721,744.00	$ 1,327,867	$ 2,375,714	$ 1,018,163	$ 4,721,744.00
Construction Support Services and Public Outreach	**$ 495,700.00**	$ 898,244.00	$ 399,024	$ 349,454	$ 149,766	$ 898,244.00
Additional Contingency	**$ 795,600.00**	$ 229,997.00			$ 229,997	$ 229,997.00
Total Project Cost	**$ 7,354,650.00**	$ 9,000,000.00	$ 3,974,459	$ 3,356,881	$ 1,668,660	$ 9,000,000
SOURCES OF FUNDS						
Proposition C 40% and 10%	**$ 7,354,650.00**	$ 9,000,000.00	$ 3,974,459	$ 3,356,881	$ 1,668,660	$ 9,000,000
Total Project Funding	**$ 7,354,650.00**	$ 9,000,000.00	$ 3,974,459	$ 3,356,881	$ 1,668,660	$ 9,000,000

Chatsworth Station ADA Improvement Project



Metro

2026-0267, Construction Committee
May 20, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase the Life-of-Project (LOP) budget by $1,645,350 from $7,354,650 to $9,000,000 for the Chatsworth Station ADA Improvement Project, which includes allowance for increased Metrolink Platform 2 work.

Metro

BACKGROUND

- The Metrolink Chatsworth Station, opened in 1992, must be brought into ADA compliance following a 2021 settlement agreement with the federal government, United States Department of Justice (USDOJ). The current completion deadline is August 1, 2026, for the USDOJ-covered improvements.

- Metro is responsible for completing the improvements as the majority owner of the station property. The City of Los Angeles is the joint owner.

- Initial Life-of-Project (LOP) was approved in 2019 with a $4.0 million budget. LOP was increased to $7.35 million in November 2024.

- Construction began in February 2025. To date, the contractor has finished upgrades to the G Line platform, Depot Plaza, and parking lots A and B. The Contractor is currently working on Metrolink Platform 1.

PURPOSE

The primary purpose of this $1.645M LOP increase is to fund the completion of project work including:

- Metro Labor – Extended duration for Metro staffing.
- Professional Services – Added design services and extension of contract work period.
- Construction Costs – Increased costs for Platform 2 closure, Platform 2 site investigation, Platform 2 increased work limits, drainage modifications, Metrolink flagging days above the original estimate, and temporary construction access by Right of Entry to reduce conflicts with the active rail.
- Construction Support Services – Additional construction management services and extension of

Capital Project 202337	Current LOP	Increase to LOP	Proposed LOP	Expenditures as of 3/31/26	FY26	FY27	Total Capital Cost
USE OF FUNDS							
Metro Labor	$ 1,004,497	$ 365,891	$ 1,370,388	$ 1,004,451	$ 256,156	$ 109,781	$ 1,370,388
Professional Services Design	$ 1,650,000	$ 129,627	$ 1,779,627	$ 1,243,116	$ 375,558	$ 160,953	$ 1,779,627
Total Construction Costs and Overhead Costs	$ 4,204,453	$ 517,291	$ 4,721,744	$ 1,327,867	$ 2,375,714	$ 1,018,163	$ 4,721,744
Construction Support Services and Public Outreach	$ 495,700	$ 402,544	$ 898,244	$ 399,024	$ 349,454	$ 149,766	$ 898,244
Contingency		$ 229,997	$ 229,997			$ 229,997	$ 229,997
Total Project Cost	$ 7,354,650	$ 1,645,350	$ 9,000,000	$ 3,974,459	$ 3,356,881	$ 1,668,660	$ 9,000,000
SOURCES OF FUNDS							
Proposition C 40% and 10%	$ 7,354,650	$ 1,645,350	$ 9,000,000	$ 3,974,459	$ 3,356,881	$ 1,668,660	$ 9,000,000
Total Project Funding	$ 7,354,650	$ 1,645,350	$ 9,000,000	$ 3,974,459	$ 3,356,881	$ 1,668,660	$ 9,000,000

Metro

NEXT STEPS

Upon Board approval of the requested LOP increase, staff will continue construction activities including:

- Finalize design and proceed with Platform 2 repairs.
- Extend contracts for construction management and design consultants to provide oversight through August 2026.
- Independent Licensed Architect will complete audits and prepare a close out report for USDOJ.

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

File #: 2026-0283, **File Type:** Project **Agenda Number:** 14.

CONSTRUCTION COMMITTEE
MAY 20, 2026

SUBJECT: FOOTHILL GOLD LINE EXTENSION PHASE 2B

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE execution of Amendment No. 1 to the Master Cooperative Agreement (MCA) between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA") to reflect updates to key definitions and terms to ensure alignment with the revised scope and operational requirements for the Metro Gold Line Phase 2B project (Attachment A).

ISSUE

The Authority is responsible for the design and construction of the Gold Line Foothill Extension Phase 2B Project ("Project"), a proposed extension of the Metro A Line from Pomona to Claremont. Upon completion of the Project, the Construction Authority hands over the Project to LACMTA to operate and maintain. Responsibilities and guidelines for allocation of the funds and the specific commitments by the Authority and LACMTA are established by a Funding Agreement and a Master Cooperative Agreement (MCA) between the two agencies.

An amendment to the MCA between the two agencies is required to document updates to the contracting methodology used by the Authority, from Design-Build (DB) to Construction Manager At-Risk (CMAR) to ensure the successful implementation of Phase 2B. This amendment includes updates to defined terms, contracting approach, responsibilities for System Integration Testing (SIT-2), inclusion of Work Packages and right to review, Security and Bonding protections and insurance requirements.

BACKGROUND

Los Angeles County voters overwhelmingly approved Measures R (2008) and M (2016) to provide a significant source of local funding to support the delivery of a transformative, multimodal set of transportation projects to improve mobility, decrease air pollution, and increase the quality of life for all 10 million county residents. These local sales tax measures were designed to provide a local match to leverage significant state and federal funds to fully fund and implement the priority projects found in their respective expenditure plans.

The Metro Gold Line Foothill Extension Phase 2B project extends 11.4 miles from Glendora to Claremont and includes five stations. The overall Phase 2B project is divided into two sections: Phase 2B1 extends from Glendora to Pomona, and Phase 2B2 extends from Pomona to Claremont. The Project includes five stations and parking facilities in cities along the alignment.

An MCA between LACMTA and the Authority was executed on July 1, 2017, to govern the development and construction of the Metro Gold Line Extension from Glendora to Claremont (Phase 2B). The MCA specifies the procedures that the Authority and LACMTA will follow in implementing their respective roles and responsibilities in the Design, Construction, testing and Turnback of the Project.

At its October 2024 meeting, the Board approved the execution of a fourth amendment to the Foothill Extension 2B Funding Agreement between LACMTA and the Authority that reflects the allocation of $798M of the California State Transportation Agency ("CalSTA") Transit and Intercity Rail Capital Program ("TIRCP") formula funding authorized by Senate Bill 125. At its January 2026 meeting, the Board approved the programming of $95 million for FY26 through FY28 to advance design and procurement activities for Phase 2B2.

DISCUSSION

Construction on the Glendora to Pomona segment (Phase 2B1) of the Project started in 2017. This segment is approximately 9.1 miles and includes 4 stations: Glendora, San Dimas, La Verne, and Pomona. The Authority achieved substantial completion on Phase 2B1 segment on January 3, 2025 and the line opened to the public on September 19, 2026. With the completion of Phase 2B1 project close out, staff will perform a final accounting for Phase 2B1. Any surplus/remaining funds were to be returned to the SGVCOG Subregional Equity Program, and as requested by the SGVCOG, can be carried over to the next phase of the Project (Phase 2B2) with Metro Board approval. Staff will make adjustments to the LOP, as needed for Phases 2B1 accordingly and report back to the Board, The Authority is ready to start the next phase of the Project.

Amendment No. 1 to the Master Cooperative Agreement (MCA) (Attachment A) incorporates key updates which have been agreed upon to support the next phase of work (Phase 2B2). This includes the following key items:

1. Transition from Design-Build to CMAR for Phase 2B2

Updates to the definitions and the project structure to allow separate design and construction contracts for Phase 2B2 under CMAR. It also introduces "Work Packages" to enable phased construction authorization consistent with CMAR delivery. This establishes the contractual foundation for CMAR procurement and construction of Phase 2B2.

2. Preservation of LACMTA Oversight Authority

Grants LACMTA the right to review and comment on CMAR Work Packages that materially differ from approved contract documents or could affect operations. This maintains LACMTA operational and technical oversight while supporting Construction Authority schedule control.

3. Clarification of Testing and Operational Responsibilities

Refines responsibility for System Integration Testing (SIT-2) to LACMTA. Contractor is responsible only

for support and correction of issues within their scope. LACMTA assumes responsibility for issues outside contractor scope.

4. Limits on Punch List Authority
Confirms LACMTA may add punch list items only up to Substantial Completion for the construction contract contingent on having no design or construction outstanding. This prevents late-stage scope expansion once substantive work is complete.

5. Security and Bonding Protections
Requires that any replacement performance bond or alternate security for CMAR Work Packages must be at least 10% of the Work Package value during warranty and subject to LACMTA review and approval. This preserves LACMTA's financial protection during warranty periods.

6. Updated Insurance Framework
Aligns insurance provisions with CMAR delivery and project phasing. LACMTA Risk Management has reviewed and accepted the revised insurance language.

A copy of the MCA Amendment 1 is included as Attachment A.

DETERMINATION OF SAFETY IMPACT

This action has no safety impact on the Foothill Gold Line Extension 2B Project.

FINANCIAL IMPACT

There is no financial impact on Metro or the Foothill Gold Line Extension 2B Project as a result of this action.

EQUITY PLATFORM

By having affordable transportation options, the population along the project corridor can access the job opportunities within the San Gabriel Valley and Los Angeles County and beyond. The Project will increase access for EFCs along the corridor that use the Metro transit system to access housing, jobs, educational, medical and entertainment needs. There are no anticipated equity impacts related to the amendment to the Master Cooperation Agreement.

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 LACMTA's significant investment in rail and bus transit. LACMTA's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045.

This amendment to the Master Cooperative Agreement is a crucial administrative step to document updates to the roles and responsibilities, evolving scope of the project, and necessary clarifications to ensure implementation of Phase 2B. The amendment supports the timely delivery of the project, which will offer an alternative to driving for residents and commuters once the rail line is operational. The

expansion of transit service will ultimately help reduce VMT by providing more opportunities for transit-oriented travel.

The Project would improve mobility and access within the Project corridor by providing fast, convenient, and reliable transit service. Travel times are anticipated to be approximately 18-19 minutes between the APU/Citrus College station and the Montclair station. The Project would attract 28,149 daily passengers in its opening year alone, divert 20 percent of vehicle trips from local freeways and arterial streets, reduce 146,700 average daily vehicle miles
traveled (VMT) in its opening year, and reduce greenhouse gas emissions by 3,038,441 MTCO2e over the life of the Project.

*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 action supports all five of LACMTA's Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system;
3. Enhance communities and lives through mobility and access to opportunity;
4. Transform LA County through regional collaboration and national leadership; and
5. Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board may decide to forego amending the MCA. Staff recommendation is to proceed with the Amendment in order to assure clarity in contract definitions, effective management of Phase 2B's design and construction related to CMAR contract principles, maintain LACMTA's oversight authority, clarification on responsibility for SIT-2 testing, limiting punch list activities post-Substantial Completion, revising the Securities and Bonding Protections and Insurances ensuring smoother integration and timely completion of the project in alignment with LACMTA's strategic goals.

NEXT STEPS

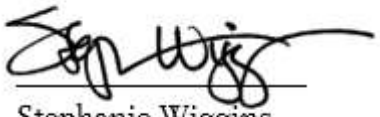
Upon Board approval, the Master Cooperative Agreement Amendment 1 will be circulated for execution.

ATTACHMENT

Attachment A - Metro-GL MCA Amendment

Prepared by: Kavita Mehta, Executive Officer, Program Management (213) 922-4921
Sameh Ghaly, Deputy Chief Program Management Officer (213) 418-3369

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



Stephanie Wiggins
Chief Executive Officer

AMENDMENT 1 TO
MASTER COOPERATIVE AGREEMENT
FOR THE
METRO GOLD LINE – GLENDORA TO CLAREMONT (PHASE 2B)

This Amendment 1 (**"Amendment"**) to the Master Cooperative Agreement for the Metro Gold Line – Glendora to Claremont (**"MCA"**) dated effective as of July 1, 2017 by and between the Metro Gold Line Foothill Extension Construction Authority, a public entity of the State of California (**"Construction Authority"**) and the Los Angeles County Metropolitan Transportation Authority, a public entity of the State of California (**"LACMTA"**), is dated effective as of _____, 2026, and made by and between the Construction Authority and LACMTA.

WHEREAS, the Construction Authority intends to utilize the Construction Manager at Risk ("**CMAR**") project delivery method to construct the extension of the Metro Gold Line from Pomona to Claremont and has issued a Request for Proposal dated February 4, 2026, as amended, for a CMAR contractor;

WHEREAS, the provisions of the existing MCA are applicable to the design-build project delivery method and need to be amended to accommodate the CMAR project delivery method; and

WHEREAS, the Construction Authority and LACMTA desire to amend the MCA to accommodate the CMAR project delivery method to meet the objectives and goals of the Parties.

NOW THEREFORE, the Parties agree as follows:

1. The defined terms herein, as identified by initial capitalization, shall have the meanings ascribed to them in the MCA, unless otherwise indicated.

2. Section 1.1 Definitions of the MCA is revised as follows:

    a. the definition of "Alignment Design/Build Contract" is revised to read as follows:

    Alignment Design/Build Contract means each Design/Build Contract for an entire Phase. For purposes of Phase 2B2, the term "Alignment Design/Build Contract" means "Design/Build Contract".

    b. the definition of "Conformed Contract Documents" is revised to read as follows:

    Conformed Contract Documents means the final executed contract documents for Construction and/or Design, which includes, without limitation, all of the following documents: the adopted Final Environmental Impact Report, as amended or supplemented from time to time, the Advanced Conceptual Engineering, the performance specifications, LACMTA Design Criteria and Standards in effect prior to the date that proposals for the Alignment Design/Build Contract that includes Design are due, and the Design/Build Contractor's proposal as amended by the Design/Build Contractor's best and final offer.

    c. The definition of “Current Scope of the Project” is revised to read as follows:

Current Scope of the Project means the Project as described in the Final Environmental Impact Report (EIR), as amended. A brief summary of the Project is provided in Exhibit A, and for the Phase 2B2, the Description of the Project at Exhibit D to the Fourth Amendment to Foothill Extension Phase 2B Funding Agreement dated November 19, 2024 shall apply except to the extent that the extension from Claremont to Montclair is not part of the Project, unless further agreed between the Parties.

d. the definition of "Design/Build Contract" is revised to read as follows:

Design/Build Contract means the documents that are used by Construction Authority to contract with a contractor to Design, build, fabricate, install, and prepare for operations all or any portion of the Project (less the rail cars and other equipment provided by LACMTA), and to demonstrate the operability of each Phase through a period of Pre-Revenue Operations. For the purposes of Phase 2B2, the term "Design/Build Contract" shall be interpreted to mean the documents that are used by Construction Authority to contract with one or more contractors under multiple contracts to do one or more of the following: Design, build, fabricate, install, and prepare for operations of Phase 2B2 (less the rail cars and other equipment provided by LACMTA), and to demonstrate the operability of Phase 2B2 through a period of Pre-Revenue Operations. Only the Alignment Design/Build Contract that includes Construction will include requirements regarding demonstrating the operability of the Phase through a period of Pre-Revenue Operations, and only the Design/Build Contract that includes Design will include requirements regarding Design Review and related processes.

e. the definition of "Final Environmental Impact Report (FEIR)" is revised to read as follows:

Final Environmental Impact Report (FEIR) means the Final Environmental Impact Report/Statement that analyzes and evaluates the environmental impacts of the Project and recommends measures to mitigate the potential adverse impacts, and includes any addendum, supplement, or subsequent EIR. Construction Authority certified the FEIR for Phase 2B in March 2013 and adopted a First Addendum in May 2014, a Second Addendum in December 2014, a Third Addendum in March 2016, a Fourth Addendum in September 2017, a Fifth Addendum in June 2024, a Supplemental EIR (SEIR 1) in July 2019, a Second Supplemental EIR (SEIR 2) in January 2021, and a Third Supplemental EIR (SEIR 3) in July 2022.

f. the definition of "Funding Agreement" is revised to read as follows:

Funding Agreement means that certain Foothill Extension Phase 2B Funding Agreement Glendora to Claremont of substantially even date herewith, as amended, pursuant to which the Parties have agreed on the distribution by LACMTA to Construction Authority of that portion of the proceeds of the Transaction and Use Tax adopted by LACMTA on or about June 16, 2016 by Ordinance #16-01, which was then approved by the voters of Los Angeles County on November 8, 2016 as "Measure M that has been allocated to the Project, along with other funds as set forth therein.

g. the definition of "Phase" is added to read as follows:

Phase means Phase 2A, Phase 2B1, or Phase 2B2.

h. the definition of "Phase 2B" is revised to read as follows:

Phase 2B means, as applicable, (a) the portion of Phase II from the interface with Phase 2A in Azusa to the end of the tail tracks for the Pomona station (**"Phase 2B1"**) and/or (b) the portion of Phase II from the Pomona station to the Claremont station (**"Phase 2B2"**).

i. the definition of "Work Package" is added to read as follows:

Work Package means any package comprising the performance of all or a portion of the Construction work under a Design/Build Contract for Phase 2B2.

3. The first three sentences of Section 1.2 General Approach to Construction Project of the MCA are amended to read as follows:

Construction Authority contemplates entering into separate design and construction contracts for Phase 2B2.

4. The first sentence of Section 2.4 Design Criteria and Standards of the MCA is amended to read as follows:

To ensure that the final Project meets the requirements of the current Project scope and the expectations of Construction Authority and LACMTA, Construction Authority and its consultants and contractors will comply with LACMTA Design Criteria and Standards in effect prior to the date that proposals for the Alignment Design/Build Contract that includes Design are due, except as waived in writing by LACMTA.

5. Section 2.6.1 Review and Comment on Work Packages is added to read as follows:

Section 2.6.1 Review and Comment on Work Packages

Notwithstanding anything to the contrary in this Agreement, LACMTA shall have the right to review and comment on proposals for Work Packages received by the Construction Authority as provided in this Section 2.6.1. Upon receipt of a proposal for a Work Package by the Construction Authority that is acceptable to the Construction Authority, the Construction Authority shall promptly provide a copy of such proposal to LACMTA for its review and comment. LACMTA's comments will be limited to any aspects of the Work Package that differ materially from the Conformed Contract Documents and could affect the operations of the Project. LACMTA shall review and provide any comments to the Construction Authority within 10 Days of receipt of the proposal for a Work Package from the Construction Authority, but in any event no later than the Construction Authority's and DB Contractor's execution of an amendment to the Design/Build Contract for the Work Package. If LACMTA fails to provide comments to the Construction Authority within the timing contemplated by this Section 2.6.1, it shall be deemed to have responded to the Construction Authority with no comments.

6. Section 7.0 General of the MCA is revised to read as follows:

For purposes of this Article 7, the terms Design/Build Contractor and Design/Build Contract shall refer to the Alignment Design/Build Contractor and the Alignment Design/Build Contract that includes Construction, respectively.

7. The first paragraph of Section 7.1.1 Design/Build Contractor of the MCA is revised to read as follows:

Construction Authority shall require in the Design/Build Contract that includes Construction that the Design/Build Contractor be responsible for successfully completing four types of Tests as follows:

8. The last paragraph of Section 7.1.1 Design/Build Contractor of the MCA is revised to read as follows:

The Design/Build Contractor establishes and maintains all track allocation and safety requirements and regulations in accordance with LACMTA standards and applicable CPUC regulations beginning with initial activation of the traction power system and vehicle movement, continuing until Turnover. The Design/Build Contractor shall provide support personnel as needed for SIT-2. Notwithstanding the above third bullet point, the responsibility of the Design/Build Contractor related to successful completion of SIT-2 testing is limited to providing support, and correcting issues arising from their scope of work.

9. Add at the end of the second paragraph of Section 7.1.3 LACMTA of the MCA:

LACMTA is responsible for performing SIT-2 testing with support from Construction Authority and Design/Build Contractor. Notwithstanding the third bullet point in Section 7.1.1, LACMTA is responsible for correcting issues arising outside of Design/Build Contractor's scope of work in connection with SIT-2 testing.

10. Section 7.6 LACMTA Addition of Punch List Items of the MCA is revised to read as follows:

For the Alignment Design/Build Contract that includes Construction, LACMTA may add punch list items in accordance with the terms of the Design/Build Contract up until Substantial Completion, at which point no punch list items can be added. This is contingent upon DB Contractor having no Design or Construction work remaining, other than punch list work.

11. Section 8.1.4 Replacement Security of the MCA is added and reads as follows:

Section 8.1.4 Replacement Security

The Construction Authority shall not permit the DB Contractor to provide a replacement performance bond in an amount less than 10% of the total sum of a Work Package or other alternate security, upon acceptance of a Work Package by the Authority, with such security guaranteeing due and punctual performance of the obligations of the DB Contractor during the warranty period, without LACMTA's prior review and approval, which approval shall not be unreasonably withheld, conditioned or delayed.

12. Section 8.2.1 Insurance Requirements of the MCA is revised to read as follows:

The Design/Build Contracts (as applicable) shall comply with Section 4.2.3(e) and Schedule “F” of the Property Trust Agreement regarding insurance, except as otherwise agreed by the Parties, and that LACMTA hereby approves that: (i) the Design/Build Contracts may include insurance coverage provided by the Alignment Design/Build Contractor(s) and subcontractors for Phase 2B2 or a Contractor Controlled Insurance Program for Phase 2B, including in this case both Phase 2B1 and Phase 2B2; (ii) deductibles shall not exceed $5,000,000 without Construction Authority approval; (iii) Operations and Product Liability insurance can be satisfied with project-specific coverage and practice policy in situations

where the aggregate limit is not twice the per occurrence limit; (iv) Railroad Protective Liability insurance shall be provided if required by any railroad as a condition of the railroad's consent for entry; (v) Earthquake insurance shall be provided at Construction Authority's election; (vi) Professional Liability insurance limits shall be not less than $15,000,000 per claim; (vii) with respect to pre-Construction activities, General Liability insurance limits shall be not less than $5,000,000 per occurrence and Builder's Risk insurance is not required; and (viii) the Construction Authority shall set the required insurance limits for subcontractors. The insurance language shall be reviewed by LACMTA's Risk Management Department. Any suggested changes shall be submitted to the Construction Authority.

13. The second paragraph of Section 10.5 Notification or Notices is revised to read as follows:

If to LACMTA:

Los Angeles County Metropolitan Transportation Construction Authority
One Gateway Plaza
Los Angeles, California 90012
Attn: Stephanie Wiggins, Chief Executive Officer
Fax: (213) 922-7447

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties have caused this First Amendment to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: _____
Stephanie N. Wiggins
Chief Executive Officer

Date: _____

APPROVED AS TO FORM:

DAWYN R. HARRISON
County Counsel

By: _____
Joshua Cohen
Senior Deputy County Counsel

Construction Authority:

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY

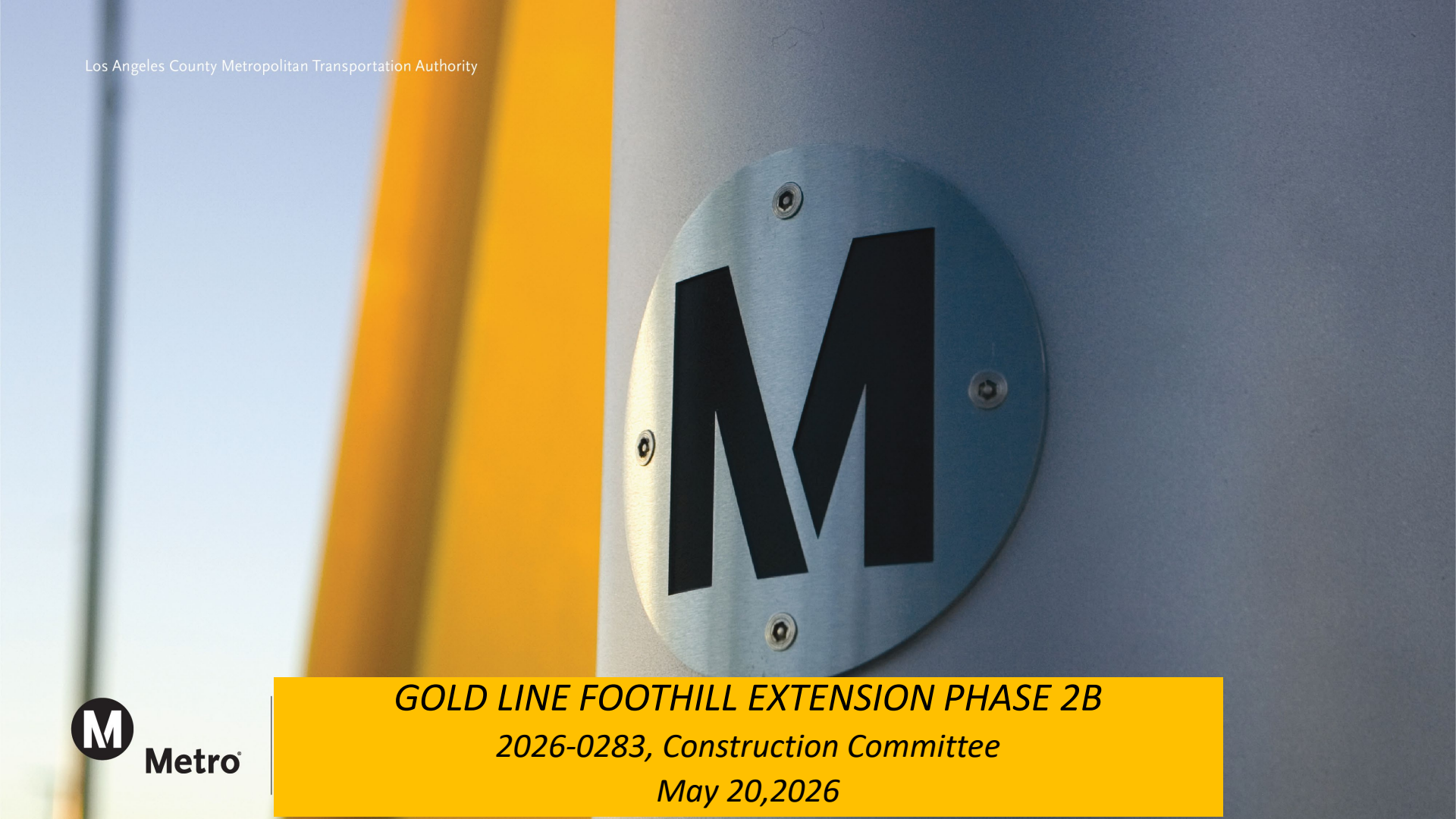
By: _____
Habib F. Balian
Chief Executive Officer

Date: _____

APPROVED AS TO FORM:

Nossaman LLP

By: _____



GOLD LINE FOOTHILL EXTENSION PHASE 2B

2026-0283, Construction Committee

May 20,2026

Metro

GOLD LINE FOOTHILL EXTENSION PHASE 2B

RECOMMENDATION:

AUTHORIZE execution of Amendment No. 1 to the Master Cooperative Agreement (MCA) between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA") to reflect updates to key definitions and terms to ensure alignment with the revised scope and operational requirements for the Metro Gold Line Phase 2B project (Attachment A).

Metro

GOLD LINE FOOTHILL EXTENSION PHASE 2B



BACKGROUND

- Metro and the Construction Authority executed a Master Cooperative Agreement (MCA) in 2017 establishing project roles, responsibilities, and coordination procedures for the Foothill Gold Line Phase 2B Project.
- Phase 2B1 (Glendora to Pomona) is complete and operational.
- The Authority is advancing Phase 2B2 (Pomona to Claremont) using a revised Construction Manager at Risk (CMAR) delivery approach.
- Amendment No. 1 updates the MCA to align with the revised CMAR delivery structure, oversight responsibilities, testing coordination, work packages, bonding protections, and insurance requirements.

Metro

PURPOSE OF MCA AMENDMENT

Amendment No. 1 updates the 2017 Master Cooperative Agreement (MCA) to support implementation of Phase 2B2 under the revised Construction Manager at Risk (CMAR) delivery approach, including:

- Updates to key definitions
- Transition from Design-Build (DB) to CMAR and phased “Work Packages”
- Preservation of Metro oversight authority for CMAR Work Packages
- Clarification of System Integration Testing (SIT-2) responsibilities
- Limits on punch list authority after Substantial Completion
- Updated bonding, security, and insurance requirements

Metro

NEXT STEPS

Upon Board approval:

- The Master Cooperative Agreement Amendment will be circulated for execution

File #: 2026-0307, **File Type:** Project **Agenda Number:** 15.

CONSTRUCTION COMMITTEE
MAY 20, 2026

SUBJECT: K-LINE'S NEW TRACTION POWER SUBSTATION PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. ESTABLISHING a Life-of-Project (LOP) budget for the K-Line new Traction Power Substation (TPSS) Support project (Project) in the amount of $38,450,000; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including contract and task order modifications, up to the authorized LOP.

ISSUE

A LOP budget for the Project is required to execute contracts and pursue completion of the Project. Establishing the LOP budget after bids are received is based on lessons learned and best management practices regarding establishing final budgets, when adequate information is available. Approval of the LOP at this time is required to meet funding deadlines set by external grant partners and will maintain the Project schedule.

BACKGROUND

Revenue service of the K-Line started in October 2022, which provided a connection between the Aviation Station on the C-Line, the upcoming LAX people-mover, downtown Inglewood, Crenshaw Boulevard, and the MLK Station on the E-Line. The original K-Line design allocated a total of 10 TPSS units for the project. However, during construction of the project, two of these TPSS units, Number 4 and Number 7, were removed and reclassified as future installations. A nominal amount of infrastructure was installed for these future installations.

At present, the K Line operates with 2-car trains at 7-minute headways.
This Project is to install the two TPSS units to provide adequate traction power, enabling operations of up to 3-car trains at 5-minute headways.

DISCUSSION

In April 2023, Metro received $35,161,000 in Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 General Fund New Project Funding to support two additional TPSS units on the K-Line.

The future TPSS unit Number 4 site is located approximately at the intersection of North Cedar Avenue and West Florence Avenue in Inglewood, CA. This site has been graded and is immediately adjacent to the Metro right-of-way. Overlaps are in place on the Overhead Contact System (OCS) in preparation for the new TPSS unit. Further descriptions of the site and its contents are provided in the following sections.

The future TPSS unit Number 7 site is located at the Northeast intersection of West 60th Street and Crenshaw Boulevard. This site has been graded but is separated from the Metro right-of-way by Crenshaw Boulevard. In addition, the overlaps for the OCS are located in a cut, as the tracks descend to the North portal of the UG3 tunnel. As part of the competitive procurement, Metro has required the awardee to procure the two new TPSS units from Siemens Corporation as a single source to maintain uniformity with the other eight existing TPSS units on the K-Lines. Ratings for the various TPSS unit equipment are listed below:

TPSS unit number 4, Utility Voltage: 16.4 kV (source would be Southern California Edison) TPSS unit number 7, Utility Voltage: 34.5 kV (source would be LA Dept. of Water and Power).

DETERMINATION OF SAFETY IMPACT

The installation of two new TPSS units will have a significant safety impact by:

- Providing a more reliable power source, which ensures that trains operate smoothly and reduces the risk of power-related disruptions.
- Enhancing the overall electrical safety of the system, minimizing potential hazards associated with outdated or overloaded power sources.
- Supporting emergency response efforts by ensuring that power is available for critical systems during emergencies, including lighting and communication systems.
- Improving redundancy in the power supply, which increases resilience against power failures that could compromise passenger safety.
- Facilitating more efficient energy distribution, which can lead to faster emergency responses and support for emergency egress routes.

FINANCIAL IMPACT

Funds required for the remainder of FY26 is included in the FY26 budget.

Since this is a multi-year Project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs for future years.

Impact to Budget

The sources of funds for the project are identified in Attachment A. The local funds (Proposition A 35%) are eligible for rail operations and capital and may be replaced with available and eligible funds at the time of expenditure.

EQUITY PLATFORM

In 2022, Metro successfully completed the K Line, which is currently operating at limited capacity with longer headways. The purpose of this project is to provide sufficient traction power to support 3-car train operations at 5-minute headways. Communities of color make up the majority of the population in the Project area. Metro has identified a significant portion of this project area as Equity Focus Communities (EFCs). EFCs are identified by three criteria: low-income households earning less than $75,000 per year, Black, Indigenous, or People of Color populations and households that do not have a car. Consequently, these communities are expected to benefit significantly from the Project, which aims to maximize the K Line's full operational capacity.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT-per-capita in Los Angeles County are lower than national averages, the weakest 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, the two new TPSS units support three-car trains and are expected to significantly reduce VMT. This initiative directly supports Metro's systemwide strategy to decrease VMT by investing in platform extensions that will accommodate three-car Metro rail trains. This enhancement is essential for increasing transit capacity, allowing more passengers to travel during peak times and special events.

As part of the Transit and Intercity Rail Capital Program grant process, Metro used the California Air Resources Board Benefits Calculator Tool to analyze VMT for this project as part of Metro's Los Angeles Metro Light Rail CORE Capacity & System Integration grant application Appendix A, *Quantification of Greenhouse Gas & Co-Benefit Criteria Air Pollutant Reductions*. The result of this analysis was that there was no impact, as the item did not exceed any greenhouse gas (GHG) threshold. This impact conclusion is based on GHG reductions of 232,422 metric tons, with over 750 million VMT expected to be reduced over the project's lifetime.

By facilitating increased ridership with two new TPSS units, Metro aims to make public transportation a more appealing option for commuters and event attendees.

Metro's Board-adopted VMT reduction targets build on the successes of current investments, and the platform extensions align seamlessly with those goals.

*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

This action supports the following goals from Metro's Strategic Plan:

- Goal 1 - Provide high-quality mobility options: Supports capacity improvements.
- Goal 2 - Deliver projects on time and on budget: Accelerates project delivery through integrated procurement
- Goal 3 - Enhance safety and security: Addresses voltage concerns related to three car trains.
- Goal 4 - Manage resources responsibly: Ensures fiscal discipline and leverages grant funding effectively.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the establishment of an LOP budget. This is not recommended as the State has a set and tight deadline to spend the grant funding. If the Board does not approve the Recommendation, the following consequences may occur:

- Extensive schedule delays with no assurance of better pricing without significant de-scoping of the Project;
- No guarantee that the current bidders (or any others) will provide better bids in response to future solicitation with the variable market conditions that have been prevalent in recent years;
- Loss of State grant funding.

NEXT STEPS

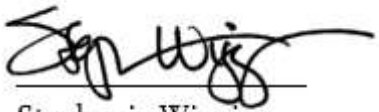
Upon Board approval of the Recommendation, staff will move the Project forward into design and construction.

ATTACHMENT

Attachment A - Funding and Expenditure Plan

Prepared by: Mike Santos, Director, Program Management, 213-922-2362
James Wei, Executive Officer, Program Management
(213) 922-7528
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Reviewed by: Timothy Lindholm, Chief Program Management Officer
(213) 922-7297
Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A
K LINE TPSS #4 #7
LOP ADOPTION
Funding/Expenditure Plan
(Dollars in Millions)

FULL USE OF TIRCP FUNDING + LOCAL FUNDING

Capital Project No. 204815	Prior Spent	FY26	FY27	FY28	FY29	FY30	TOTAL	% of Total
USES OF FUNDS								
Construction			6.42	12.16	7.00	0.72	26.30	68.4%
Professional Services	0.28	1.10	1.95	1.66	2.50	0.55	8.03	20.9%
Project Contingency						4.13	4.13	12.0%
Total Life of Project Cost:	**0.28**	**1.10**	**8.37**	**13.82**	**9.49**	**5.39**	**38.45**	***100%***
SOURCES OF FUNDS								
Transit and Intercity Rail Capital Program (TIRCP)	0.28	1.10	8.37	13.82	9.49	2.10	35.16	91.4%
Proposition A 35% [1]						3.29	3.29	8.6%
Total Life of Project Funding:	**0.28**	**1.10**	**8.37**	**13.82**	**9.49**	**5.39**	**38.45**	**100%**

1. Funding sources subject to change based on availability and eligibility of funds at the time of expenditure.

PARTIAL USE OF TIRCP FUNDING + LOCAL FUNDING

Capital Project No. 204815	Prior Spent	FY26	FY27	FY28	FY29	FY30	TOTAL	% of Total
USES OF FUNDS								
Construction			6.42	12.16	7.00	0.72	26.30	68.4%
Professional Services	0.28	1.10	1.95	1.66	2.50	0.55	8.03	20.9%
Project Contingency						4.13	4.13	12.0%
Total Life of Project Cost:	**0.28**	**1.10**	**8.37**	**13.82**	**9.49**	**5.39**	**38.45**	***100%***
SOURCES OF FUNDS								
Transit and Intercity Rail Capital Program (TIRCP)	0.28	1.10	8.37				9.74	25.3%
Proposition A 35% [1]				13.82	9.49	5.39	28.71	74.7%
Total Life of Project Funding:	**0.28**	**1.10**	**8.37**	**13.82**	**9.49**	**5.39**	**38.45**	**100%**

1. Funding sources subject to change based on availability and eligibility of funds at the time of expenditure.

K-LINE'S NEW TRACTION POWER SUBSTATION (TPSS)





Note: *The image above represents a typical TPSS structure. The actual appearance of the installed TPSS may vary.*

Metro

K-LINE'S NEW TRACTION POWER SUBSTATION (TPSS)

RECOMMENDATION

A. ESTABLISHING a Life-of-Project (LOP) budget for the K-Line's two (2) new Traction Power Substations (TPSS) support project (Project) in the amount of $38,450,000; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including contract and task order modifications, up to the authorized LOP.





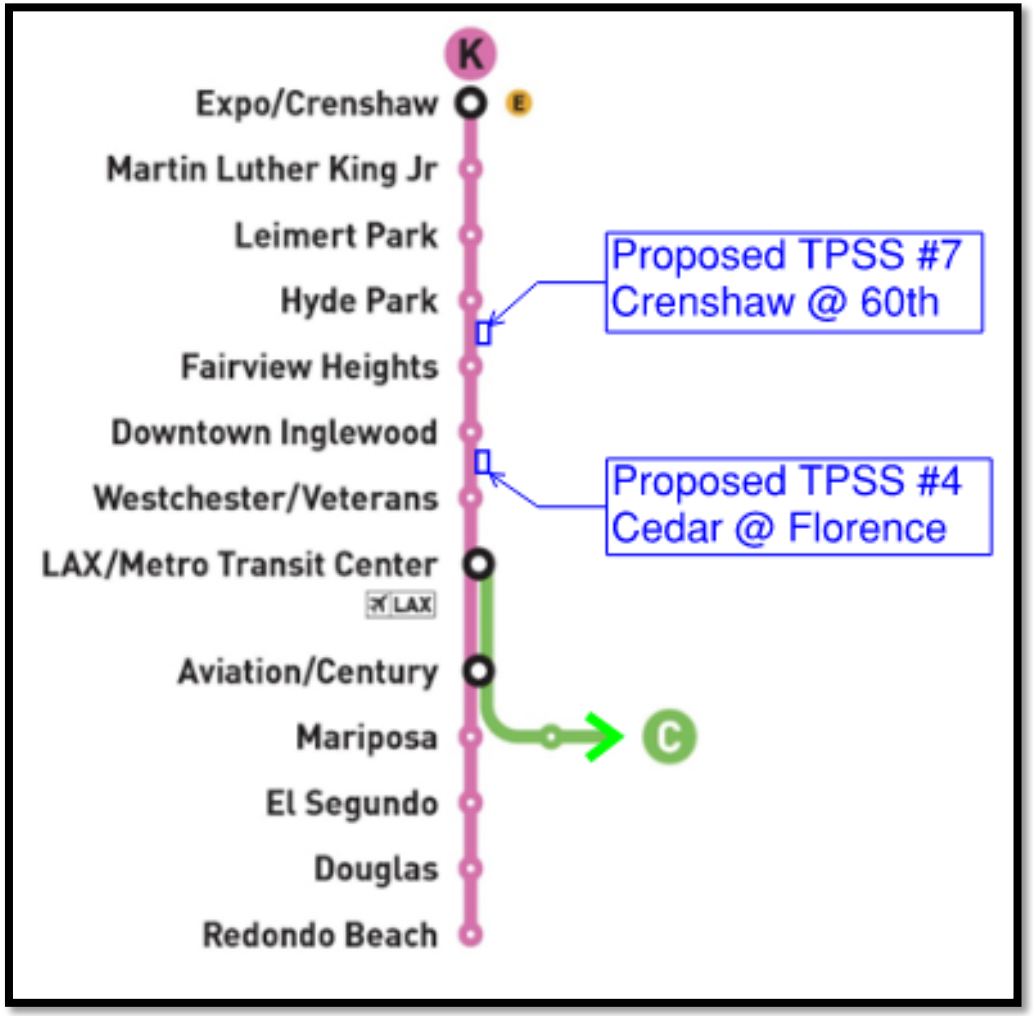
Metro

K-LINE'S NEW TRACTION POWER SUBSTATION (TPSS)

BACKGROUND

Revenue service of the K-Line started in October 2022, which provided a connection between the Aviation Station on the C-Line, the upcoming LAX people-mover, downtown Inglewood, Crenshaw Boulevard, and the MLK Station on the E-Line.

At present, the K Line operates with 2-car trains at 7-minute headways, powered by eight (8) TPSS units. This Project is to install an additional two (2) TPSS units to provide adequate traction power, enabling operations of up to **3-car trains at 5-minute headways.**



Metro

K-LINE'S NEW TRACTION POWER SUBSTATION (TPSS)

NEXT STEPS

Following Board approval of the recommendation, staff will finalize the procurement process for the design-build team and award the construction contract.

Metro

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

File #: 2025-1057, **File Type:** Motion / Motion Response **Agenda Number:** 16.

CONSTRUCTION COMMITTEE
MAY 20, 2026

SUBJECT: SOUTHBOUND INTERSTATE 605/BEVERLY BOULEVARD INTERCHANGE IMPROVEMENTS PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute:

A. Amendment 1 to Caltrans Design Cooperative (COOP) Agreement 5147 to reallocate $845,000 in funding, to transition the I-605 Beverly Boulevard Improvement Project to Caltrans;

B. Construction Cooperative Agreement 5355 with Caltrans to replace existing Construction Cooperative Agreement 5276. Construction COOP agreement 5355 identifies $5,991,000 in funding for Caltrans Construction Support, and $34,496,120 in funding for the estimated capital cost. This COOP is necessary to transition the I-605 Beverly Boulevard Improvement Project Construction Phase to Caltrans;

C. Contract Modification No. 1 to Contract No. AE119748000 with David Evans and Associates Inc. (DEA) in the amount of $693,970 increasing the contract value from $499,178 to $1,193,148 to finalize the Plans, Specifications, and Estimates (PS&E) package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026 to December 31, 2030; and

D. Any documents and agreements that are required for delivery of the I-605 Beverly Boulevard Improvements Project.

ISSUE

In 2025, Metro, in consultation with Caltrans, decided to transfer the construction responsibilities of the I-605 Beverly Interchange Improvements Project (South Bound) to Caltrans. This shift in responsibility will allow Metro to prioritize work that is focused on its core mission of planning, developing, and implementing transit improvement projects throughout Los Angeles County. Caltrans, as the owner and operator of the State Highway System, is best suited to manage the construction phase of the Project and ensure compliance with all applicable freeway construction standards, with funding oversight from Metro.

Metro, in collaboration with Caltrans, is leading the development of Measure R I-605 “Hot Spots” highway improvement projects. This contract transfer to Caltrans will enable Caltrans to complete the project report and PS&E for the proposed improvements to Southbound (SB) Interstate 605 (I-605)/Beverly Boulevard Interchange Improvements in the cities of Pico Rivera and Whittier and unincorporated Los Angeles County.

BACKGROUND

The Board designated $590 million in Measure R funds in October 2009, for the “Hot Spots” congestion relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study of I-605 and crossing corridors (I-405, SR-91, I-105, I-5, and SR-60) to identify congestion “Hot Spots” and develop preliminary improvement concepts.

One of the identified congestion Hot Spots was the I-605/I-5 Interchange, which includes this project. Metro completed a Project Study Report/Project Development Support (PSR/PDS) for the I-605/I-5 Interchange area in July 2014. The PSR/PDS is an initial scoping and resourcing document that identifies the transportation deficiencies, major elements that should be investigated, and the resources needed to complete the preliminary engineering and environmental process. While Metro/Caltrans prepared a corridor-level environmental document for I-605 (between I-105 and I-10), smaller scale early action projects were identified and advanced independently.

The SB I-605/Beverly Boulevard Interchange early action project includes reconfiguration of part of the interchange for improved operation. Caltrans is the lead agency for NEPA/CEQA compliance and prepared the environmental document and the required clearances.

Metro and Caltrans entered into a Design COOP Agreement 5147 on May 18, 2018, to define the roles and responsibilities for the project. Amendment 1 for Design COOP Agreement 5147 has been drafted to transfer the construction phase of the Project to Caltrans. Board approval is needed to execute the COOP agreement amendment.

Metro and Caltrans entered into a Construction COOP Agreement 5276 on March 7, 2023 to define the roles and responsibilities for the project. Construction COOP Agreement 5355 has been drafted to replace COOP Agreement 5276 and transfer the construction phase of the Project to Caltrans. Board approval is needed to execute the COOP agreement.

In July 2024, Metro awarded a contract for design support services during construction to DEA, previously known as Civil Works Engineering, for the I-605 Beverly Blvd. Interchange Project in the amount of $499,178. To complete the PS&E package for the construction handoff to Caltrans and to maintain the Engineer of Record, DEA’s contract must be modified.

To deliver the project, Metro will finalize and execute all necessary agreements, including those with onboard consultants and the Engineer of Record, DEA for completion of the project design updates, design support during bidding/ advertisement, design support during construction, and Caltrans coordination.

DISCUSSION

The I-605 Beverly Boulevard Improvements Project will construct new and realigned ramps along southbound I-605 at Beverly Boulevard, covering approximately 0.5 miles (Attachment A). The project focuses on enhancing safety, mobility, and operational efficiency at the Beverly Boulevard interchange by reconfiguring both the on- and off-ramps.

Currently, the interchange suffers from limited transition distance between ramps, contributing to congestion, driver confusion, and a higher-than-average accident rate of 1.58 (compared to the statewide average of 1.01). The project will simplify ramp geometry, meet standard deceleration requirements, introduce a dedicated right-turn lane, and reduce vehicle queuing conflicts at the intersection.

The planned improvements include a modified diamond interchange configuration with a southbound loop on-ramp and a retaining wall adjacent to the western right-of-way line near the Union Pacific Railroad and a privately owned parcel. A new 500-foot freeway sound wall will be installed near the southbound off-ramp to mitigate noise impacts on nearby residents. Drainage systems will also be upgraded to enhance stormwater management.

The project aligns with Metro's Objectives for Multimodal Highway Investment (June 2022), and supports goals related to mobility, safety, economic access, and multimodal integration. Pedestrian and local access improvements include:

- A newly constructed intersection at Beverly Boulevard, enabling westbound movement from the southbound off-ramp.
- Traffic signal optimization to improve flow at the I-605/Beverly Boulevard interchange.
- High-visibility crosswalks, updated traffic striping, and pavement markers to enhance safety.
- Yellow signal backplate borders for improved visibility at four intersections.
- ADA-compliant curb ramps at six locations.
- Enhanced pavement striping, upgraded from 4-inch to Caltrans-standard 6-inch widths.
- Widened sidewalks at five locations, including all four quadrants of the Beverly Boulevard intersection and the northeast side near Pioneer Boulevard.
- Stormwater filtration improvements, including new bioswales and basins.

The project does not require any residential or business displacements or property acquisitions.

Metro and Caltrans have engaged in ongoing partnership sessions to support planning, design, and procurement efforts, including a comprehensive contract review and constructability review.
With the above activities completed, Metro and Caltrans have agreed to transition the construction phase to Caltrans.

Delivery of the project will be carried out through a cooperative agreement between Caltrans and Metro. Caltrans will be designated as the Local Agency responsible for advertising, awarding, and administering the contract. The project is funded through a combination of federal and Metro local

sources. Metro is managing the project budget and will identify additional funding if needed.

Cooperative Agreements
The Design COOP Agreement Amendment, Construction COOP Agreement, and recommended contract modification, will fund the additional Caltrans support cost and professional services and oversight needed for Metro to transfer the I-605 Beverly Boulevard Interchange Project to Caltrans for construction. This shift aligns Caltrans' statutory role in freeway construction and allows Metro to focus on its core transit mission while leveraging Caltrans' expertise to deliver the project.

Amendment 1 to Design COOP Agreement 5147 will reallocate $845,000 in funding to transition the I-605 Beverly Boulevard Improvement Project to Caltrans.

Construction COOP Agreement 5355 will replace Construction COOP Agreement 5276 and identifies $5,991,000 in funding for Caltrans Construction Support and $34,496,120 in funding for the estimated capital cost, to transition the I-605 Beverly Boulevard Improvement Project Construction Phase to Caltrans

Design Support Services Agreement
Metro executed a sole source contract for Design Support Services during construction with DEA on July 29, 2024, for the I-605 Beverly Blvd. Interchange Project. The Contract Modification to Contract No. A119748000 with DEA will add $693,970 in funding, increasing the contract value from $499,178 to $1,193,148 to finalize the PS&E package for construction, provide additional design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026, to December 31, 2030 (Attachment C).

Life of Project (LOP) Budget
A LOP budget for the Project will eventually be required to execute contracts and pursue completion of the Project after design updates and bidding has been completed. Establishing the LOP budget after bids are received is based on lessons learned and best practices regarding establishing final budgets, when adequate information (such as the receipt and validation of responsiveness of hard bids) is available. Staff will request board approval for an LOP once the construction bids have been received.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impacts on the safety of Metro's patrons, employees or users of the facility. Caltrans' highway safety standards will be adhered to in the design of the proposed improvements. Any exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

This action will have no impact to the FY26 budget, as the I-605 Beverly Blvd project (460345) has an adopted FY26 annual budget of $4,925,000 in Cost Center 8510.
Since this is a multi-year project, the Project Manager, Sr Executive Officer, and Project staff will be responsible for budgeting the remaining costs of the Project in future fiscal years.

The Project Team will return to the Board to request a LOP budget after bids are received and reviewed by Caltrans.

Impact to Budget

The source of funds for the Design COOP ($845,000) will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail (transit) capital and operations expenses.

The source of funds for the Caltrans Construction Support ($5,991,000) will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail (transit) capital and operations expenses.

The source of funds for the Caltrans Construction COOP ($34,496,120) will be $16,976,220 in Highway Infrastructure Program (HIP) funding with the remainder Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail (transit) capital and operations expenses.

The source of funds for the DEA PS&E and DSDC ($693,970) will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail (transit) capital and operations expenses

EQUITY PLATFORM

While the Project area is located within Equity Focus Communities (EFCs), implementation of the Project will not result in the displacement of or other negative impacts to disadvantaged or low-income communities. The Project is designed to provide regional benefits that may improve conditions. As there is no equity impact associated with Caltrans leading the construction phase, the project design remains unchanged.

The SB I-605 Beverly Interchange Improvement Project (Project) is part of the I-605 Early Action Projects. As part of the I-605 Hot Spots Program, I-605 Early Action Projects focus on short-term needs on the freeway. The Project was chosen due to the higher-than-state accident data and because the proposed Project will be all within Caltrans's right of way, no relocations are necessary. The Project is designed to help ease congestion, enhance mobility, improve public safety, and improve regional traffic flow affecting communities adjacent to the 605 freeway. Beverly Boulevard is on the Southbound I-605 Freeway in the Cities of Whittier and Pico Rivera.

While Metro remains committed to encouraging mode shift or carpooling when feasible, the primary mode of transportation for the residents of these cities is commuting by car. The primary transportation means used by Pico Rivera residents to get to work is by car, truck, or van, with approximately 88 percent of residents taking this form of transportation. Of those commuters taking a car, truck, or van, almost 77 percent drive alone. Approximately 3.4 percent of commuters take public transportation, approximately 2.2 percent walk, and approximately 1.2 percent choose other means. Almost 4 percent of employed residents in Pico Rivera do not have a commute because they work from home. Among those who commuted to work, it took them an average of 30 minutes to get to work. (Pico Rivera City Demographic Website <https://properties.zoomprospector.com/lacounty/community/Pico-Rivera-California/0656924/demographics>

<https://www.pico-rivera.org/depts/ced/ed/demographics.asp>).

During the environmental phase of the Project, letters were sent to the community in English and Spanish requesting comment on the environmental document, newspaper posting were also published requesting public comment. During the environmental phase community impacts were accessed and disclosed. Public comments about bike lanes were taken into consideration and the Project will allow for future bike lanes to be built. Disaggregated demographic data was used to guide outreach during the environmental phase and will continue for future construction phases.

Caltrans will advertise, award, and administer the construction contract and will incorporate “Local Hiring Reimbursement” provisions into the contract. These provisions offer partial reimbursement to contractors who employ workers residing in designated qualifying zip codes within a 50-mile radius of the project site. Eligible zip codes will be identified based on demonstrated economic disparities relative to surrounding areas and national benchmarks.

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 are aligned 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.

The project aligns with Metro’s Objectives for Multimodal Highway Investment (June 2022), and supports goals related to mobility, safety, economic access, and multimodal integration and taken together they will likely decrease VMT in LA County. Metro’s Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives. 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 Project is consistent with the following Metro Vision 2028 Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility for the Southbound 605 Beverly Interchange Improvements Project

2. Transform LA County through regional collaboration by partnering with the Gateway Cities Council of Governments and Caltrans to identify the needed improvements on State highways

and take the lead in development and implementation of highway improvement projects.

Also, the Project supports Metro's Objectives for Multimodal Highway Investment to:

1. Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resilience for affected local communities.

ALTERNATIVES CONSIDERED

The Board may choose not to approve staff recommendations. This alternative is not recommended at this time, as Metro will have to lead and deliver the construction phase of the project, delay design updates, and divert Metro resources from Metro priority projects. The delay in delivering the project will incur additional capital and support costs.

NEXT STEPS

Upon Board approval, staff will execute the Design COOP agreement amendment, Construction COOP Agreement, and execute Modification No. 1 to Contract No. AE119748000 with DEA, to finalize the PS&E package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026, to December 31, 2030.

ATTACHMENTS

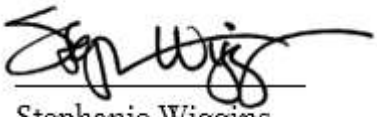
Attachment A - Project Location Map
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary

Prepared by:

Michael Tahan, Deputy Executive Officer, Project Management (213) 922-4756
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Mat Antonelli, Deputy Chief Program Management Officer, Project Delivery Team (213) 893-7114
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (213) 922-4471

Reviewed by:

Tim Lindholm, Chief Program Management Officer, Program Management (213) 922-7297

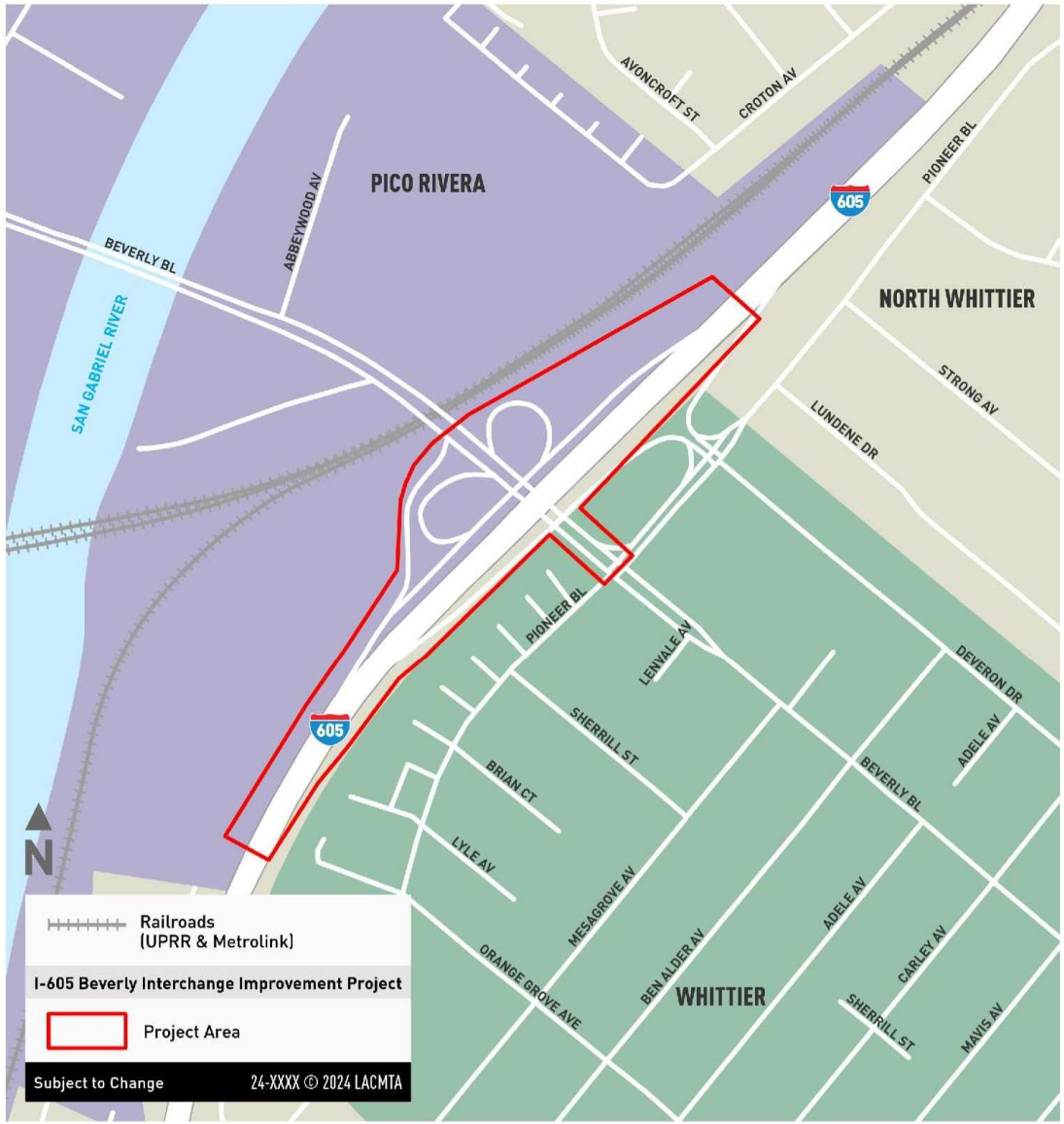


Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Southbound Interstate 605/Beverly Boulevard Interchange Improvements Project

Study Area



Metro

PROCUREMENT SUMMARY

DESIGN SUPPORT SERVICES DURING CONSTRUCTION FOR I-605 BEVERLY BOULEVARD/ AE119748000

1.	**Contract Number**: AE119748000			
2.	**Contractor**: David Evans and Associates, Inc.			
3.	**Mod. Work Description**: Finalize the Plans, Specifications, and Estimates (PS&E) package for construction, provide design support services during the bidding and construction phase, and extend the period of performance through 12/31/30.			
4.	**Contract Work Description**: Design Support Services During Construction for I-605 Beverly Boulevard			
5.	**The following data is current as of**: 3/10/2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	7/19/2024	**Contract Award Amount:**	$499,178
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$0
	Original Complete Date:	11/28/2026	**Pending Modifications (including this action):**	$693,970
	Current Est. Complete Date:	12/31/2030	**Current Contract Value (with this action):**	$1,193,148
7.	**Contract Administrator**: Andrew Conriquez		**Telephone Number**: (213) 922-3528	
8.	**Project Manager**: Michael Tahan		**Telephone Number**: (213) 922-4756	

A. Procurement Background

This Board Action is to approve Modification No. 1 issued to finalize the PS&E package for construction and provide design support services during the bidding and construction phase. This Modification will also extend the period of performance from November 28, 2026, to December 31, 2030.

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

In July 2024, Metro awarded a 28-month contract to David Evans and Associates, Inc. for design support services during construction for I-605 Beverly Boulevard.

No modifications have been issued to date.

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

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based upon a technical analysis, Independent Cost Estimate (ICE), and cost analysis.

Proposal Amount	Metro ICE	Recommended Amount
$693,970	$700,946	$693,970

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG

DESIGN SUPPORT SERVICES DURING CONSTRUCTION FOR I-605 BEVERLY BOULEVARD / AE119748000

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Finalize the PS&E package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from 11/28/26 through 12/31/30.	**Pending**	**Pending**	**$693,970**
	Modification Total:			**$693,970**
	Original Contract:		**7/19/24**	**$499,178**
	Total:			**$1,193,148**

DEOD SUMMARY

DESIGN SUPPORT SERVICES DURING CONSTRUCTION FOR I-605 BEVERLY BOULEVARD / AE119748000

A. Small Business Participation

At the time this was solicited, the Diversity & Economic Opportunity Department did not establish a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goal. David Evans and Associates Inc. did not make a commitment and is expected to continue to perform the work with its own workforces.

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.



SOUTHBOUND INTERSTATE 605/BEVERLY BOULEVARD INTERCHANGE IMPROVEMENTS PROJECT

Authorize Contract Modification

File # 2025-1057

Construction Committee May 20, 2026

Metro

Staff Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to execute:

A. Amendment 1 to Caltrans Design Cooperative (COOP) Agreement 5147 to reallocate $845,000 in funding, to transition the I-605 Beverly Boulevard Improvement Project to Caltrans;

B. Construction Cooperative Agreement 5355 with Caltrans to replace existing Construction Cooperative Agreement 5276. Construction COOP agreement 5355 identifies $5,991,000 in funding for Caltrans Construction Support, and $34,496,120 in funding for the estimated capital cost. This COOP is necessary to transition the I-605 Beverly Boulevard Improvement Project Construction Phase to Caltrans;

C. Contract Modification No. 1 to Contract No. AE119748000 with David Evans and Associates Inc. (DEA) in the amount of $693,970 increasing the contract value from $499,178 to $1,193,148 to finalize the Plans, Specifications, and Estimates (PS&E) package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026 to December 31, 2030; and

D. Any documents and agreements that are required for delivery of the I-605 Beverly Boulevard Improvements Project

Project Benefits

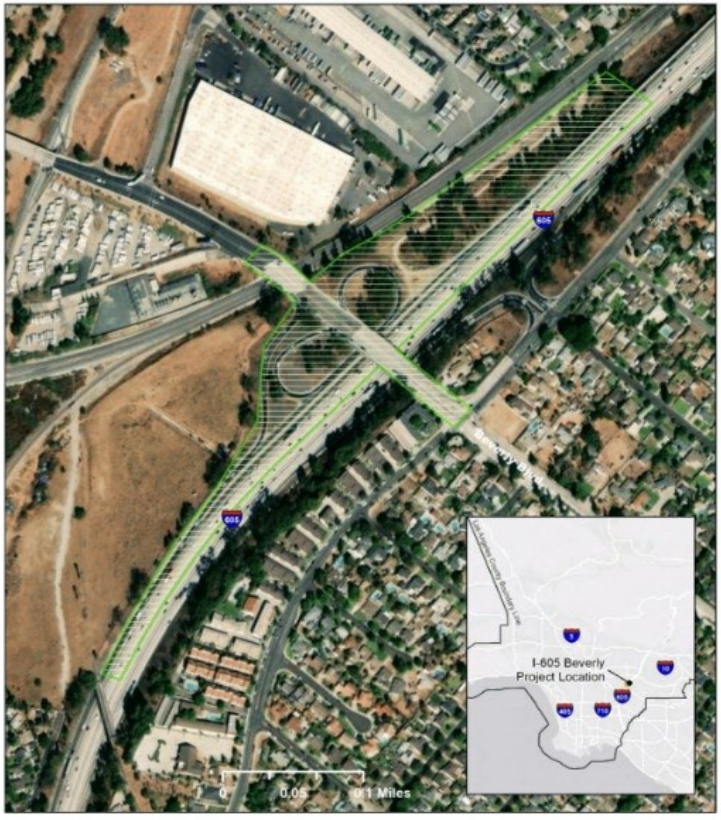
- **Improves safety** at the ramps, mainline, and on Beverly Bl and **reduces the likelihood of accidents**:
  - The existing ramps & interchange have a higher-than-average accident rate, greater than the statewide average.
- **Delivers a new 500 ft sound wall** near SB I-605 Beverly Bl off-ramp that mitigates impacts to residents
- **Creates safe access** by providing eastbound & westbound movements at the interchange
- **Improves freeway operations** by removing the short transition between existing on & off-ramps
- **Improves pedestrian access** at the intersection of the Beverly Bl ramps
- **Drainage improvements** to upgrade existing infrastructure
- Replaces the existing loop ramps **with new and realigned on & off-ramps**
- Proposes to **ease congestion** and **reduce lane merging conflicts**



I-605 Beverly Improvements

> Project work activities to be constructed include:

- Ramp construction and reconfiguration
- 500 LF of new sound/retaining wall construction
- New landscaping and drainage systems
- New intersection at Beverly Bl, traffic striping, pavement markers and a traffic signal optimization system
- New high-visibility crosswalks, ADA ramps and wider sidewalks
- New overhead sign installation
- Yellow border added to four traffic signals for improved visibility
- Stormwater filtration improvements, includes bioswale and basin



Next Steps

Metro & Caltrans

Pending Board Approval on May 28, 2026:

- Execute the design COOP agreement amendment
- Execute the construction COOP agreement



Metro

- Execute contract modification No. 1 to AE119748000 for DEA

Caltrans

- Ready To List (RTL) Anticipated in July/August 2026
- Advertise for Bids in September/October 2026
- Start Construction January/February 2027
- Complete Construction May/June 2028

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

File #: 2026-0295, **File Type:** Project **Agenda Number:** 19.

CONSTRUCTION COMMITTEE
MAY 21, 2026

SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. ESTABLISHING a Life-of-Project (LOP) budget for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project in the amount of $428,988,535; and

B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

ISSUE

On December 5, 2024, the Board authorized a Preconstruction Budget for Phase 1 of the North Hollywood to Pasadena BRT Project (Project), which included preconstruction services (constructability reviews, construction staging and phasing development, construction scheduling, estimating and price build-up). Since that time, Metro staff have worked with the Construction Manager/General Contractor (CM/GC), the Design Consultant and the Cities of Burbank, Glendale, Pasadena and Los Angeles to advance the design, complete field investigations, undergo constructability reviews and explore scope refinement and value engineering opportunities. The Project is nearing completion of Phase 1 of the CM/GC contract and is now ready to establish the LOP budget. Establishment of the LOP budget is a required next step to keep the Project on track for successful completion.

BACKGROUND

The Project is a 19-mile Bus Rapid Transit (BRT) corridor with 22 stations. The Project serves as a key regional connection between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood (NoHo), Burbank, Glendale, Eagle Rock, and Pasadena. Each community has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena.

The Project goals are to:

- Advance a premium transit service that is more competitive with private automobile travel;
- Improve accessibility for disadvantaged communities;
- Improve transit access to major activity and employment centers;
- Enhance connectivity to Metro and other regional transit services;
- Provide improved passenger comfort and convenience; and
- Support community plans and transit-oriented community goals

Following the completion of the environmental phase in April 2022, the Board certified the Final Environmental Impact Report (FEIR) and approved the Project.

A Program Management Support Services Contract was awarded by the Board in March 2024 and the Contract for final design services was awarded by the Board in May 2024.

The CM/GC approach was selected to deliver and construct the Project and the CM/GC contract for Phase 1 Pre-Construction services was awarded by the Board in December 2024. Throughout the Pre-Construction Phase, Metro, the Designer and the CM/GC have collaborated with the four Cities along the alignment to advance a design that incorporates relevant constructability comments and incorporates input generated from the development of construction staging & phasing plans.

The Board approved Pre-Construction Phase budget allocated funding for Early Works Packages (EWP). EWPs for potholing and site investigation activities and construction in the Pasadena segment of the Project have been approved, and work is underway or completed for these Early Works Packages.

DISCUSSION

To date, the Project has been funded under the approved Preconstruction Phase-of-Project Budget of $135,183,738. The proposed $428,988,535 LOP budget for this project is the total project cost. This proposed LOP budget includes all incurred and forecasted costs for the Project, including Metro labor and non-labor costs, support services, environmental/planning, design, preconstruction services, utilities, ROW, construction, and required contingencies. A full breakdown can be found in Attachment A - Funding and Expenditure Plan.

Constructability Reviews and Preconstruction Services

As design advanced, the CM/GC team provided detailed constructability reviews of each design package and prepared construction staging and phasing plans. These preconstruction services supported a collaborative process that resulted in the design team identifying the exact work limits and types of improvements in the subsequent design packages. This collaboration supported the control of cost and scope growth such that the LOP budget request aligns with the low-end of the cost estimate range ($411M - $669M) developed in 2023 as part of an Early Intervention Team (EIT) stage-gate review.

CM/GC Phase 2 Cost Estimating and Negotiations

As the design advanced, the CM/GC prepared and submitted successive Opinion of Probable Construction Cost (OPCC) reports at key design milestones. The development of each OPCC employed a transparent open-book approach, supported by independent cost estimates prepared concurrently and reconciled to validate pricing. Building on the foundation of the developed OPCC pricing for the Pasadena EWP, the balance of construction work was negotiated with the CM/GC after completing an extensive price build-up process incorporating three rounds of estimating, reconciliation, and negotiation between the Contractor's OPCC and Metro's Independent Cost Estimate (ICE). The final round of estimating yielded a CM/GC estimate for Phase 2 scope (excluding the value of already approved EWPs) of $261M, and an ICE estimate for the same Phase 2 scope of $240M, reflecting a 9% variance. Final negotiations resulted in a reduced estimated cost for Phase 2 scope of $245M (excluding the value of already approved EWPs).

DETERMINATION OF SAFETY IMPACT

Approval of these recommendations will result in upgrades to existing sidewalks, streets and traffic signals, signs and markings. These upgrades will improve pedestrian safety by bringing existing sidewalk into compliance with current ADA requirements, improve lighting and shade at BRT stations improving safety and comfort for transit riders, improve bicycle facilities creating greater separation between cyclists and vehicles and refresh markings and signs improving visibility and improving safety for all roadway uses.

FINANCIAL IMPACT

Impact to Budget

The funds required in FY26 for the Phase 1 Preconstruction Services are included in the adopted budget under Cost Center 8510 Project number 871401 and 471401, under various accounts, including professional and technical services. As this is a multiyear project, future fiscal year budgets will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

The source of funds for the project is Measure M 35%, TIRCP, REAP 2.0 and Prop C 25%. These funds are not eligible for Metro bus and rail operations.

Multiyear Impact

The Project has capital funding programmed in the Metro financial forecast based on the cost estimate prepared for the Measure M Expenditure Plan of $267 million, which is subject to escalation, and an additional $50 million in SB1 TIRCP funds that was awarded to Metro in 2018. Based on the current expenditure schedule to construct the Project, the Measure M funding can be increased for inflation for a total of $334.3 million.

Metro has also received a grant award from the SCAG Regional Early Action Planning Grants (REAP) 2.0 for the North Hollywood Transit Center project which is included in the Project LOP budget. Additionally, Metro has received $5 million of FTA Community Project Funding which will

fund the cost of buses that are related to the Project but not included in the Project LOP budget.

The remaining Project cost of $41.3 million is proposed to be funded from Proposition C 25%, pursuant to the Uniform Cost Management Policy.

The proposed LOP is a cost increase in comparison to the prior cost estimate included in the Measure M Ordinance, and the Project is subject to the Metro Uniform Cost Management Policy (Policy). The Policy requires that funding shortfalls are addressed in the following order.

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

The first and third steps in the Policy are to evaluate scope reductions and value engineering. The CM/GC process has already identified and incorporated achievable scope reductions and value engineering that are reflected in the LOP budget.

The second step of the Policy is to look at new local agency funding resources, including discretionary grants and funding along the corridor. Local funding resources (i.e., specific to the affected corridor or subregion) are considered prior to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County. The Project is located in the Arroyo Verdugo and San Fernando Valley subregions and has stops in the cities of Los Angeles, Burbank, Glendale, and Pasadena. Local funding resources from both subregions and the cities could be considered for the cost increase.

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Arroyo Verdugo subregion. The subregion could allocate a portion of the funding for the Project, which requires notice to and approval by the subregion. However, Motion 48 by Directors Hahn, Garcetti, Solis, Butts, Dutra, and Najarian, which was approved by the Board on June 24, 2021, states that, henceforth the Policy is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction (Attachment E). Because of this motion, the SEP is not considered for the Project cost increase.

The Cities of Los Angeles, Burbank, Glendale, and Pasadena receive Measure M, Measure R, and Propositions A and C “local return” funding that is eligible for transit use and could contribute a portion to the Project. It is assumed that these funds would similarly not be supported for the cost increase to the Project.

Regarding State funding, the project is about to enter construction and this would make the Project ineligible for most state discretionary grants (the project does not have federal environmental clearance and is not eligible for federal funding). In addition, the large cost increase will make the project uncompetitive for state funding, as the state has provided Transit and Intercity Rail Capital

Program funding and does not generally participate in cost increases.

The fourth and fifth steps are to look at cost reductions for Metro projects along the corridor or subregion. There are no Metro projects along the corridor or in the subregion that are at a point in their development and have the flexibility to be downsized within their current phase.

The final step of the Policy is to use countywide funding, including formula grant funding that is available for projects throughout Metro's service territory. The primary state formula funding for Metro are the Local Partnership Program and State Transportation Improvement Program. Metro could work with the state to consider funding from these programs for the Project. However, Metro must overcome the fact that the Project has already received state funding, has experienced a cost increase, requires funding soon, and is about to enter construction. In the absence of available State funding, the funding plan for the Project relies on countywide Proposition C 25% funding and this is currently identified as the main funding source to address the cost increase. The Proposition C 25% is currently programmed for several other Metro projects and programs and its use may result in the need to incur debt to fund the cost increase for the Project. Metro has a Debt Policy that limits the amount of Proposition C debt that can be incurred. Any debt issued to fund a contribution to the Project is not expected to result in debt service exceeding the Debt Policy limits.

EQUITY PLATFORM

Myers-Shimmick, A Joint Venture (MSJV), made a 43.26% Small Business Enterprise (SBE) and a 3.49% Disabled Veteran Business Enterprise (DVBE) commitment on Phase 1 of this project. The current SBE/DVBE participation is 46.64% SBE and 8.43% DVBE, exceeding both commitments by 3.38% and 4.94%, respectively.

To-Date, Phase 2 - Construction consists entirely of the awarding of Early Works Packages (EWPs). MSJV's cumulative level of SBE/DVBE participation is 38.22% SBE and 8.87% DVBE, respectively. DEOD will establish the SBE/DVBE goals for the Phase 2 Supplement (Burbank, Glendale and Los Angeles) in accordance with the terms of the contract.

In performance of the Scope of Services, the CM/GC is required to develop a multi-year Cultural Competency plan which was prepared by the CM/GC and submitted to Metro for approval. The Cultural Competency plan remains under review by Metro.

The Project area includes several Equity Focus Communities (EFCs) in North Hollywood, Burbank, Glendale and Pasadena and will provide the benefits of enhanced mobility and regional access for transit riders within those communities. The Project will allow people living in EFCs along the corridor to connect with the greater regional transportation network and key destinations, via the 10 planned stations located in EFCs. Improvements to bicycle and pedestrian facilities are also included as part of the Project, including the upgraded bike lanes on Colorado Boulevard in Eagle Rock, which were added to the Proposed Project in response to feedback received from the community.

Additionally, any potential impacts to existing bicycle and pedestrian facilities along the Project within these communities will be addressed by proposed mitigations during both the construction and operation phases to ensure safe and easily navigable options. Such mitigation measures include wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction and coordinating with the cities and communities along

the corridor to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.

The outreach strategy for the Project (during the completed planning and environmental phase) was designed to engage with historically marginalized groups through the use of multilingual outreach materials (English, Spanish, Armenian, and Tagalog), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings. The Project team provided robust stakeholder engagement and focused outreach activities to better engage transit riders and EFCs to inform the planning and environmental review and has continued this robust outreach during design and the start construction activities with multiple series of virtual community meetings and in-person "open house" meetings throughout the 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.

As part of these ongoing efforts, the Project is expected to contribute to further reductions in VMT as it includes the implementation of a high-quality Bus Rapid Transit alternative connecting the San Fernando and San Gabriel Valleys. This BRT service will enhance transit along the corridor by shortening passenger travel times and increasing service reliability and efficiency. This project is expected to encourage a shift from single-occupancy vehicles to public transit. Additionally, it will enhance access for cyclists and pedestrians to/from the stations.

To help characterize the VMT effects of the Project and provide a basis for comparing Project scenarios, the travel demand model estimated the Project's VMT benefit by multiplying the number of person-trips shifted from automobiles to transit because of the Project. The estimated user benefit is a savings of about 82,000 VMT resulting in the removal of 22 metric tons of CO2 daily due to the implementation of the Project.

*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: Provide high quality mobility options that enable people to spend less time traveling;
- Strategic Plan Goal 2: Deliver outstanding trip experience for all users of the transportation system; and
- Strategic Plan Goal 3: Enhance communities and lives through mobility and access to

opportunity.

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ALTERNATIVES CONSIDERED

The Board may not approve this LOP and request that Staff off-ramp the Construction Manager/General Contractor (CM/GC) and competitively bid scopes of work in an attempt to obtain lower costs for this project. Staff does not recommend this alternative because an off-ramp would require additional time for procurement and would jeopardize the project's ability to deliver the project before the 2028 Games.

NEXT STEPS

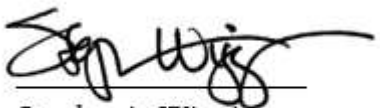
Upon approval of the LOP budget, staff will proceed with executing an Early Works Package that will include construction of the project scope in the Cities of Burbank and Glendale and then the Phase 2 Supplement to the CM/GC Contract that will include construction of the project scope in the City of Los Angeles(North Hollywood and Eagle Rock).The Phase 2 Supplement will extend the Contract's period of performance through June of 2028. Construction Substantial Completion for this work is scheduled for early 2028. Revenue Operations are scheduled for early 2028, prior to the Games.

ATTACHMENTS

Attachment A - Funding and Expenditure Plan
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary
Attachment E - Motion 48

Prepared by:
Anthony DeFrenza, Deputy Executive Officer, Project Management, (213) 220-0583
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Reviewed by:
Tim Lindholm, Chief Program Management Officer, (213) 922-7297



Stephanie Wiggins
Chief Executive Officer

Attachment A - Expenditure and Funding Plan
NoHo to Pasadena BRT Life of Project (LOP) Budget

Use of Funds	Total	Inception Thru FY 26	FY 27	FY 28+
Planning, Enviromental and Preliminary Engineering Services	$ 19,806,000	$ 19,806,000	$ -	$ -
Right of Way Activities	$ 4,400,000	$ -	$ 4,400,000	$ -
Design & Construction				
CM/GC Phase 1 - Preconstruction Services	$ 13,057,061	$ 10,038,160	$ 3,018,901	$ -
Final Design Services & Design Services During Construction	$ 31,826,408	$ 27,345,139	$ 4,145,035	$ 336,234
Transit Signal Priority	$ 2,595,000	$ -	$ 2,595,000	$ -
PMSS Services	$ 24,776,616	$ 8,606,616	$ 7,780,000	$ 8,390,000
CM/GC Phase 2 - Construction	$ 270,367,000	$ 14,709,681	$ 196,868,430	$ 58,788,889
Metro Art Budget	$ 1,344,717	$ -	$ 1,008,538	$ 336,179
Other Professional Services	$ 5,689,687	$ 1,934,987	$ 2,245,600	$ 1,509,100
Third Party (LA, Burbank, Glendale, Pasadena & Utility Relocations, etc)	$ 8,668,130	$ 2,567,411	$ 5,252,413	$ 848,306
Agency Costs	$ 15,625,654	$ 4,825,654	$ 6,000,000	$ 4,800,000
Contingency				
Contingency (10%)	$ 30,832,262		$ 23,331,392	$ 7,500,871
Life of Project Budget	**$ 428,988,535**	**$ 89,833,648**	**$ 256,645,308**	**$ 82,509,579**
Source of Funds	**Total**			
Measure M 35% Transit	$ 334,259,403	$ 89,833,648	$ 184,425,755	$ 60,000,000
SB1 TIRCP Grant	$ 50,000,000	$ -	$ 40,000,000	$ 10,000,000
SCAG - REAP 2.0 Grant	$ 3,400,000	$ -	$ 3,400,000	$ -
Proposition C 25% Streets-Related Transit	$ 41,329,132	$ -	$ 28,819,553	$ 12,509,579
Total Project Funding	**$ 428,988,535**	**$ 89,833,648**	**$ 256,645,308**	**$ 82,509,579**

ATTACHMENT B

PROCUREMENT SUMMARY

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT
PS118736000

1.	**Contract Number:** PS118736000			
2.	**Contractor:** Myers-Shimmick, a Joint Venture			
3.	**Mod. Work Description:** Approve Life of Project Budget for Executing Phase 2 Supplement and Related Agreements			
4.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded	December 5, 2024	**Contract Award Amount:**	$8,260,253
	Notice to Proceed (NTP):	January 22, 2025	**Total of Modifications Approved:**	$29,956,189.77
	Original Complete Date	April 30, 2027	**Pending Modifications (including this action):**	TBD
	Current Est. Complete Date:	June 30, 2028	**Current Contract Value:**	$38,216,442.77
5.	**Contract Administrator** Roli Khanna		**Telephone Number:** 213.922.6101	
	Project Manager: Anthony Defrenza		**Telephone Number:** 213.220.0583	

A. Procurement Background

On December 5, 2024, the Board approved award of a Construction Manager/General Contractor (CM/GC) contract for the North Hollywood (NoHo) to Pasadena Bus Rapid Transit (BRT) Project (File #2024-0498), Contract No. PS118736000, to Myers-Shimmick, a Joint Venture. The initial contract award consisted of Phase 1 – Pre Construction Services in the amount not-to-exceed $8,260,253.

This Board Action is to authorize the Chief Executive Officer to negotiate project-related agreements, including Early Works Packages (EWPs), the Phase 2 Supplement (Construction Phase), and contract modifications up to the authorized Life-of-Project budget for the NoHo to Pasadena BRT Project.

When agreement on final cost is reached, a Contract Modification will be executed for the Phase 2 Supplement which will amend and restate the Contract. The Contract Modification and related agreements will be processed in accordance with Metro's Acquisition Policy. Basis for the Phase 2 Contract Price may be Guaranteed Maximum Price or Firm Fixed Price. Contract Payment Terms will be defined in the executed Modification for the Phase 2 Supplement.

ATTACHMENT B

There have been seven Contract Modifications, including Early Works Packages (EWPs), executed to date, totaling $29,956,189.77.

Refer to Attachment C – Contract Modification/Change Order Log for details.

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT/PS118736000

Mod No.	Description	Status (approved or pending)	Date	$ Amount
1	Revise Contract Sections and Exhibits, including to Reflect Changes in Law and to Update Statutory Citations	Approved	8/12/2025	$0.00
2	Deletion of Some Traffic Loop Work and Permit Allowance from EWP-01	Approved	12/10/2025	-$23,210.00
3	Updates to Phase 1 Work, Work Completion Schedule and Subcontracting	Approved	3/13/2026	$4,796,808.00
4	Final Reconciliation of Contract Price for EWP-02 Utility Potholing	Approved	4/2/2026	-$911,505.23
EWP-Mod 01	Early Work Package for Roscoe Blvd. Traffic Loops	Approved	6/3/2025	$158,298.00
EWP-Mod 02	Utility Potholing	Approved	6/24/2025	$4,830,767.00
EWP-Mod-03	Early Work Package for Long Lead Procurement and Construction at the City of Pasadena BRT Segment	Approved	1/23/2026	$21,105,032.00
5	**Phase 2 Supplement**	**Pending**	**Pending**	**TBD**
	Modification Total:			**$29,956,189.77**
	Original Contract:			**$8,260,253.00**
	Total Current Contract Value:			**$38,216,442.77**

DEOD SUMMARY

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT PS118736000

A. Small Business Participation – Phase 1 (Pre-Construction)

Myers-Shimmick, A Joint Venture (MSJV), made a 43.26% Small Business Enterprise (SBE) and a 3.49% Disabled Veteran Business Enterprise (DVBE) commitment on Phase 1. Based on payments, Phase 1 is 88% complete and the current SBE/DVBE participation is 46.64% SBE and 8.43% DVBE, exceeding both commitments by 3.38% and 4.94%, respectively.

Small Business Commitment	**SBE 43.26% DVBE 3.49%**	**Small Business Participation**	**SBE 46.64% DVBE 8.43%**

	SBE Subcontractors	% Committed	Current Participation[1]
1.	A1 Management & Inspection, Inc.	7.66%	6.00%
2.	Costin Public Outreach Group, Inc.	4.30%	7.36%
3.	GUIDA	0.88%	0.14%
4.	Morgner Technology Management	18.01%	11.91%
5.	Quest Project Controls, Inc	6.59%	4.44%
6.	STC Traffic, Inc.	4.28%	8.58%
7.	Steiner Consulting Inc	1.54%	1.00%
8.	Supplymates, LLC	Added	0.06%
9.	Brasfield & Associates LLC	Added	1.39%
10.	Freund Management Group	Added	4.99%
11.	P D A Consulting Group, Inc.	Added	0.77%
	Total	**43.26%**	**46.64%**

	DVBE Subcontractors	% Committed	Current Participation[1]
1.	Antich Consulting Inc	2.47%	0.22%
2.	Leland Saylor Associates (Terminated)	1.02%	0.00%
3.	Fryman Management Inc.	Added	8.21%
	Total	**3.49%**	**8.43%**

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

B. Small Business Participation – Phase 2 (Construction), including Early Works Packages (EWPs)

To-Date, Phase 2 (Construction) consists entirely of the awarding of Early Works Packages (EWPs). MSJV's cumulative level of SBE/DVBE participation is 38.22% SBE and 8.87% DVBE, respectively. DEOD will establish the SBE/DVBE goals for the Phase 2 Supplemental (Glendale and Los Angeles) in accordance with the terms of the contract.

Small Business Participation	**38.22% SBE** **8.87% DVBE**

	SBE Subcontractors	**Current Participation[1]**
1.	Advanced Technology Laboratories	0.01%
2.	Alameda Construction Services, Inc.	30.40%
3.	GUIDA	7.43%
4.	Morgner Technology Management	0.38%
	Total	**38.22%**

	DVBE Subcontractors	**Current Participation[1]**
1.	Fryman Management Inc.	8.87%
	Total	**8.87%**

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

C. Contractor Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan is applicable to Phase 2 – Supplement for this project. MSFV is required to submit an updated SBE/DVBE COMP for Phase 2 Supplement no later than forty-five (45) days after the Phase 2 Supplemental Notice to Proceed. MSFV must mentor at least three (3) SBE firms and one (1) DVBE firm during of the Phase 2 Work.

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

This contract is subject to Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) requirements. For PLA-applicable construction contracts, including Early Works Packages (EWPs) exceeding $2.5 million, the Contractor shall comply with Metro's National Targeted Hiring goals in effect at the time of award.

Non-Federally Funded Projects		
Extremely / Economically Disadvantaged Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

Compliance shall be reported and monitored in accordance with Metro's established PLA/CCP reporting and compliance procedures.

E. 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).

F. Living Wage Service Contract Worker Retention Policy Applicability

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

G. 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.

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

File #: 2021-0435, **File Type:** Motion / Motion Response **Agenda Number:** 48.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 17, 2021

Motion by:

DIRECTORS HAHN, GARCETTI, SOLIS, BUTTS, DUTRA, AND NAJARIAN

Subregional Equity Program

The Measure M Multi-Year Subregional Program is $12.9 billion over 40 years, including the Subregional Equity Program, or SEP, which is $1.2 billion. The SEP gives the Gateway Cities and South Bay Subregions $244 million and $130 million, respectively. While the Measure M Multi-Year Subregional Programs that were programmed to start in 2018 have been initiated and funded, the SEP has not.

Measure M cash-flow is currently administratively sequenced so that the earliest that Measure M sales tax receipts are available to fund SEP is 2043. Therefore, prior to 2043 SEP likely involves borrowing from other Measure M programs or using non-Measure M funds, consistent with Metro Board policies and available resources and escalated from their 2015 amounts.

The Gateway Cities and South Bay Councils of Government have already submitted requests to Metro in order to access their SEPs for subregional priorities. Five years into Measure M's 40-year Expenditure Plan, no SEP funding has been made available to either of these Subregions.

SUBJECT: SUBREGIONAL EQUITY PROGRAM

RECOMMENDATION

APPROVE Motion by Directors Hahn, Garcetti, Solis, Butts, Dutra, and Najarian that the Board of Directors direct the Chief Executive Officer to initiate a process with the Gateway Cities, South Bay, and other eligible Subregions to program their Subregional Equity Program funds starting no later than FY22-23, in accordance with project or program readiness and the following provisions:

1. To the extent that Measure M cash-flow may be unavailable for the SEP, Subregions may access SEP funds through a combination of inter-fund borrowing, exchanging with other programs and projects in their Subregions, Metro Measure M bonding capacity, or other discretionary funds designated for their Subregions;

2. Subregions will identify and determine their projects or programs to be funded with SEP, with Metro staff involvement limited to ensuring statutory and regulatory compliance, and with funds programmed and allocated in five-year increments;

3. Availability of SEP will not negatively impact the funding of other Measures R and M projects and programs or the overall funding committed by Measures R and M to each Subregion across all projects and programs; and,

4. SEP funding availability will be inflation-adjusted from 2015, consistent with the inflation adjustments provision in the Measure M Ordinance, all other MSPs and projects in the Measure M Expenditure Plan, and the June 2016 Board action that created the Subregional Equity Program and Motion 36.1 from July 2019 (Board File 2019-0598).

WE FURTHER MOVE that, henceforth, the “Measure R and Measure M Unified Cost Management Policy” is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Subregions may still choose to make SEP eligible for selected Measure M projects before they enter the construction phase.



Provide a new way to ride between the San Fernando and San Gabriel Valleys

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT

2026-0295 Construction Committee

Metro

NoHo to Pas BRT Project

RECOMMENDATION:

A. ESTABLISH a Life-of-Project (LOP) budget for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project in the amount of $428,988,535;

B. AUTHORIZE the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

NoHo to Pas BRT Project



Life of Project Budget

Use of Funds	Total	Inception Thru FY 26	FY 27	FY 28+
Planning, Enviromental and Preliminary Engineering Services	$ 19,806,000	$ 19,806,000	$ -	$ -
Right of Way Activities	$ 4,400,000	$ -	$ 4,400,000	$ -
Design & Construction				
CM/GC Phase 1 - Preconstruction Services	$ 13,057,061	$ 10,038,160	$ 3,018,901	$ -
Final Design Services & Design Services During Construction	$ 31,826,408	$ 27,345,139	$ 4,145,035	$ 336,234
Transit Signal Priority	$ 2,595,000	$ -	$ 2,595,000	$ -
PMSS Services	$ 24,776,616	$ 8,606,616	$ 7,780,000	$ 8,390,000
CM/GC Phase 2 - Construction	$ 270,367,000	$ 14,709,681	$ 196,868,430	$ 58,788,889
Metro Art Budget	$ 1,344,717	$ -	$ 1,008,538	$ 336,179
Other Professional Services	$ 5,689,687	$ 1,934,987	$ 2,245,600	$ 1,509,100
Third Party (LA, Burbank, Glendale, Pasadena & Utility Relocations, etc)	$ 8,668,130	$ 2,567,411	$ 5,252,413	$ 848,306
Agency Costs	$ 15,625,654	$ 4,825,654	$ 6,000,000	$ 4,800,000
Contingency				
Contingency (10%)	$ 30,832,262		$ 23,331,392	$ 7,500,871
Life of Project Budget	$ 428,988,535	$ 89,833,648	$ 256,645,308	$ 82,509,579

Source of Funds

Source of Funds	Total	
Measure M 35% Transit	$	334,259,403
SB1 TIRCP Grant	$	50,000,000
SCAG - REAP 2.0 Grant	$	3,400,000
Proposition C 25% Streets-Related Transit	$	41,329,132
Total Project Funding	**$**	**428,988,535**

Next Steps

Upon Board Approval, staff will:

- Execute Early Works Package (EWP) for Burbank and Glendale segment construction including the furnish and installation of all BRT Station Shelters and Amenities

- Execute Phase 2 Supplement for City of LA (North Hollywood and Eagle Rock) Segment Construction

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

File #: 2025-0958, **File Type:** Contract **Agenda Number:** 20.

FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 21, 2026

SUBJECT: TAP FARE MEDIA MANUFACTURING AND FULFILLMENT SERVICES

ACTION: AWARD CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award the following five-year indefinite delivery/indefinite quantity (IDIQ) firm fixed unit price contracts for TAP fare media for Metro and TAP Partner agencies for a total Not-To-Exceed (NTE) amount of $30,149,315 for the initial three-year term, and $11,975,535 for the first, one-year option, and $12,028,294 for the second, one-year option, for a total NTE cumulative amount of $54,153,144, inclusive of sales tax, effective July 1, 2026, subject to the resolution of any properly submitted protest(s) if any.

Discipline 1 - TAP Contactless Smart Cards Manufacturing
1) Idemia America Corp. (PS128860000)
2) Giesecke & Devrient ePayments America Inc. (PS128860001)
3) Paragon ID High Point US, Inc. (PS128860002)
4) Cole Ticket Solutions (PS128860003)

Discipline 2 - Card Fulfillment and Distribution
1) Giesecke & Devrient ePayments America Inc. (PS128860004)

ISSUE

TAP fare media, including the TAP card, wearable, and sticker, is a key component to the Regional TAP Program. Since the program's inception in 2006, approximately 45 million pieces of TAP fare media have been issued. With current contracts expiring on June 30, 2026, there is a need to procure additional stock to support the program's continued growth.

BACKGROUND

The Regional TAP System is one of the largest transit fare collection systems and currently supports 27 transit operators across Los Angeles County. Approximately 125 million fare transactions were processed through TAP across the region in 2025.

TAP fare media **manufacturing** encompasses the production of physical cards, wearables, and stickers, including material sourcing, printing, encoding (e.g., magnetic stripe, chip, or contactless),

quality control, and secure packaging in compliance with applicable industry standards.

TAP fare media **fulfillment** involves the end-to-end processing of orders, including order intake, personalization, inventory management, packaging, distribution, and delivery tracking, ensuring accurate and timely issuance to end users.

In April 2017, the Board awarded six three-year contracts (with two one-year options) for $26.9 million. However, TAP fare media usage, demand, and inventory were impacted by the COVID pandemic, resulting in four no-cost contract modifications to extend the period of performance through June 2026.

DISCUSSION

With the new contracts, the average manufacturing and fulfillment cost for a unit of TAP fare media is about $3 each, including personalization and logistics. 60 to 80 percent of these expenses will be partially offset by fees collected at TAP vending machines, TAP vendors, and online sales.

TAP usage has been steadily rising. Approximately 1.8M Full Fare TAP cards and nearly 350,000 Reduced Fare TAP cards have been issued within the past year.

Metro expects TAP fare media demand to continue to grow due to strong participation in reduced and discounted fare programs such as LIFE and GoPass, as well as upcoming major events including Super Bowl, Olympics and Paralympics. TAP fare media also remains necessary to support diverse fare policies and customer needs across the region.

To secure optimal pricing for the next five years, the Request for Proposal sought to maximize open competition among all smartcard suppliers and card personalization services. The resulting indefinite delivery/indefinite quantity contracts will be utilized on an as-needed basis, with Metro retaining no obligation to purchase a defined or minimum quantity of TAP fare media or services. Projected quantities are estimated only, with actual deliveries ordered and released as required.

TAP intends to multi-source fare media manufacturing across Idemia America Corp., Giesecke & Devrient ePayments America Inc., Paragon ID High Point US, Inc., and Cole Ticket Solutions. Orders will be primarily allocated to the lowest-cost company, subject to available production capacity and specialized procurement. Maintaining multiple active contracts is a critical risk-mitigation measure to ensure continuity of supply and protects against the production bottlenecks and supply chain volatility. Giesecke & Devrient ePayments America Inc. will serve as the exclusive provider for fare media fulfillment and distribution, as they were the only proposer for these services.

DETERMINATION OF SAFETY IMPACT

Gated stations require customers to use a TAP fare media to enter the Metro Rail system. Providing TAP fare media for gated stations has a positive impact on the safety of Metro Rail riders by limiting access to paying customers only, thus enhancing access control to Metro Rail stations.

FINANCIAL IMPACT

Funding has been included in the proposed FY2027 budget in Regional TAP Operating Project 300016. Since this is a multi-year contract, the cost center manager and Senior Executive Officer of TAP Operation will be responsible for budgeting for future years.

The costs of the contracts will be partially offset by fees charged to customers for each new or replacement TAP fare media.

Impact to Budget

The funding sources for Project 300016 in FY27 will continue to be a mix of Prop C 40%, TDA Article 4 and fare revenues. These sources are eligible for operating and capital improvements for both bus and rail.

EQUITY PLATFORM

TAP fare media are critical in ensuring equitable access to transit services, particularly for customers in Reduced Fare, LIFE and GoPass programs. In 2024, TAP use on Metro Bus and Rail increased by approximately 8%, which could be linked to growth in LIFE and GoPass enrollments, facilitated by the streamlined TAP enrollment process.

With the upcoming rollout of TAP's new account-based features, TAP usage is projected to increase by an additional 8% to 10%, expanding the benefits to even more low-income and student riders. However, achieving these equity outcomes depends on maintaining a sufficient supply of physical TAP fare media to ensure every eligible rider can participate and ride not only on Metro but on 26 other TAP transit agencies.

Riders without smartphones or internet access will continue to use the Metro system as they currently do today. The existing fare payment methods or amenities will remain unchanged and TAP fare media can be purchased and reloaded at multiple customer touchpoints including TAP Vending Machines at Metro Rail stations, at 1,000+ vendor locations, onboard Metro buses, and at Metro Customer Centers.

Through these multiple touchpoints to purchase or obtain TAP fare media, Metro can continue to provide equitable and inclusive fare payment options across LA County.

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goal on this bench contract due to the lack of certified small businesses that perform the required services. One of the four firms that were selected as prime consultants, Cole Ticket Solutions, is an SBE-certified prime and made a 40% SBE commitment.

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.

This item supports Metro's systemwide strategy to reduce VMT through operational activities enhancing Metro's existing TAP system 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 to 2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the recommendations are in accordance with the following goals:

1) **Strategic Plan Goal #1**: Provide high quality mobility options that enable people to spend less time traveling as part of an effort to manage transportation demand through fair and equitable pricing structures.

2) **Strategic Plan Goal #2**: Deliver outstanding trip experiences for all users of the transportation system by improving legibility, ease of use, and trip information on the transit system.
    - **2.2:** Metro is committed to improving legibility, ease of use, and trip information on the transit system.

ALTERNATIVES CONSIDERED

The current procurement allows Metro to purchase TAP fare media and order personalization/fulfillment services necessary to continue the expansion of the TAP Program and to replace expired, lost or stolen TAP cards. The alternative would be to discontinue the purchase and use of TAP fare media and revert to the use of paper fare media. This action is not recommended because:

1) TAP provides customers with the ability to travel seamlessly across LA County.
2) TAP allows Metro and TAP participating agencies the ability to implement smart fare collection practices such as free and discounted interagency transfers, peak and off-peak pricing, timed passes, and fare capping.
3) TAP data provides accurate and meaningful information for in-depth ridership analysis and service planning.

NEXT STEPS

Upon Board approval, staff will execute Contract Nos. PS128860000 through PS128860003 for TAP contactless smart cards manufacturing and Contract No. PS128860004 for card fulfillment and distribution services, effective July 1, 2026.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Dean Adams, Deputy Executive Officer, TAP, (213) 922-4058
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Reviewed by: Michelle Navarro, Chief Financial Officer (Interim), (213) 922-3056

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

TAP CONTACTLESS SMART CARD MANUFACTURING AND CARD FULFILLMENT AND DISTRIBUTION / PS128860000 THROUGH PS128860004

1.	**Contract Numbers**: PS128860000 through PS128860003 (Discipline 1: TAP Contactless Smart Cards Manufacturing) PS128860004 (Discipline 2: Card Fulfillment and Distribution)	
2.	**Recommended Vendors**: Idemia America Corp., Giesecke + Devrient ePayments America Inc., Paragon ID High Point US, Inc., and Cole Ticket Solutions (Discipline 1) Giesecke + Devrient ePayments America Inc. (Discipline 2)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: September 18, 2025	
	B. Advertised/Publicized: September 18, 2025	
	C. Pre-Proposal Conference: September 25, 2025	
	D. Proposals Due: November 13, 2025	
	E. Pre-Qualification Completed: March 4, 2026	
	F. Ethics Declaration Forms submitted to Ethics: November 17, 2025	
	G. Protest Period End Date: May 19, 2026	
5.	**Solicitations Downloaded**: 18	**Bids/Proposals Received**: 4 (Discipline 1) 1 (Discipline 2)
6.	**Contract Administrator**: Amy Chi	**Telephone Number**: 213-922-2278
7.	**Project Manager**: Monique Pe	**Telephone Number**: 213-922-4034

A. Procurement Background

This Board Action is to approve Contract Nos. PS128860000, PS128860001, PS128860002, PS128860003 (Discipline 1), and PS128860004 (Discipline 2) in support of regional TAP Contactless Smart Cards (CSC) manufacturing and fulfillment services. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

On September 18, 2025, Request for Proposals (RFP) No. PS128860 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price. The Diversity and Economic Opportunity Department did not recommend a Small Business Enterprise (SBE) nor a Disabled Veteran Business Enterprise (DVBE) participation goal due to a lack of subcontracting opportunities.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 29, 2025, extended the proposal due date from November 6, 2025 to November 13, 2025.

A total of 18 downloads of the RFP were included in the planholders' list. A virtual pre-proposal conference was held on September 25, 2025, and was attended by ten participants representing 2 firms. There were 38 questions received and responses were provided prior to the proposal due date.

A total of 5 proposals were received on November 13, 2025, and are listed below in alphabetical order:

Discipline 1: TAP Contactless Smart Cards Manufacturing

1. Cole Ticket Solutions
2. Giesecke + Devrient ePayments America Inc.
3. Idemia America Corp.
4. Paragon ID High Point US, Inc.

Discipline 2: Card Fulfillment and Distribution

1. Giesecke + Devrient ePayments America Inc.

Since only one proposal was received for Discipline 2, staff conducted a market survey of the planholders to determine why no other proposals were submitted. Responses were received from three firms and they included: insufficient labor resources, other business priorities, different area of expertise, and lack of automated process to initialize each card to be competitive. The results of the market survey indicated that factors beyond Metro'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 Proposal Evaluation Team (PET) consisting of staff from TAP Finance, Local Programming, Community Relations and Customer Care Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

Phase 1 Evaluation – Minimum Qualifications (Pass/Fail): To be responsive to the RFP Minimum qualifications requirements, the proposer must meet all of the following:

Discipline 1: TAP Contactless Smart Cards Manufacturing

1. Prime Contractor currently has a smart card manufacturing business that has been in continuous existence (i.e., without interruption) for at least the past three years.

2. For each type of smart card that Proposer intends to provide Metro, Proposer must have, in the most recent one-year period ending no earlier than December 31, 2024, supplied its clients with an aggregate amount of over 1,000,000 cards.

3. Proposed Project Manager must have a minimum of five years of industry experience in the management of contracts similar to that described in the Scope of Services, Part A (Exhibit A) and be familiar with the design and manufacture of smartcards.

4. Proposer must unconditionally sign and submit the Non-Disclosure Agreement (NDA) – Exhibit 14.

   Eligible Proposers were given up to one month to produce and submit sample smart cards to Metro. The sample cards were to be evaluated in accordance with the Phase II – Weighted Evaluation Criteria.

5. Proposer's existing smart card system must be able to interface with TAPForce as required in the Scope of Services – Part A (Exhibit A).

Discipline 2: Card Fulfillment and Distribution

1. Prime Contractor currently has a smart card fulfillment and distribution business that has been in continuous existence (i.e., without interruption) for at least the past three years.

2. Proposer must provide a list of clients it has provided graphical personalization of at least an aggregate of 100,000 smart cards in the most recent one-year period, ending no earlier than December 2024.

   Note: The term "graphical personalization" refers to the printing or embossing of text or images on the smart card.

3. Proposer must unconditionally sign and submit the Non-Disclosure Agreement (NDA) – Exhibit 14.

   Eligible Proposers were given up to three weeks to personalize/print photographs and text on sample TAP cards and submit them to Metro. The sample TAP cards were to be evaluated in accordance with the Phase II – Weighted Evaluation Criteria.

4. Proposer must currently have a smart card order processing and reporting system to support its smart card fulfillment and distribution operations and to communicate daily order status with clients, similar to that required in the Scope of Services.

5. Proposer must currently have an automated inventory control system to facilitate monitoring and tracking of smart card inventory and provide reports similar to what is required in the Scope of Services.

6. Proposer must have the capacity to store 1.5 million cards in inventory and 1 million items of collateral material inventory similar to what is required in Section III.A. of the Scope of Services – Part B (Exhibit A).

7. Proposer must have a facility within the United States used for smart card initialization and fulfillment.

Phase 2 Evaluation - Weighted Technical Evaluation. All proposers met the Minimum Qualifications (Pass/Fail) criteria for the respective discipline and were further evaluated based on the following evaluation criteria and weights:

Discipline 1: TAP Contactless Smart Cards Manufacturing

- Proposer's Experience, Skills, and Qualifications 10%
- Experience and Qualifications of Key Personnel 10%
- Management Plan/Approach 25%
- Sample Cards – Chip Type 30%
- Price 25%

Discipline 2: Card Fulfillment and Distribution

- Proposer's Experience, Skills and Qualifications 15%
- Experience and Qualifications of Key Personnel 15%
- Management Plan/Approach 25%
- Personalization of Sample TAP Cards 20%
- Price 25%

Several factors were considered when developing these weights, giving the greatest importance to the sample cards – chip type and management plan/approach and price, respectively.

From November 24, 2025 through February 23, 2026, the PET independently evaluated the proposals and tested sample cards. Proposers provided various sample cards, adhesive stickers, and wearables that were tested to ensure they met the required specifications. At the conclusion of the evaluation, the PET recommended the following firms:

Discipline 1: TAP Contactless Smart Cards Manufacturing

1. Cole Ticket Solutions
2. Giesecke + Devrient ePayments America Inc.
3. Idemia America Corp.
4. Paragon ID High Point US, Inc.

Discipline 2: Card Fulfillment and Distribution

1. Giesecke + Devrient ePayments America Inc.

Qualifications Summary of Firms:

Cole Ticket Solutions

Cole Ticket Solutions (CTS) has delivered over 30 million tickets to Los Angeles International Airport (LAX), more than 40 million gate interchange tickets to Port Houston, and, as part of a five-year agreement, is currently delivering a total of 86 million tickets to Dallas Fort Worth International Airport. These programs demonstrate CTS's capacity to manage serialized numbering, secure storage and on-demand fulfillment across multi-agency and multi-vendor environments while maintaining 100% delivery compliance.

CTS operates a highly integrated production management model that ensures oversight, traceability, and responsive client communication. CTS's demonstrated track record extends across airports, municipalities, and OEM partnerships, with expertise in high-security ticketing, RFID credentialing and contactless media integration.

Giesecke + Devrient ePayments America Inc.

Giesecke + Devrient ePayments America Inc. (G+D) is a globally operating technology company that specializes in security and advanced card solutions. G+D facilities with contactless smart card production and personalization capability include Washington DC, Atlanta, Boston, New Jersey, Canada, South Korea, Turkey, Sweden, Spain, Chile, Argentina, Uruguay, Venezuela, Brazil, Mexico, China and Australia. To date, G+D has supplied over 400 million contactless cards for transit clients across the globe.

G+D's services to the transit sector include manufacturing, personalization, fulfillment, and distribution of cards direct to transit customers. G+D has used contactless technology for over 20 years, servicing transit and payment industries. G+D developed and delivered the first MIFARE 1K contactless smart card for Lufthansa in 1995.

Idemia America Corp.

Idemia America Corp. (Idemia) uses identity technologies, specializing in biometrics and cryptography to provide secure and seamless interactions in both physical and digital environments. Formed from the merger of Oberthur Technologies and Safran Identity & Security (Morpho), Idemia has a heritage of innovation spanning over six decades.

Idemia is a large supplier of payment and transit cards in the USA with over 40% market share, servicing 10 of 10 largest financial institutions. Idemia developed a set up to support customers with one manufacturing hub in Exton, PA, two service centers in Los Angeles, CA and Chantilly, VA and research and development centers across the globe.

Paragon ID High Point US, Inc.

Paragon ID High Point US, Inc. (Paragon ID) is a reactive, innovative, and dynamic company known for its innovative technology-based solutions. Paragon ID has built a strong reputation for the supply of magnetic and RFID identification products for transport authorities and agencies. The group has multiple US locations including North Carolina and Vermont.

Paragon ID, previously known as EDM Technology, Inc., supplied fare media to the transit industry, specializing in smart cards and magnetic stripe ticket products. Paragon ID is a US-based manufacturer with both Limited Use (LU) and Extended Use (EU) smart card in the domestic facility.

The following is a summary of the PET scores:

Discipline 1: TAP Contactless Smart Cards Manufacturing

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Idemia America Corp.**				
3	Proposer's Experience, Skills and Qualifications	87.50	10.00%	8.75	
4	Experience and Qualifications of Key Personnel	93.00	10.00%	9.30	
5	Management Plan/Approach	91.60	25.00%	22.90	
6	Sample Cards - Chip Type	72.80	30.00%	21.83	
7	Price	76.70	25.00%	19.18	
8	**Total**		**100.00%**	**81.96**	**1**
9	**Giesecke + Devrient ePayments America Inc.**				
10	Proposer's Experience, Skills and Qualifications	96.15	10.00%	9.62	
11	Experience and Qualifications of Key Personnel	91.75	10.00%	9.18	
12	Management Plan/Approach	92.80	25.00%	23.20	
13	Sample Cards - Chip Type	46.00	30.00%	13.80	
14	Price	93.90	25.00%	23.48	
15	**Total**		**100.00%**	**79.27**	**2**
16	**Cole Ticket Solutions**				
17	Proposer's Experience, Skills and Qualifications	93.60	10.00%	9.36	

18	Experience and Qualifications of Key Personnel	94.00	10.00%	9.40	
19	Management Plan/Approach	93.20	25.00%	23.30	
20	Sample Cards - Chip Type	37.50	30.00%	11.25	
21	Price	98.73	25.00%	24.68	
22	**Total**		**100.00%**	**77.99**	**3**
23	**Paragon ID High Point US, Inc.**				
24	Proposer's Experience, Skills and Qualifications	92.10	10.00%	9.21	
25	Experience and Qualifications of Key Personnel	79.00	10.00%	7.90	
26	Management Plan/Approach	82.00	25.00%	20.50	
27	Sample Cards - Chip Type	11.11	30.00%	3.33	
28	Price	86.95	25.00%	21.74	
29	**Total**		**100.00%**	**62.68**	**4**

Discipline 2: Card Fulfillment and Distribution

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Giesecke + Devrient ePayments America, Inc.**				
3	Proposer's Experience, Skills and Qualifications	97.33	15.00%	14.60	
4	Experience and Qualifications of Key Personnel	97.33	15.00%	14.60	
5	Management Plan/Approach	96.56	25.00%	24.14	
6	Personalization of Sample TAP cards	98.00	20.00%	19.60	
7	Price	100.00	25.00%	25.00	
8	**Total**		**100.00%**	**97.94**	**1**

C. Price Analysis

The proposed firm fixed unit rates have been determined to be fair and reasonable based upon price analysis, Independent Cost Estimate (ICE), technical evaluation, and adequate price competition.

Work for these contracts will be authorized through the issuance of work orders based on need for the various services.

D. Background on Recommended Contractors

Cole Ticket Solutions

Cole Ticket Solutions (CTS) was founded in 2021. CTS in partnership with Amlon Technologies (OEM Manufacturer) located in Covina, California serves as CTS's strategic manufacturing partner for smartcard and wearable products. Amlon

operates a certified production facility in Corona, California, maintaining FDA, aerospace, forestry, and UL certifications and implementing secure inspection and encoding procedures.

CTS supported the Florida Department of Transportation through its partnership with Conduent (now Trelliant) to supply Limited Use Media (LUMs) utilizing MIFARE DesFire chip technology. This project required chip-level encryption, UID registration, and field testing across multiple regional systems.

Giesecke + Devrient ePayments America Inc.

Giesecke + Devrient ePayments America Inc. (G+D), is located in Dulles, Virginia, established in the U.S. since 1990. G+D implemented large-scale transit projects worldwide, including the production, personalization, fulfillment, and distribution of contactless smart cards for major transit authorities such as WMATA, MBTA, INIT, Translink, and New Jersey Transit. These projects involved the delivery of millions of MIFARE Classic, MIFARE Plus, and MIFARE DESFire cards, ensuring secure and efficient fare collection systems.

G+D has provided services to Metro and performance has been satisfactory.

Idemia America Corp.

Idemia America Corp. (Idemia – formerly under the name of Oberthur Card Systems), located in Rancho Dominguez, California, has been in business for over 25 years. Idemia has deployed transit cards in North America, Latin America, Europe, Middle East, and Asia of all technologies on a variety of form factors. Idemia provides multi-market solutions that include multi-application cards, key fobs and NFC mobile technologies.

Idemia supplies public transport authorities, operators and ticketing system integrators acquiring, operating and providing automatic fare collection systems based on smart ticketing.

Idemia has provided services to Metro and performance has been satisfactory.

Paragon ID High Point US, Inc.

Paragon ID High Point US, Inc. (Paragon ID), formerly known as EDM Technology, Inc., is located in High Point, North Carolina, and has been in business for nearly 40 years. Paragon ID provides ticketing for public transport (including British Rail and Paris Metro) and secure RFID solutions. Paragon ID serves high-stakes industries, including transport, automotive, and pharmaceutical, adhering to a strict zero-defect commitment.

Paragon has provided services to Metro and performance has been satisfactory.

DEOD SUMMARY

TAP CONTACTLESS SMART CARD (CSC) MANUFACTURING AND CARD FULFILLMENT AND DISTRIBUTION / PS128860000 THROUGH PS128860004

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) goal on this bench contract due to the lack of certified small businesses that perform the required services. One of the four firms selected as prime consultants, Cole Ticket Solutions, an SBE prime, made a 40% SBE commitment.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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.

TAP DEPARTMENT

TAP Fare Media Manufacturing and Fulfillment Services

Finance, Budget and Audit Committee

File ID #2025-0958

May 21, 2026

Metro

Recommendation

AUTHORIZE the Chief Executive Officer to award the following five-year indefinite delivery/indefinite quantity (IDIQ) firm fixed unit price contracts for TAP fare media for Metro and TAP Partner agencies for a total Not-To-Exceed (NTE) amount of $30,149,315 for the initial three-year term, and $11,975,535 for the first, one-year option, and $12,028,294 for the second, one-year option, for a total NTE cumulative amount of $54,153,144, inclusive of sales tax, effective July 1, 2026, subject to the resolution of any properly submitted protest(s) if any.

Metro

Awardee & Bid Info

AWARDEES

- Manufacturing services:
  - Idemia America Corp.
  - Giesecke & Devrient ePayment America Inc.
  - Cole Ticket Solutions
  - Paragon ID High Point US, Inc.
- Fulfillment services:
  - Giesecke & Devrient ePayment America Inc.

NUMBER OF BIDS/PROPOSALS

Discipline 1 - Manufacturing

Rank	Proposer Name	Weighted Average Score
1	Idemia America Corp.	81.96%
2	Giesecke & Devrient ePayment America Inc.	79.27%
3	Cole Ticket Solutions	77.99%
4	Paragon ID High Point US, Inc.	62.68%

Discipline 2 - Fulfillment

Rank	Proposer Name	Weighted Average Score
1	Giesecke & Devrient ePayment America Inc.	97.94%

Metro

DEOD Information

DEOD completed its evaluation for Disciplines 1 and 2 proposals and determined that no goal was established due to the lack of certified small businesses that perform the required services.

- *Discipline 1 – TAP Contactless Smart Media Manufacturing*

Prime	Paragon ID High Point US, Inc.	**Cole Ticket Solutions	Giesecke +Devrient ePayments America, Inc.	Idemia America Corp.
Subcontractor 1	Asia Credit Card Production LTD	Amlon Industries		
Subcontractor 2	Cardz Group			
Subcontractor 3	Wave Source, LLC			

*Notes: **SBE Prime*

- *Discipline 2 – Fare Media Fulfillment and Distribution*

Prime	Giesecke +Devrient ePayments America,
Subcontractor 1	

Metro

Issue & Discussion

Issue

- Current contracts expire June 2026 and new contracts require approval
- 27 transit agencies in LA County rely on TAP fare media for fare payment
- Since program inception in 2006, approximately 45 million TAP cards have been issued

Discussion

- Fare media vendors produce TAP cards, wearables, and stickers for support of Metro and regional fares including Regular, Reduced Fare for seniors, persons with disabilities and students, GoPass and LIFE
- Fare media are distributed through TAP Vending Machines, retail networks, web and phone sales, and TAP Partner transit agencies

Metro

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

File #: 2026-0302, **File Type:** Budget **Agenda Number:** 23.

FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 21, 2026

SUBJECT: FISCAL YEAR 2026-27 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING $2.9 billion in Fiscal Year 2026-27 (FY27) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro Operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines. Federal and state fund allocations are subject to actual fund apportionments;

B. APPROVING fund exchanges in the estimated amount of $4,748,679 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program (LCTOP). Funding will be adjusted based on LCTOP actual allocations, and the FY27 Budget will be amended as necessary to reflect the adjustments;

C. APPROVING fund exchanges in the estimated amount of $1,046,112 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the LCTOP. Funding will be adjusted based on LCTOP actual allocations, and the FY27 Budget will be amended as necessary to reflect the adjustments;

D. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of $400,000 with Metro's TDA Article 4 allocation subject to final federal apportionments. If federal funds are not available for this fund exchange, $400,000 in FY28 TDA Article 4 funds will be allocated to Metro off the top as reimbursement;

E. APPROVING fund exchanges in the amount totaling $16.7 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339 subject to final federal apportionments;

F. AUTHORIZING the Chief Executive Officer to adjust FY27 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and

amend the FY27 Budget as necessary to reflect the adjustments;

G. APPROVING project selection and programming of $6,062,927 for the Local Transit Services Subcommittee (LTSS) Zero Emission Vehicle (ZEV) Call for Projects as shown in Attachment B;

H. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment C); and

I. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements, amendments to existing agreements, and FY27 Budget amendments to implement the above funding programs.

ISSUE

Each year, transit operating and capital funds consisting of federal, state, and local revenues are allocated to Metro Operations, transit operators, and Los Angeles County local jurisdictions for programs, projects, and services according to federal guidelines, state laws, and established funding policies and procedures. The Board of Directors must approve allocations for FY27 prior to fund disbursement. As in prior years, the proposed transit allocations include fund exchanges of Metro funding for municipal and local transit operator shares of federal and state grant programs to enable them to draw down funding quickly with fewer requirements, contingent on federal and state fund availability.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro), as the Regional Transportation Commission for Los Angeles County, is responsible for planning, programming, and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and Metro Operations. The Metro Board approval will allow the continued funding of transportation projects, programs, and services in Los Angeles County.

The recommended FY27 Transit Fund Allocations are developed according to federal, state, and local requirements, as well as policies and guidelines previously approved by the Metro Board. Details of significant information, methodologies, and assumptions are described in Attachment D.

Staff has reviewed the recommended allocations, related methodologies, and assumptions with Metro Operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS), and the Local Transit Systems Subcommittee (LTSS). TAC, BOS, and LTSS have all formally adopted the recommended FY27 Transit Fund Allocations.

DISCUSSION

Fund Exchanges

Metro has been requested to facilitate fund exchanges with the municipal and local transit operators

to help them access funding more rapidly and with fewer administrative requirements as follows:

- The Municipal operators are requesting fund exchanges of their Federal Sections 5339 and 5337 allocations with Metro's share of Federal Section 5307 allocation to minimize the impact on administrative processes associated with these funding programs. These exchanges are subject to federal fund availability.

- The Municipal Operators, Burbank, and Glendale are requesting fund exchanges of their LCTOP allocations with Metro's TDA Article 4 and Prop C 40% fund allocations to minimize the impact on administrative processes associated with these funding programs. These fund exchanges are subject to final LCTOP fund allocations.

- Long Beach Transit is requesting a fund exchange of their share of Section 5307 15% Discretionary funds with Metro's TDA Article 4 funds for the Southern California Regional Transit Training Consortium (SCRTTC). In March 2026, BOS awarded $400,000 a year for three years for the regional training program through an award to Long Beach Transit. If federal funds are not available for this fund exchange, $400,000 in FY28 TDA Article 4 funds will be allocated to Metro off the top as reimbursement.

Reallocation of Federal Section 5307 Capital Revenues for LTSS ZEV Call for Projects

In June 2022, the Board approved the reallocation of greater than anticipated Federal Section 5307 Capital revenues made available by the Federal Infrastructure Investment and Jobs Act (IIJA), to fund a zero-emission vehicle capital call for projects for local transit operators, administered by the LTSS. Working collaboratively with members of the BOS, and the Los Angeles County Municipal Operators Association (LACMOA), staff agreed to collectively set aside Section 5307 funding as follows: $10 million in FY22, $5 million in FY24 and $5 million in FY26. These funds are intended to address the capital needs of local operators, particularly the mandated transition to electric or other zero emission vehicles for a total of $20 million over the life of the IIJA.

The Metro Board approved fund exchanges in June 2022 for the first $10 million allocation, in June 2023 for the second $5 million allocation, and the final $5 million allocation in FY26 Section 5307 funds with Metro's local funds, subject to federal fund availability.

The first call for projects was conducted during FY23 and the Board approved fund awards for seven projects totaling $13.9 million in June 2023. On March 4, 2026, LTSS approved the distribution of the remaining $6,062,927 and the associated grant awards, as detailed in Attachment B.

DETERMINATION OF SAFETY IMPACT

Adoption of this item will provide funding for increased safety efforts.

FINANCIAL IMPACT

The FY27 Transit Fund Allocations are included in the FY27 Budget in multiple cost centers and

multiple projects. Approval of these recommendations authorizes Metro to disburse these funds to the Los Angeles County jurisdictions and transit operators.

EQUITY PLATFORM

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. The FY27 Transit Fund Allocations referenced in Attachment A are intended to enhance mobility for pedestrians, cyclists, transit users, and individuals with disabilities. Through the process of public input and engagement, local decision-making, and project implementation, cities and unincorporated areas of the county and transit operators have control to appropriately and equitably address the needs of their communities.

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 maintain and further encourage transit ridership, ridesharing, and active transportation. Los Angeles County's Transit Fund allocation formula directs 50 percent of funding to each transit operator based on fare units (normalized boardings) and 50 percent based on vehicle service miles. This performance-based structure ties half of the subsidy directly to ridership levels: operators that attract more riders receive proportionally more funding, reinforcing the shift away from single occupant car trips. At the same time, the service- mile component ensures that coverage is maintained and expanded only where service is productive, incentivizing agencies to concentrate service on high demand corridors where each vehicle mile carries the most passengers.

By this program's design, agencies that grow both ridership and efficient service span see their allocations rise. As a result, this allocation framework drives continuous efficiency gains in the system and measurable declines in per-capita VMT in Los Angeles County. 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 the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Strategic Plan by funding the improvement projects presented in Attachment A:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling
- Goal 2: Deliver outstanding trip experiences for all users of the transportation system
- Goal 3: Enhance communities and lives through mobility and access to opportunity

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY27 Transit Fund Allocations and instruct staff to use an alternative methodology for allocation. This alternative is not recommended as federal, state, and local requirements, as well as prior Metro Board policies and guidelines require an annual allocation of funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects, and services. Allocation methodologies and assumptions comply with federal, state, and local requirements, as well as policies and guidelines previously approved by the Metro Board and have been agreed upon by affected operators and jurisdictions.

NEXT STEPS

Upon Board approval of the recommended allocations and adoption of the resolution, we will work with Los Angeles County jurisdictions, transit operators, Southern California Association of Governments (SCAG) and Metro Operations to ensure the proper disbursement of funds. In addition, the Board will be notified of final adjustments made to the LCTOP fund allocations once available.

ATTACHMENTS

Attachment A - FY27 Transit Fund Allocations
Attachment B - LTSS ZEV Call for Projects Selection and Awards
Attachment C - TDA and STA Resolution
Attachment D - Summary of Significant Information, Methodologies and Assumptions

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Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2027

Transit Fund Allocations

PROPOSED

July 1, 2026 – June 30, 2027

ATTACHMENT A

FY 2027
Transit Fund Allocations

PROPOSED

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ATTACHMENT A

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I. BUS TRANSIT SUBSIDIES

STATE & LOCAL FUNDS

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

PRELIMINARY REVENUE ESTIMATES

	STATE AND LOCAL		FY27 Estimated Revenue	Carryover FY25 Budget vs Actual	Interest FY25 Actual	FY27 Total Funds Available	NOTE	FY26 Total Funds
	Transportation Development Act:							
	Planning & Administration:							
1	Planning - Metro		$ 5,445,000			$ 5,445,000		$ 5,350,000
2	Planning - SCAG		4,083,750			4,083,750		4,012,500
3	Administration - Metro		4,466,432			4,466,432		4,378,855
4	Sub-total		13,995,182			13,995,182		13,741,355
5	Article 3 Pedestrian & Bikeways	2.0000%	10,610,096	(1,285,362)	475,165	9,799,899		9,254,395
6	Article 4 Bus Transit	90.7441%	481,402,066	(58,312,650)	21,559,213	444,648,629		420,097,045
7	Article 8 Streets & Highways	7.2559%	38,492,656	(4,670,083)	1,723,863	35,546,436		33,368,313
8	**Total**		**544,500,000**	**(64,268,095)**	**23,758,241**	**503,990,146**		**476,461,108**
	Proposition A:						a	
9	Administration	5.0000%	54,450,000	(3,799,014)		50,650,986		48,151,623
10	Local Return	25.0000%	258,637,500	n/a		258,637,500	b	254,125,000
11	Rail Development	35.0000%	362,092,500	(25,263,441)		336,829,059		320,208,295
	Bus Transit:	40.0000%						
12	95% of 40% Capped at CPI 3.00%		305,243,836	n/a		305,243,836	c	296,353,239
13	95% of 40% Over CPI		87,885,164	n/a		87,885,164	d	89,916,761
14	Sub-total		393,129,000	-		393,129,000		386,270,000
15	5% of 40% Incentive		20,691,000	(1,443,625)		19,247,375		18,297,617
16	**Total**		**1,089,000,000**	**(30,506,080)**		**1,058,493,920**		**1,027,052,536**
	Proposition C:						a	
17	Administration	1.5000%	16,335,000	(1,139,728)		15,195,272		14,445,561
18	Rail/Bus Security	5.0000%	53,633,250	(3,742,107)		49,891,143		47,429,594
19	Commuter Rail	10.0000%	107,266,500	(7,484,215)		99,782,285		94,859,187
20	Local Return	20.0000%	214,533,000	n/a		214,533,000	b	210,790,000
21	Freeways and Highways	25.0000%	268,166,250	(18,710,537)		249,455,713		237,147,968
22	Discretionary	40.0000%	429,066,000	(29,936,859)		399,129,141		379,436,749
23	**Total**		**1,089,000,000**	**(61,013,446)**		**1,027,986,554**		**984,109,059**
	State Transit Assistance:							
24	Bus (PUC 99314 Rev Base Share)		65,679,532	(3,498,286)	3,143,327	65,324,573		110,722,375
25	Rail (PUC 99313 Population Share)		49,592,341	(2,558,539)	657,111	47,690,913		59,333,749
26	**Total**		**115,271,873**	**(6,056,825)**	**3,800,438**	**113,015,487**		**170,056,124**
	SB 1 State Transit Assistance:						f	
27	Bus (PUC 99314 Rev Base Share)		53,218,147	(3,076,344)	2,563,755	52,705,558		89,289,284
28	Rail (PUC 99313 Population Share)		40,183,180	(2,255,878)	535,952	38,463,253		47,532,980
29	**Total**		**93,401,327**	**(5,332,222)**	**3,099,707**	**91,168,811**		**136,822,265**
	SB 1 State Of Good Repair						e,f	
30	Bus (PUC 99314 Rev Base Share)		23,112,031	1,984,577	1,296,038	26,392,646		33,637,880
31	Rail (PUC 99313 Population Share)		17,592,764	1,656,593	139,861	19,389,218		18,745,950
32	**Total**		**40,704,795**	**3,641,170**	**1,435,899**	**45,781,864**		**52,383,830**

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

PRELIMINARY REVENUE ESTIMATES (Continued)

	STATE AND LOCAL		FY27 Estimated Revenue	Carryover FY25 Budget vs Actual	Interest FY25 Actual	FY27 Total Funds Available	NOTE	FY26 Total Funds
	Measure R:						a	
33	Administration	1.5000%	16,335,000	(1,142,876)	2,608,475	17,800,600		16,102,169
34	Transit Capital - "New Rail"	35.0000%	375,432,750	(26,267,097)	11,954,466	361,120,119		349,845,052
35	Transit Capital - Metrolink	3.0000%	32,179,950	(2,251,465)	(2,159,391)	27,769,093		28,900,180
36	Transit Capital - Metro Rail	2.0000%	21,453,300	(1,500,977)	2,608,538	22,560,861		20,565,396
37	Highway Capital	20.0000%	214,533,000	(15,009,770)	11,019,125	210,542,355		194,764,750
38	Operations "New Rail"	5.0000%	53,633,250	(3,752,442)	2,589,730	52,470,537		51,749,413
39	Operations Bus	20.0000%	214,533,000	(15,009,770)	19,784,335	219,307,565		207,531,978
40	Local Return	15.0000%	160,899,750	n/a	n/a	160,899,750	b	158,092,500
41	**Total**		**1,089,000,000**	**(64,934,397)**	**48,405,277**	**1,072,470,880**		**1,027,551,438**
	Measure M:						a	
	Local Return Supplemental & Administration:							
42	Administration	0.5000%	5,608,350	(390,670)	625,849	5,843,529		5,289,718
43	Supplemental transfer to Local Return	1.0000%	10,726,650	n/a	n/a	10,726,650	b,g	10,539,500
44	Sub-total		16,335,000	(390,670)	625,849	16,570,179		15,829,218
45	Local Return Base	16.0000%	171,626,400	n/a	n/a	171,626,400	b,g	168,632,000
46	Metro Rail Operations	5.0000%	53,633,250	(3,736,022)	(344,927)	49,552,301		48,326,073
47	Transit Operations (Metro & Municipal Providers)	20.0000%	214,533,000	(14,944,090)	17,631,488	217,220,398		205,287,685
48	ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	21,453,300	(1,494,409)	1,326,798	21,285,689		19,464,401
49	Transit Construction	35.0000%	375,432,750	(26,152,157)	(14,379,246)	334,901,347		333,428,580
50	Metro State of Good Repair	2.0000%	21,453,300	(1,494,409)	3,710,803	23,669,694		20,599,967
51	Highway Construction	17.0000%	182,353,050	(12,702,476)	41,841,783	211,492,356		191,414,971
52	Metro Active Transportation Program	2.0000%	21,453,300	(1,494,409)	6,461,927	26,420,818		22,320,536
53	Regional Rail	1.0000%	10,726,650	(747,204)	(1,808,325)	8,171,121		9,830,999
54	**Total**		**1,089,000,000**	**(63,155,848)**	**55,066,151**	**1,080,910,303**		**1,035,134,429**
55	**Total Funds Available**		**$ 5,149,877,995**	**$ (291,625,743)**	**$ 135,565,712**	**$ 4,993,817,964**		**$ 4,909,570,789**
56	**Total Planning & Admin Allocations: (Lines 4, 9, 17, 33 and 42)**		$ 106,723,532	$ (6,472,288)	$ 3,234,325	$ 103,485,568		$ 97,730,427

Notes:

a) Sales tax is projected to be $1,089.0 million per ordinance.

b) Local Return Subfunds are not reflected with carryover balances. The distribution of these funds occurs within the same period they are received.

c) The Consumer Price Index (CPI) increase of 3.0% represents the average anticipated growth rate, as derived from a range of forecasting sources and historical trends. This rate is specifically applied to the Proposition A discretionary funds allocated to Included operators.

d) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. No carryover per Board Policy, amounts transferred to Prop C 40% to fund various Board-approved regional discretionary programs.

e) To qualify for SB1-SGR funds, eligible agencies are required to fulfill a number of reporting obligations.

f) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.

g) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

SUMMARY OF BUS TRANSIT SUBSIDIES

Fiscal Year 2027

STATE AND LOCAL FUNDS

	Operators	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1		Total
		TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair	
	Included Operators:												
1	Metro Bus Operations	$ 324,646,805	$ 48,451,177	$ 226,399,076	$ 599,497,058	$ 36,597,107	$ 24,476,050	$ 151,741,157	$ -	$ 150,297,025	$ 36,467,517	$ 18,207,158	$ 1,017,283,072
	Municipal Operators:												
2	Arcadia	426,494	58,423	272,995	757,913	5,845	120,054	182,972	-	181,230	43,973	21,954	1,313,942
3	Claremont	171,703	24,023	112,254	307,981	3,034	38,364	75,237	-	74,521	18,082	9,028	526,246
4	Commerce	678,449	88,513	413,597	1,180,559	64,578	1,552,151	277,208	-	274,570	66,621	33,262	3,448,949
5	Culver City	6,597,587	929,016	4,341,035	11,867,638	385,256	1,984,992	2,909,525	-	2,881,835	699,238	349,109	21,077,592
6	Foothill Transit	30,691,210	4,330,257	20,234,105	55,255,572	1,153,524	9,902,640	13,561,656	-	13,432,589	3,259,234	1,627,240	98,192,455
7	Gardena	6,323,305	892,689	4,171,290	11,387,284	287,812	2,489,249	2,795,755	-	2,769,148	671,896	335,458	20,736,601
8	La Mirada	111,564	14,086	65,819	191,468	3,659	22,494	44,114	-	43,694	10,602	5,293	321,325
9	Long Beach	29,346,585	4,093,114	19,125,998	52,565,698	2,289,893	10,348,340	12,818,962	-	12,696,963	3,080,744	1,538,125	95,338,725
10	Montebello	9,509,139	1,344,066	6,280,450	17,133,655	341,335	3,811,651	4,209,393	-	4,169,332	1,011,631	505,078	31,182,075
11	Norwalk	3,702,286	519,705	2,428,439	6,650,430	151,036	898,993	1,627,631	-	1,612,141	391,164	195,297	11,526,691
12	Redondo Beach	792,763	108,811	508,446	1,410,020	30,965	178,668	340,780	-	337,536	81,899	40,890	2,420,758
13	Santa Monica	23,870,907	3,381,677	15,801,651	43,054,235	1,176,133	6,378,512	10,590,860	-	10,490,066	2,545,271	1,270,779	75,505,855
14	Torrance	7,779,832	1,089,017	5,088,679	13,957,528	284,763	3,917,559	3,410,624	-	3,378,165	819,665	409,235	26,177,539
15	Sub-Total	120,001,824	16,873,397	78,844,760	215,719,980	6,177,833	41,643,668	52,844,717	-	52,341,790	12,700,019	6,340,746	387,768,753
	Eligible Operators:												
16	Antelope Valley	-	-	6,509,558	6,509,558	190,628	2,027,906	3,392,584	-	3,360,297	815,330	407,070	16,703,372
17	LADOT	-	-	30,625,263	30,625,263	1,657,870	7,388,283	7,685,679	-	7,612,533	1,847,077	922,191	57,738,896
18	Santa Clarita	-	-	4,212,238	4,212,238	278,591	1,223,121	2,067,994	-	2,048,313	496,995	248,135	10,575,387
19	Foothill BSCP	-	-	6,277,661	6,277,661	-	685,556	1,575,434	-	1,560,441	378,620	189,034	10,666,744
20	Sub-Total	-	-	47,624,720	47,624,720	2,127,089	11,324,866	14,721,691	-	14,581,583	3,538,022	1,766,430	95,684,400
	Tier 2 Operators:												
21	LADOT Community Dash	-	-	7,281,278	7,281,278	-	-	-	-	-	-	-	7,281,278
22	Glendale	-	-	1,199,024	1,199,024	-	-	-	-	-	-	-	1,199,024
23	Pasadena	-	-	499,353	499,353	-	-	-	-	-	-	-	499,353
24	Burbank	-	-	195,822	195,822	-	-	-	-		-	-	195,822
25	Sub-Total	-	-	9,175,477	9,175,477	-	-	-	-	-	-	-	9,175,477
26	Lynwood Trolley	-	-	-	-	-	264,776	-	-	-	-	-	264,776
27	Total Excluding Metro	120,001,824	16,873,397	135,644,956	272,520,177	8,304,922	53,233,309	67,566,408	-	66,923,373	16,238,041	8,107,176	492,893,405
28	County of Los Angeles											78,312	78,312
29	Grand Total	$ 444,648,629	$ 65,324,573	$ 362,044,033	$ 872,017,235	$ 44,902,028	$ 77,709,360	$ 219,307,565	$ -	$ 217,220,398	$ 52,705,558	$ 26,392,646	$ 1,510,254,790

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

BUS TRANSIT FUNDING PERCENTAGE SHARES

	Operators	Vehicle Service Miles (VSM) (1)	Passenger (1) Revenue	Base Fare	Fare Units	Fare Units Prior to Fare Increase/ decrease	Fare Units Used in FAP (2)	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment (3)	TDA/STA Share
	Included Operators										
1	Metro Bus Operations (4)	70,436,637	$ 97,712,806	$ 1.75	55,835,889	197,161,600	**197,161,600**	133,799,119	74.1699%	0.0000%	74.1699%
2	Arcadia DR	75,471	4,581	0.50	9,162	72,829	**72,829**	74,150	0.0411%	0.0000%	0.0411%
3	Arcadia MB	167,142	3,616	0.50	7,232	-	7,232	87,187	0.0483%	0.0000%	0.0483%
4	Claremont	50,842	36,903	2.50	14,761	81,840	**81,840**	66,341	0.0368%	0.0000%	0.0368%
5	Commerce	488,862	-	-	-	-	-	244,431	0.1355%	0.0000%	0.1355%
6	Culver City	1,457,791	1,638,104	1.00	1,638,104	3,673,208	**3,673,208**	2,565,500	1.4222%	0.0000%	1.4222%
7	Foothill Transit	9,695,223	7,809,374	1.75	4,462,499	14,221,000	**14,221,000**	11,958,112	6.6288%	0.0000%	6.6288%
8	Gardena	1,226,764	1,295,988	1.00	1,295,988	3,703,600	**3,703,600**	2,465,182	1.3665%	0.0000%	1.3665%
9	La Mirada	54,507	23,289	1.00	23,289		23,289	38,898	0.0216%	0.0000%	0.0216%
10	Long Beach	6,634,012	9,722,255	1.25	7,777,804	15,972,456	**15,972,456**	11,303,234	6.2658%	0.0000%	6.2658%
11	Montebello	1,567,784	1,951,362	1.10	1,773,965	5,855,556	**5,855,556**	3,711,670	2.0575%	0.0000%	2.0575%
12	Norwalk	776,288	742,919	1.25	594,335	2,094,068	**2,094,068**	1,435,178	0.7956%	0.0000%	0.7956%
13	Redondo Beach DR	58,615	10,028	1.00	10,028		10,028	34,322	0.0190%	0.0000%	0.0190%
14	Redondo Beach MB	341,414	190,914	1.00	190,914		190,914	266,164	0.1475%	0.0000%	0.1475%
15	Santa Monica	4,015,837	6,373,352	1.25	5,098,682	14,661,333	**14,661,333**	9,338,585	5.1767%	0.0000%	5.1767%
16	Torrance	1,504,696	1,104,505	1.00	1,104,505	4,510,000	**4,510,000**	3,007,348	1.6671%	0.0000%	1.6671%
17	Sub-Total	98,551,885	128,619,996		79,837,158		262,238,953	180,395,419	100.0000%	0.0000%	100.0000%
	Eligible Operators										
18	Antelope Valley	2,850,489	1,649,065	1.50	1,099,377	3,543,241	**3,543,241**	3,196,865	1.6583%	0.0000%	1.6583%
19	Santa Clarita (5)	2,257,916	1,810,777	1.25	1,448,622	1,639,466	**1,639,466**	1,948,691	1.0108%	0.0000%	1.0108%
20	LADOT Local	2,960,494	607,541	0.50	1,215,082	6,727,520	**6,727,520**	4,844,007	2.5127%	0.0000%	2.5127%
21	LADOT Express	1,643,734	906,420	1.50	604,280	3,152,832	**3,152,832**	2,398,283	1.2440%	0.0000%	1.2440%
22	Foothill - BSCP	1,342,135	1,056,297	1.75	603,598	1,650,000	**1,650,000**	1,496,068	0.7701%	0.0000%	0.7701%
23	Sub-Total	11,054,768	6,030,100		4,970,959		16,713,059	13,883,914	7.1958%	0.0000%	7.1958%
24	**Total**	**109,606,653**	**$ 134,650,096**		**84,808,116**		**278,952,012**	**194,279,332**			

Notes:

(1) Operator statistics exclude BSIP, TSE, Base Restructuring, and MOSIP services funded from PC 40% Discretionary. Services funded from other sources, such as federal funds, are also excluded.

(2) Fare units in **bold** remain frozen at their pre-fare change levels in accordance with the Funding Stability Policy adopted by the Board in November 2007.

(3) TDA cap of 0.25% is applied for DAR operators - Arcadia, Claremont, La Mirada and Redondo Beach DR.

(4) MTA Statistics include contracted services with LADOT for Lines 422, 601 and 602 (Consent Decree Lines), Glendale Bee Line, and Palos Verdes Peninsula Transit Authority (PVPTA).

(5) Santa Clarita increased their base fare from $1.00 to $1.25 in FY24.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

	Operators	TDA & STA % Share	TDA Article 4 plus interest			STA Revenue base Share plus Interest	Prop A Discretionary % Shares	Prop A Discretionary Allocations (2)	Total Formula Funds
			Allocated	Fund Exchange (1)	Net				
	Included Operators								
1	Metro Bus Operations (3)	74.1699%	$ 329,795,485	$ (5,148,679)	$ 324,646,805	$ 48,451,177	74.1699%	$ 226,399,076	$ 599,497,058
2	Arcadia DR	0.0411%	182,769	-	182,769	26,851	0.0411%	125,468	335,088
3	Arcadia MB	0.0483%	214,903	28,822	243,725	31,572	0.0483%	147,528	422,825
4	Claremont	0.0368%	163,521	8,182	171,703	24,023	0.0368%	112,254	307,981
5	Commerce	0.1355%	602,487	75,962	678,449	88,513	0.1355%	413,597	1,180,559
6	Culver City	1.4222%	6,323,585	274,002	6,597,587	929,016	1.4222%	4,341,035	11,867,638
7	Foothill Transit	6.6288%	29,475,016	1,216,194	30,691,210	4,330,257	6.6288%	20,234,105	55,255,572
8	Gardena	1.3665%	6,076,317	246,988	6,323,305	892,689	1.3665%	4,171,290	11,387,284
9	La Mirada	0.0216%	95,878	15,686	111,564	14,086	0.0216%	65,819	191,468
10	Long Beach (3)	6.2658%	27,860,838	1,485,748	29,346,585	4,093,114	6.2658%	19,125,998	52,565,698
11	Montebello	2.0575%	9,148,730	360,409	9,509,139	1,344,066	2.0575%	6,280,450	17,133,655
12	Norwalk	0.7956%	3,537,506	164,780	3,702,286	519,705	0.7956%	2,428,439	6,650,430
13	Redondo Beach DR	0.0190%	84,598	-	84,598	12,428	0.0190%	58,075	155,101
14	Redondo Beach MB	0.1475%	656,056	52,109	708,165	96,383	0.1475%	450,371	1,254,919
15	Santa Monica	5.1767%	23,018,262	852,645	23,870,907	3,381,677	5.1767%	15,801,651	43,054,235
16	Torrance	1.6671%	7,412,678	367,154	7,779,832	1,089,017	1.6671%	5,088,679	13,957,528
17	Sub-Total Excluding Metro	100.0000%	444,648,629	0	444,648,629	65,324,573	100.0000%	305,243,836	815,217,039
	Eligible Operators		**Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI (4)**						
18	Antelope Valley (5)	1.6583%	-	$ 364,537	$ 364,537	$ 1,083,257	1.6583%	$ 5,061,764	$ 6,509,558
19	Santa Clarita (5)	1.0108%	-	466,460	466,460	660,314	1.0108%	3,085,464	4,212,238
20	LADOT Local	2.5127%	11,172,552		11,172,552	1,641,391	2.5127%	7,669,770	20,483,713
21	LADOT Express	1.2440%	5,531,565		5,531,565	812,658	1.2440%	3,797,327	10,141,550
22	Foothill - BSCP	0.7701%	3,424,061		3,424,061	503,038	0.7701%	2,350,561	6,277,661
23	Sub-Total	7.1958%	**20,128,179**	**830,997**	**20,959,176**	**4,700,658**	**7.1958%**	**21,964,886**	**47,624,720**
24	**Total FAP**		**$ 444,648,629**		**$ 444,648,629**	**$ 65,324,573**	**107.1958%**	**$ 305,243,836**	**$ 862,841,758**
	Proposition A Discretionary (95% of 40%) Growth Over CPI:								
25	Revenue								**$ 87,885,164**
	Uses of Fund:								
26	Eligible Operators - Formula Equivalent Funds								47,624,720
27	Tier 2 Operators (6)								9,175,477
28	Total Uses of Funds								**56,800,196**
29	Proposition A Discretionary (95% of 40%) GOI Transfer to PC 40% based on Board policy.								**31,084,967**
30	Backfill from (Transfer to) PC40% Discretionary								**(31,084,967)**
31	Total								**$ -**

Notes:

(1) Included Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.
(2) Prop A Discretionary funds (95% of 40%) allocated to Included Operators have been capped at 3.00% CPI for FAP allocation.
(3) Funds allocated to the SCRTTC through Long Beach Transit will be exchanged with Metro's share of TDA Article 4 funds.
(4) Formula Equivalent funds are allocated by formula to Eligible Operators based on PUC 99207.5. Fund source is Prop A 95% of 40% growth over CPI.
(5) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's Prop C 40% Discretionary transfer to Proposition A Discretionary GOI.
(6) In FY24, the Board approved increasing the funding cap to Tier 2 operators, from $6 million to $8.2 million, with annual increases indexed to CPI.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

	Operators	FY25 Unlinked Passengers	Percent of Total Unlinked Passengers	Total [1]
1	Antelope Valley	1,637,048	0.4245%	$ 190,628
2	Arcadia	50,199	0.0130%	5,845
3	Claremont	26,053	0.0068%	3,034
4	Commerce	554,573	0.1438%	64,578
5	Culver City	3,308,439	0.8580%	385,256
6	Foothill Transit	9,906,051	2.5690%	1,153,524
7	Gardena	2,471,629	0.6410%	287,812
8	LADOT Local/Express	14,237,196	3.6922%	1,657,870
9	La Mirada	31,423	0.0081%	3,659
10	Long Beach	19,664,785	5.0998%	2,289,893
11	Montebello	2,931,266	0.7602%	341,335
12	Norwalk	1,297,047	0.3364%	151,036
13	Redondo Beach DR/MB	265,919	0.0690%	30,965
14	Santa Clarita	2,392,437	0.6204%	278,591
15	Santa Monica	10,100,208	2.6193%	1,176,133
16	Torrance	2,445,440	0.6342%	284,763
17	Sub-Total	71,319,713	18.4956%	8,304,922
18	Metro Bus/Rail Operations [2]	314,282,934	81.5044%	36,597,107
19	**Total**	**385,602,647**	**100.0000%**	**$ 44,902,028**

Notes:

(1) Total funding is 90% of Prop C 5% Transit Security:

Estimated Revenue:	$	49,891,143
90% Thereof:	$	44,902,028

(2) Metro operations data includes unlinked passengers for bus and rail.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

PROPOSITION C 40% DISCRETIONARY PROGRAMS

	Operators	MOSIP			Zero-fare Compensation (1)	Foothill Transit Mitigation	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Total
		Prop A % Share	% Share	$ Allocation						
	INCLUDED OPERATORS									
1	Metro Bus Operations					$ 11,343,586	$ -	$ -	$ 14,178,577	$ 25,522,163
2	Metro Exchange (2)					(1,046,112)				(1,046,112)
3	Metro Sub-total					10,297,474			$ 14,178,577	24,476,050
4	Arcadia	0.0894%	0.2708%	79,621		13,678	-	-	26,755	120,054
5	Claremont	0.0368%	0.1114%	32,740		5,624	-	-	-	38,364
6	Commerce	0.1355%	0.4103%	120,628	1,104,597	20,723	-	306,202	-	1,552,151
7	Culver City	1.4222%	4.3062%	1,266,090		217,505	295,147	-	206,250	1,984,992
8	Foothill Transit	6.6288%	20.0716%	5,901,405		-	408,509	2,451,416	1,141,311	9,902,640
9	Gardena	1.3665%	4.1378%	1,216,583		209,000	848,358	-	215,308	2,489,249
10	La Mirada	0.0216%	0.0653%	19,196		3,298	-	-	-	22,494
11	Long Beach	6.2658%	18.9724%	5,578,218		958,296	2,800,844	-	1,010,981	10,348,340
12	Montebello	2.0575%	6.2300%	1,831,733		314,678	-	1,398,372	266,867	3,811,651
13	Norwalk	0.7956%	2.4089%	708,270		121,675	-	-	69,048	898,993
14	Redondo Beach DR/MB	0.1666%	0.5044%	148,292		25,475	-	-	4,902	178,668
15	Santa Monica	5.1767%	15.6747%	4,608,651		791,732	-	-	978,129	6,378,512
16	Torrance	1.6671%	5.0478%	1,484,145		254,965	993,336	889,785	295,328	3,917,559
17	Sub-Total	25.8301%	78.2115%	22,995,572	1,104,597	2,936,651	5,346,194	5,045,775	4,214,878	41,643,668
	ELIGIBLE OPERATORS									
18	Antelope Valley	1.6583%	5.0211%	1,476,295		30,341	462,561	-	58,708	2,027,906
19	Santa Clarita	1.0108%	3.0607%	899,895		18,495	241,933	-	62,798	1,223,121
20	LADOT Local/Express	3.7567%	11.3750%	3,344,451		536,598	3,323,160	-	184,074	7,388,283
21	Foothill - BSCP	0.7701%	2.3317%	685,556		-	-	-	-	685,556
22	Sub-Total	7.1958%	21.7885%	6,406,198		585,434	4,027,654	-	305,580	11,324,866
23	City of Lynwood Trolley						264,776	-	-	264,776
24	Total Municipal Operators	33.0259%	100.0000%	29,401,770	1,104,597	3,522,084	9,638,624	5,045,775	4,520,458	53,233,309
25	**Total**	**33.0259%**	**100.0000%**	**$ 29,401,770**	**$ 1,104,597**	**$ 13,819,558**	**$ 9,638,624**	**$ 5,045,775**	**$ 18,699,035**	**$ 77,709,360**

26	Last Year	28,545,408		$ 9,357,887	$ 4,898,811	$ 18,154,403
27	% Increase	3.00%	CPI	3.00%	3.00%	3.00%
28	Current Year	**$ 29,401,770**		**$ 9,638,624**	**$ 5,045,775**	**$ 18,699,035**

Note:

(1) Allocated as part of FAP to Commerce as compensation for having zero passenger revenues.

(2) The LCTOP funds of Antelope Valley, Santa Clarita, Burbank, and Glendale, totaling $1,046,112, are set to be swapped with Metro's "Foothill Mitigation" fund / Prop A Discretionary GOI fund.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

	Operators	20% Bus Operations			Clean Fuel Bus Capital Facilities and Rolling Stock Fund [1]	
		Proposition A Base Share %	MR Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share	$ Allocation
	Included Operators:					
1	Metro Bus Operations	74.1699%	69.1910%	$ 151,741,157	64.4767%	$ -
2	Arcadia	0.0894%	0.0834%	182,972	0.1734%	-
3	Claremont	0.0368%	0.0343%	75,237	0.0214%	-
4	Commerce	0.1355%	0.1264%	277,208	0.3655%	-
5	Culver City	1.4222%	1.3267%	2,909,525	1.3729%	-
6	Foothill Transit [2]	6.6288%	6.1839%	13,561,656	8.9586%	-
7	Gardena	1.3665%	1.2748%	2,795,755	1.0475%	-
8	La Mirada	0.0216%	0.0201%	44,114	0.0633%	-
9	Long Beach	6.2658%	5.8452%	12,818,962	6.8259%	-
10	Montebello	2.0575%	1.9194%	4,209,393	1.4895%	-
11	Norwalk	0.7956%	0.7422%	1,627,631	0.6914%	-
12	Redondo Beach DR	0.0190%	0.0177%	38,924	0.3327%	-
13	Redondo Beach MB	0.1475%	0.1376%	301,856		
14	Santa Monica	5.1767%	4.8292%	10,590,860	4.1097%	-
15	Torrance	1.6671%	1.5552%	3,410,624	1.2461%	-
	Eligible Operators:					
16	Antelope Valley	1.6583%	1.5470%	3,392,584	2.0874%	-
17	Santa Clarita	1.0108%	0.9430%	2,067,994	1.8243%	-
18	LADOT Local	2.5127%	2.3440%	5,140,568	4.9138%	-
19	LADOT Express	1.2440%	1.1605%	2,545,111		
20	Foothill BSCP	0.7701%	0.7184%	1,575,434	-	-
21	Total Municipal Operators	33.0259%	30.8090%	67,566,408	35.5233%	-
22	**Total Funds Allocated**	**107.1958%**	**100.0000%**	**$ 219,307,565**	**100.0000%**	**$ -**

Notes:

(1) Clean Fuel Capital Facilities and Rolling Stock Funds of $10M will be allocated every even fiscal year.

(2) Foothill Transit Clean Fuel allocation includes the allocation for the Foothill BSCP.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

MEASURE M 20% TRANSIT OPERATIONS

(Metro and Municipal Providers)

	Operators	Measure M Percentage Share [1]	$ Allocation
	Included Operators:		
1	Metro Bus Operations	69.1910%	$ 150,297,025
2	Arcadia	0.0834%	181,230
3	Claremont	0.0343%	74,521
4	Commerce	0.1264%	274,570
5	Culver City	1.3267%	2,881,835
6	Foothill Transit	6.1839%	13,432,589
7	Gardena	1.2748%	2,769,148
8	La Mirada	0.0201%	43,694
9	Long Beach	5.8452%	12,696,963
10	Montebello	1.9194%	4,169,332
11	Norwalk	0.7422%	1,612,141
12	Redondo Beach DR	0.0177%	38,553
13	Redondo Beach MB	0.1376%	298,983
14	Santa Monica	4.8292%	10,490,066
15	Torrance	1.5552%	3,378,165
	Eligible Operators:		
16	Antelope Valley	1.5470%	3,360,297
17	Santa Clarita	0.9430%	2,048,313
18	LADOT Local	2.3440%	5,091,644
19	LADOT Express	1.1605%	2,520,889
20	Foothill BSCP	0.7184%	1,560,441
21	Total Municipal Operators	30.8090%	66,923,373
22	**Total Funds Allocated**	**100.0000%**	**$ 217,220,398**

Notes:

(1) Metro adheres to the Measure R allocation methodology for Measure M 20% fund allocations.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

Senate Bill 1 - Road Repair and Accountability Act of 2017

	Operators	Measure R % Share [1]	State Transit Assistance	State of Good Repair [2]	Total
	Included Operators:				
1	Metro Bus Operations	69.1910%	$ 36,467,517	$ 18,207,158	$ 54,674,675
2	Arcadia	0.0834%	43,973	21,954	65,928
3	Claremont	0.0343%	18,082	9,028	27,109
4	Commerce	0.1264%	66,621	33,262	99,882
5	Culver City	1.3267%	699,238	349,109	1,048,347
6	Foothill Transit	6.1839%	3,259,234	1,627,240	4,886,474
7	Gardena	1.2748%	671,896	335,458	1,007,354
8	La Mirada	0.0201%	10,602	5,293	15,895
9	Long Beach	5.8452%	3,080,744	1,538,125	4,618,869
10	Montebello	1.9194%	1,011,631	505,078	1,516,709
11	Norwalk	0.7422%	391,164	195,297	586,460
12	Redondo Beach DR	0.0177%	9,354	4,670	14,025
13	Redondo Beach MB	0.1376%	72,544	36,219	108,763
14	Santa Monica	4.8292%	2,545,271	1,270,779	3,816,050
15	Torrance	1.5552%	819,665	409,235	1,228,900
	Eligible Operators:				
16	Antelope Valley	1.5470%	815,330	407,070	1,222,400
17	Santa Clarita	0.9430%	496,995	248,135	745,130
18	LADOT Local	2.3440%	1,235,418	616,808	1,852,226
19	LADOT Express	1.1605%	611,659	305,383	917,043
20	Foothill BSCP	0.7184%	378,620	189,034	567,653
21	Total Municipal Operators	30.8090%	16,238,041	8,107,176	24,345,217
22	County of Los Angeles			78,312	78,312
23	**Total Funds Allocated**	**100.0000%**	**$ 52,705,558**	**$ 26,392,646**	**$ 79,098,204**

Notes:

(1) The STA and SGR portions of SB1 fund will be distributed based on Measure R allocation methodology.

(2) Preliminary estimates. Subject to the submittal of eligible projects.

ATTACHMENT A

LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)
Fund Exchange between LA County Transit Operators & Metro

	Operators	LCTOP Share [1]	TDA 4 Fund Exchange [2]	Prop A GOI / Prop C 40% Fund Exchange [3]	Net Funds Available
1	**Metro Bus Ops.**		**$ (4,748,679)**	**$ (1,046,112)**	**$ (5,794,792)**
2	Antelope Valley	$ (364,537)		364,537	-
3	Arcadia	(28,822)	28,822		-
4	Claremont	(8,182)	8,182		-
5	Commerce	(75,962)	75,962		-
6	Culver City	(274,002)	274,002		-
7	Foothill Transit	(1,216,194)	1,216,194		-
8	Gardena	(246,988)	246,988		-
9	La Mirada	(15,686)	15,686		-
10	Long Beach	(1,085,748)	1,085,748		-
11	Montebello	(360,409)	360,409		-
12	Norwalk	(164,780)	164,780		-
13	Redondo Beach	(52,109)	52,109		-
14	Santa Clarita	(466,460)		466,460	-
15	Santa Monica	(852,645)	852,645		-
16	Torrance	(367,154)	367,154		-
17	**Tier Two Operators**				
18	Burbank	(67,608)		67,608	-
19	Glendale	(147,508)		147,508	-
20	Pasadena	-		-	-
21	**TOTAL**	**$ (5,794,792)**	**$ 0**	**$ 0**	**$ (5,794,792)**

Note:

(1) Estimated - To be adjusted based on actual allocations.

(2) Included Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.

(3) LCTOP fund will be exchanged with Metro's "Foothill Mitigation Fund" share. Metro will allocate Proposition A Discretionary (95% of 40%) GOI fund to these operators.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

	Operators	Vehicle Service Miles (VSM) FY25 data	Passenger Revenue	Base Fare	Fare Units (1)	50% VSM + 50% Fare Units	% Share
1	**LADOT Community Dash**	3,786,526	$ 1,003	$ 0.50	**16,808,232**	10,297,379	4.9757%
2	**Glendale**	786,329	651,484	1.00	**2,187,836**	1,487,083	0.7186%
3	**Pasadena**	727,405	513,743	0.75	684,991	706,198	0.3412%
4	**Burbank**	237,625	125,024	1.00	125,024	181,325	0.0876%
5	**Sub-Total**	5,537,885	1,291,254		19,806,083	12,671,984	6.1232%
6	**Included and Eligible Operators**	109,606,653	134,650,096		84,808,116	194,279,332	93.8768%
7	**Total**	115,144,538	$135,941,350		104,614,199	206,951,316	100.0000%

		% Share	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40% Discretionary	Total
8	**Funds Allocated to Included Operators**		$ 444,648,629	$ 65,324,573	$ 305,243,836	$815,217,039
	Formula Equivalent Calculation					
9	**LADOT Community Dash**	4.9757%	$ 22,124,602	$ 3,250,387	$ 15,188,169	$ 40,563,157
10	**Glendale**	0.7186%	3,195,095	469,400	2,193,379	5,857,875
11	**Pasadena**	0.3412%	1,517,313	222,913	1,041,610	2,781,835
12	**Burbank**	0.0876%	389,588	57,235	267,445	714,269
13	**Total**	6.1232%	$ 27,226,598	$ 3,999,936	$ 18,690,603	$ 49,917,137

	Funds Allocated to Tier 2 Operators	17.95% (2)				MTA Allocations (3)	LCTOP fund Exchange (4)	FY27 Total Funds Available
	Actual Allocation							
14	**LADOT Community Dash**		$ 3,971,470	$ 583,460	$ 2,726,348	$ 7,281,278	$ -	**$ 7,281,278**
15	**Glendale**		573,535	84,260	393,722	1,051,516	147,508	**1,199,024**
16	**Pasadena**		272,365	40,014	186,974	499,353	-	**499,353**
17	**Burbank**		69,933	10,274	48,008	128,215	67,608	**195,822**
18	**Total**		**$ 4,887,303**	**$ 718,007**	**$ 3,355,051**	**$ 8,960,361**	**$ 215,115**	**$ 9,175,477**

	Prop A Incentive Allocation (5)	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
19	LADOT Community Dash	$ 2,542,417	$ (456,376)	**$ 2,086,041**
20	Glendale	494,448	(88,756)	**405,692**
21	Pasadena	519,836	(93,313)	**426,523**
22	Burbank	135,096	(24,250)	**110,845**
23	**Total**	**$ 3,691,796**	**$ (662,695)**	**$ 3,029,102**

Notes:

(1) Funding Stability Policy is applied on LADOT and Glendale Fare Units.
(2) This percentage is applied as a deduction from Tier 2 Operators' Incentive Program allocations.
(3) The Board approved increasing the Tier 2 funding from $6 million to $8.2 million in FY24, with annual adjustments indexed to CPI. The CPI for FY27 is 3.0%.
(4) Burbank and Glendale's LCTOP fund will be exchanged with Metro's "Foothill Mitigation" Fund. Metro will allocate Prop A Discretionary (95% of 40%) GOI funds to these operators.
(5) Estimated - to be Adjusted to Actual apportionment.

II. LOCAL SUBSIDIES

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

	PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS [1]	Total Allocation
1	Agoura Hills	**$ 62,167**
2	Antelope Valley, Elderly & Disabled	**1,387,111**
3	Culver City Community Transit and LA County	**148,029**
4	Gardena, Hawthorne and LA County	**191,256**
5	Glendale Paratransit and La Canada Flintridge	**295,311**
6	Inglewood Transit and Hawthorne	**295,568**
7	LA County (Whittier et al)	**195,737**
8	LA County (Willowbrook)	**80,781**
9	Los Angeles Taxi & Lift Van, City Ride [2]	**508,040**
10	Los Angeles Dial-a-Ride, City Ride [2]	**2,221,070**
11	Monrovia D.A.R. and LA County	**276,230**
12	Palos Verdes PTA D.A.R.	**28,227**
13	Palos Verdes PTA - PV Transit	**610,930**
14	Pasadena Community Transit, San Marino and LA County	**650,775**
15	Pomona Valley TA - E&D (Get About)	**1,141,017**
16	Pomona Valley TA General Public (VC)	**24,492**
17	Santa Clarita D.A.R.	**2,714,103**
18	West Hollywood (DAR)	**216,713**
19	Whittier (DAR)	**572,490**
20	TOTAL EXISTING SUB-REGIONAL PARATRANSIT PROJECTS	**$ 11,620,044**
	PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION	
21	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	$ -
22	Santa Clarita - Local Fixed Route	-
23	Antelope Valley - Local Fixed Route	-
24	Foothill - Bus Service Continuation Project	-
25	TOTAL SERVICES THAT RECEIVE GROWTH OVER INFLATION	$ -
26	**PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT**	$ -
27	**PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES**	$ -

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)

(In Order of Priority)

	Priority V: VOLUNTARY NTD DATA REPORTING (Estimated - to be Adjusted to Actual apportionment) FY25 NTD Report Year	Estimate	Tier 2 Deduction	Total Allocation
28	City of Alhambra (MB and DR)	$ 151,489		**$ 151,489**
29	City of Artesia (DR)	19,921		**19,921**
30	City of Azusa (DR)	39,092		**39,092**
31	City of Baldwin Park (MB and DR)	126,301		**126,301**
32	City of Bell (MB, DR and DT)	22,305		**22,305**
33	City of Bell Gardens (MB and DR)	70,477		**70,477**
34	City of Bellflower (MB and DR)	49,813		**49,813**
35	City of Burbank (MB)* (2)	135,096	(24,250)	**110,845**
36	City of Calabasas (MB and DR)	57,609		**57,609**
37	City of Carson (MB, DR and DT)	70,521		**70,521**
38	City of Cerritos (MB and DR)	79,809		**79,809**
39	City of Compton (MB and DR)	97,746		**97,746**
40	City of Covina (DR)	26,138		**26,138**
41	City of Cudahy (MB and DR)	29,974		**29,974**
42	City of Downey (MB and DR)	86,880		**86,880**
43	City of El Monte (MB and DR)	138,075		**138,075**
44	City of Glendora (MB and DR)	54,840		**54,840**
45	City of Glendale (MB)* (2)	494,448	(88,756)	**405,692**
46	City of Huntington Park (MB)	62,703		**62,703**
47	City of Los Angeles -- Community DASH* (MB) (2)	2,542,417	(456,376)	**2,086,041**
48	City of Los Angeles -- Department of Aging (DR) (2)	148,186		**148,186**
49	LA County Dept. of Public Works -- Avocado Heights (MB)	22,240		**22,240**
50	LA County Dept. of Public Works -- East Valinda (MB)	25,117		**25,117**
51	LA County Dept. of Public Works -- East LA (MB and DR)	149,194		**149,194**
52	LA County Dept. of Public Works -- Willowbrook (MB)	43,131		**43,131**
53	LA County Dept. of Public Works -- King Medical (MB)	20,374		**20,374**
54	LA County Dept. of Public Works -- Athens (MB)	20,817		**20,817**
55	LA County Dept. of Public Works -- Lennnox (MB)	15,487		**15,487**
56	LA County Dept. of Public Works -- South Whittier (MB)	110,300		**110,300**
57	LA County Dept. of Public Works -- Florance/Firestone (MB)	34,309		**34,309**
58	City of Lakewood (DR)	25,897		**25,897**
59	City of Lynwood (MB)	78,305		**78,305**
60	City of Malibu (DT)	5,457		**5,457**
61	City of Manhattan Beach (DR)	9,761		**9,761**
62	City of Maywood (MB and DR)	27,377		**27,377**
63	City of Monterey Park (MB and DR)	147,236		**147,236**
64	City of Pasadena (MB)*	519,836	(93,313)	**426,523**
65	City of Pico Rivera (DR)	13,488		**13,488**
66	City of Rosemead (MB and DR)	90,901		**90,901**
67	City of Santa fe Springs (DR)	9,366		**9,366**
68	City of South Gate (DT and MB)	141,297		**141,297**
69	City of South Pasadena (DR)	14,152		**14,152**
70	City of West Covina (MB and DR)	$ 96,896		**96,896**
71	City of West Hollywood (MB)	$ 61,661		**61,661**
72	**TOTAL VOLUNTARY NTD DATA REPORTING**	**$ 6,186,442**	**$ (662,695)**	**$ 5,523,747**

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)

(In Order of Priority)

	PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS	Total Allocation
73	Avalon Ferry Subsidy (3)	**$ 800,000**
74	Avalon Transit Services (Jitney and Dial-a-Ride) (3)	**200,000**
75	Hollywood Bowl Shuttle Service	**1,057,000**
76	TOTAL SPECIAL DEMONSTRATION PROJECTS	**$ 2,057,000**
77	Total funds	**$ 19,200,791**
78	Reserves for contingencies (4)	**46,584**
79	**TOTAL ESTIMATED REVENUE**	**$ 19,247,375**
80	Surplus (Deficit)	$ -

NOTES:

(1) Priority I allocations are now based on new Board approved Prop A Incentive guidelines.

(2) Tier 2 Operators' share have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.

(3) Avalon's subsidy total remains unchanged. The City has requested that Metro adjust the Ferry and Land Transit subsidy from a $7K/$3K split to an $8K/$2K split, reflecting the increase in ferry fares.

(4) These funds are held in reserve for future contingency purposes such as deficit years, growth over inflation, approved new or existing expanded paratransit services, and new NTD reporters.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

Prop A, Prop C, MR & MM LOCAL RETURN
TDA ARTICLE 3 & 8

	LOCAL JURISDICTION	Population DOF Report 2025 data [1]	Population as % of County	Proposition A Local Return Estimate [2]	Proposition C Local Return Estimate [2]	Measure R Local Return Estimate [2]	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H) Population	TDA Article 8 (S & H) Article 8 Allocation	Total
1	AGOURA HILLS	19,904	0.2015%	$ 521,213	$ 432,332	$ 324,249	$ 367,482	$ 16,759		$ -	**$ 1,662,036**
2	ALHAMBRA	82,374	0.8340%	2,157,073	1,789,236	1,341,927	1,520,850	69,321			**6,878,407**
3	ARCADIA	56,116	0.5682%	1,469,472	1,218,889	914,167	1,036,055	47,228			**4,685,811**
4	ARTESIA	16,359	0.1656%	428,382	355,332	266,499	302,032	13,776			**1,366,021**
5	AVALON	3,383	0.0343%	88,588	73,482	55,111	62,459	5,000	3,383	167,800	**452,441**
6	AZUSA	48,988	0.4960%	1,282,816	1,064,062	798,047	904,453	41,230			**4,090,609**
7	BALDWIN PARK	70,848	0.7173%	1,855,250	1,538,881	1,154,161	1,308,049	59,623			**5,915,963**
8	BELL	33,315	0.3373%	872,398	723,631	542,723	615,086	28,043			**2,781,881**
9	BELLFLOWER	76,656	0.7761%	2,007,340	1,665,036	1,248,777	1,415,280	64,510			**6,400,942**
10	BELL GARDENS	38,471	0.3895%	1,007,415	835,624	626,718	710,280	32,381			**3,212,418**
11	BEVERLY HILLS	31,945	0.3234%	836,523	693,873	520,405	589,792	26,890			**2,667,484**
12	BRADBURY	902	0.0091%	23,620	19,592	14,694	16,653	5,000			**79,560**
13	BURBANK	106,146	1.0747%	2,779,575	2,305,584	1,729,188	1,959,747	89,323			**8,863,417**
14	CALABASAS	22,797	0.2308%	596,970	495,171	371,378	420,895	19,193			**1,903,607**
15	CARSON	91,812	0.9296%	2,404,220	1,994,237	1,495,678	1,695,102	77,262			**7,666,499**
16	CERRITOS	47,871	0.4847%	1,253,566	1,039,800	779,850	883,830	40,290			**3,997,337**
17	CLAREMONT	37,299	0.3776%	976,724	810,167	607,625	688,642	31,395			**3,114,553**
18	COMMERCE	12,146	0.1230%	318,059	263,822	197,866	224,249	10,231			**1,014,227**
19	COMPTON	93,692	0.9486%	2,453,450	2,035,072	1,526,304	1,729,812	78,844			**7,823,483**
20	COVINA	51,090	0.5173%	1,337,860	1,109,720	832,290	943,262	42,999			**4,266,130**
21	CUDAHY	22,132	0.2241%	579,556	480,726	360,545	408,617	18,634			**1,848,078**
22	CULVER CITY	40,403	0.4091%	1,058,007	877,589	658,191	745,950	34,007			**3,373,744**
23	DIAMOND BAR	53,539	0.5421%	1,401,990	1,162,914	872,186	988,477	45,059			**4,470,626**
24	DOWNEY	111,871	1.1327%	2,929,492	2,429,936	1,822,452	2,065,446	94,140			**9,341,466**
25	DUARTE	23,746	0.2404%	621,821	515,784	386,838	438,416	19,992			**1,982,851**
26	EL MONTE	107,986	1.0933%	2,827,758	2,345,551	1,759,163	1,993,718	90,871			**9,017,061**
27	EL SEGUNDO	16,983	0.1719%	444,723	368,886	276,664	313,553	14,301			**1,418,127**
28	GARDENA	60,263	0.6101%	1,578,067	1,308,965	981,724	1,112,620	50,717			**5,032,094**
29	GLENDALE	192,212	1.9461%	5,033,328	4,175,013	3,131,260	3,548,761	161,739			**16,050,101**
30	GLENDORA	51,254	0.5189%	1,342,155	1,113,282	834,961	946,290	43,137			**4,279,824**
31	HAWAIIAN GARDENS	13,561	0.1373%	355,113	294,557	220,918	250,373	11,422			**1,132,383**
32	HAWTHORNE	85,653	0.8672%	2,242,938	1,860,458	1,395,344	1,581,390	72,080			**7,152,210**
33	HERMOSA BEACH	19,014	0.1925%	497,907	413,001	309,751	351,051	16,010			**1,587,719**
34	HIDDEN HILLS	1,746	0.0177%	45,721	37,925	28,443	32,236	5,000			**149,325**
35	HUNTINGTON PARK	53,051	0.5371%	1,389,211	1,152,314	864,236	979,467	44,649			**4,429,877**

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

Prop A, Prop C, MR & MM LOCAL RETURN

TDA ARTICLE 3 & 8 (Continued)

	LOCAL JURISDICTION	Population DOF Report 2023 data [1]	Population as % of County	Proposition A Local Return Estimate [2]	Proposition C Local Return Estimate [2]	Measure R Local Return Estimate [2]	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H) Population	TDA Article 8 (S & H) Article 8 Allocation	Total
36	INDUSTRY (B)	431	0.0044%	11,286	9,362	7,021	7,957	-			**35,627**
37	INGLEWOOD	106,305	1.0763%	2,783,739	2,309,038	1,731,778	1,962,682	89,457			**8,876,694**
38	IRWINDALE	1,509	0.0153%	39,515	32,777	24,583	27,860	5,000			**129,735**
39	LA CANADA-FLINTRIDGE	20,160	0.2041%	527,917	437,893	328,420	372,209	16,974			**1,683,412**
40	LA HABRA HEIGHTS	5,503	0.0557%	144,103	119,530	89,647	101,600	5,000			**459,881**
41	LAKEWOOD	80,596	0.8160%	2,110,514	1,750,616	1,312,962	1,488,023	67,825			**6,729,940**
42	LA MIRADA	48,233	0.4883%	1,263,046	1,047,663	785,747	890,514	40,595			**4,027,565**
43	LANCASTER	177,768	1.7999%	4,655,093	3,861,277	2,895,958	3,282,085	149,586	177,768	8,817,477	**23,661,476**
44	LA PUENTE	37,546	0.3801%	983,192	815,532	611,649	693,202	31,603			**3,135,178**
45	LA VERNE	32,300	0.3270%	845,819	701,584	526,188	596,347	27,189			**2,697,127**
46	LAWNDALE	30,860	0.3124%	808,110	670,306	502,730	569,760	25,977			**2,576,884**
47	LOMITA	20,407	0.2066%	534,385	443,258	332,443	376,769	17,182			**1,704,037**
48	LONG BEACH	462,561	4.6833%	12,112,778	10,047,231	7,535,423	8,540,146	389,210			**38,624,788**
49	LOS ANGELES CITY	3,835,263	38.8310%	100,431,489	83,305,277	62,478,958	70,809,486	3,666,957			**320,692,167**
50	LYNWOOD	66,660	0.6749%	1,745,581	1,447,914	1,085,935	1,230,727	56,099			**5,566,256**
51	MALIBU	10,604	0.1074%	277,680	230,328	172,746	195,779	8,934			**885,467**
52	MANHATTAN BEACH	34,051	0.3448%	891,671	739,618	554,713	628,675	28,662			**2,843,339**
53	MAYWOOD	24,496	0.2480%	641,461	532,075	399,056	452,263	20,623			**2,045,477**
54	MONROVIA	38,920	0.3941%	1,019,172	845,377	634,032	718,570	32,759			**3,249,910**
55	MONTEBELLO	62,732	0.6351%	1,642,721	1,362,594	1,021,946	1,158,205	52,794			**5,238,260**
56	MONTEREY PARK	59,269	0.6001%	1,552,038	1,287,375	965,531	1,094,268	49,881			**4,949,093**
57	NORWALK	101,075	1.0234%	2,646,784	2,195,438	1,646,578	1,866,122	85,056			**8,439,978**
58	PALMDALE	167,097	1.6918%	4,375,658	3,629,493	2,722,120	3,085,069	140,607	167,097	8,288,185	**22,241,133**
59	PALOS VERDES ESTATE	12,999	0.1316%	340,396	282,350	211,762	239,997	10,949			**1,085,454**
60	PARAMOUNT	52,371	0.5302%	1,371,405	1,137,544	853,158	966,912	44,077			**4,373,096**
61	PASADENA	140,631	1.4239%	3,682,611	3,054,629	2,290,972	2,596,434	118,339			**11,742,984**
62	PICO RIVERA	60,858	0.6162%	1,593,648	1,321,889	991,417	1,123,606	51,218			**5,081,777**
63	POMONA	153,042	1.5495%	4,007,609	3,324,207	2,493,155	2,825,576	128,781			**12,779,327**
64	RANCHO PALOS VERDES	40,727	0.4123%	1,066,491	884,626	663,470	751,932	34,279			**3,400,798**
65	REDONDO BEACH	68,091	0.6894%	1,783,054	1,478,996	1,109,247	1,257,147	57,303			**5,685,748**
66	ROLLING HILLS	1,677	0.0170%	43,914	36,426	27,319	30,962	5,000			**143,622**
67	ROLLING HILLS ESTATES	8,545	0.0865%	223,762	185,605	139,204	157,764	7,202			**713,536**
68	ROSEMEAD	50,501	0.5113%	1,322,436	1,096,926	822,695	932,387	42,503			**4,216,947**
69	SAN DIMAS	34,209	0.3464%	895,808	743,049	557,287	631,592	28,795			**2,856,532**
70	SAN FERNANDO	23,692	0.2399%	620,407	514,611	385,958	437,419	19,946			**1,978,342**

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

Prop A, Prop C, MR & MM LOCAL RETURN

TDA ARTICLE 3 & 8 (Continued)

	LOCAL JURISDICTION	Population DOF Report 2023 data [1]	Population as % of County	Proposition A Local Return Estimate [2]	Proposition C Local Return Estimate [2]	Measure R Local Return Estimate [2]	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H) Population	TDA Article 8 (S & H) Article 8 Allocation	Total
71	SAN GABRIEL	38,953	0.3944%	1,020,036	846,093	634,570	719,179	32,787			**3,252,666**
72	SAN MARINO	12,330	0.1248%	322,878	267,818	200,864	227,646	10,386			**1,029,592**
73	SANTA CLARITA	232,377	2.3528%	6,085,102	5,047,432	3,785,574	4,290,317	195,534	232,377	11,526,141	**30,930,101**
74	SANTA FE SPRINGS	18,680	0.1891%	489,161	405,746	304,309	344,884	15,729			**1,559,829**
75	SANTA MONICA	93,212	0.9437%	2,440,881	2,024,646	1,518,485	1,720,949	78,440			**7,783,402**
76	SIERRA MADRE	10,870	0.1101%	284,645	236,106	177,079	200,690	9,158			**907,679**
77	SIGNAL HILL	11,421	0.1156%	299,074	248,074	186,056	210,863	9,621			**953,688**
78	SOUTH EL MONTE	19,535	0.1978%	511,550	424,317	318,238	360,670	16,448			**1,631,224**
79	SOUTH GATE	92,955	0.9411%	2,434,151	2,019,064	1,514,298	1,716,205	78,224			**7,761,942**
80	SOUTH PASADENA	26,287	0.2661%	688,360	570,977	428,233	485,330	22,130			**2,195,029**
81	TEMPLE CITY	36,322	0.3678%	951,140	788,946	591,709	670,604	30,573			**3,032,972**
82	TORRANCE	143,261	1.4505%	3,751,481	3,111,755	2,333,816	2,644,991	120,551			**11,962,594**
83	VERNON	207	0.0021%	5,421	4,496	3,372	3,822	5,000			**22,111**
84	WALNUT	28,214	0.2857%	738,821	612,833	459,625	520,908	23,751			**2,355,938**
85	WEST COVINA	109,428	1.1079%	2,865,518	2,376,872	1,782,654	2,020,341	92,084			**9,137,470**
86	WEST HOLLYWOOD	35,284	0.3572%	923,959	766,399	574,800	651,440	29,700			**2,946,297**
87	WESTLAKE VILLAGE	7,918	0.0802%	207,343	171,986	128,989	146,188	6,674			**661,181**
88	WHITTIER	87,850	0.8895%	2,300,470	1,908,179	1,431,134	1,621,952	73,929			**7,335,664**
89	UNINCORP LA COUNTY	1,004,490	10.1702%	26,303,914	21,818,404	16,363,803	18,545,643	1,871,760	136,022	6,746,833	**91,650,357**
90	**TOTAL**	**9,876,811**	**100.0000%**	**$ 258,637,500**	**$ 214,533,000**	**$ 160,899,750**	**$ 182,353,050**	**$ 9,799,899**	**716,647**	**$ 35,546,436**	**$ 861,769,635**

NOTES:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2025 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

(2) Proposition A, Proposition C, Measure R and Measure M Local Return funds are allocated their share of estimated revenues (minus administration) without carryover since payments are made based on actual revenues received.

TDA Article 3 Allocation:

(A) 15% of the estimated revenue is first awarded to the City of Los Angeles and Los Angeles County (30%-70% split) as Supplemental Allocation.

(B) City of Industry has opted out of the TDA Article 3 program indefinitely.

III. BUS TRANSIT SUBSIDIES

Federal Formula Grants

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

FEDERAL FORMULA GRANTS REVENUE ESTIMATES

Estimated - to be Adjusted to Actual apportionment

Los Angeles County Share of Los Angeles-Long Beach-Anaheim UZA

1	**Section 5307 Urbanized Area Formula Grants:**			
	Estimated Revenue			**$ 316,281,478**
2		Estimated Revenue	$ 316,281,478	
		Off the Top:		
3		1% Enhancement Allocation	(3,162,815)	
4			$ 313,118,663	
5		85% Formula Allocation	$ 266,150,864	
6		Allocated to Munis	$ 266,150,864	
7		15% Discretionary Allocation	46,967,799	
8			$ 313,118,663	
	Section 5339 Bus and Bus Facilities Formula Grants:			
9	**Estimated Revenue**			**$ 25,335,042**
	Section 5337 State of Good Repair (LA County Share of LA UZA 2):			
	High Intensity Fixed Guideway:			
10	Directional Route Miles (DRM) Generated		$ 52,237,980	
11	Vehicle Revenue Miles (VRM) Generated		92,278,251	
12			**$ 144,516,231**	
	High Intensity Motorbus:			
13	Directional Route Miles (DRM) Generated		$ 3,995,623	
14	Vehicle Revenue Miles (VRM) Generated		6,088,481	
15			**$ 10,084,104**	
16	**Section 5337 State of Good Repair Total Estimated Revenue**			**$ 154,600,335**
17	**Total Federal Formula Funds Available**			**$ 496,216,855**

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

FEDERAL FORMULA GRANTS (Estimated - to be Adjusted to Actual apportionment)

	Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total FY27	FY25 Adjustment [1]	FY27 Available
		Allocation	Fund Exchanges	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation			
	Included Operators:												
1	Metro Bus Operations	$ 200,120,439	$ (16,317,284)	$ 183,803,155	$ 16,754,346	$ 8,580,696	$ 25,335,042	$ 146,463,748	$ 8,136,589	$ 154,600,335	$ 363,738,532	$ (520,681)	$ 363,217,851
													-
	Municipal Operators:												-
2	Arcadia	474,009	45,121	519,130	45,121	(45,121)	-	-	-	-	519,130	(2,475)	516,655
3	Claremont	67,793	6,453	74,246	6,453	(6,453)	-	-	-	-	74,246	(307)	73,939
4	Commerce	3,976,969	108,361	4,085,330	108,361	(108,361)	-	-	-	-	4,085,330	(4,574)	4,080,756
5	Culver City	4,143,858	394,456	4,538,314	394,456	(394,456)	-	-	-	-	4,538,314	831,622	5,369,936
6	Foothill Transit	27,782,668	9,014,487	36,797,156	2,448,001	(2,448,001)	-	6,566,486	(6,566,486)	-	36,797,156	(98,135)	36,699,021
7	Gardena	2,712,216	258,177	2,970,393	258,177	(258,177)	-	-	-	-	2,970,393	(8,448)	2,961,945
8	La Mirada	175,412	16,698	192,109	16,698	(16,698)	-	-	-	-	192,109	(1,180)	190,929
9	Long Beach	24,977,424	1,594,295	26,571,719	1,774,379	(1,774,379)	-	219,916	(219,916)	-	26,571,719	(54,423)	26,517,297
10	Montebello	7,368,990	384,324	7,753,313	384,324	(384,324)	-	-	-	-	7,753,313	(14,520)	7,738,793
11	Norwalk	3,945,127	206,432	4,151,559	206,432	(206,432)	-	-	-	-	4,151,559	(6,488)	4,145,071
12	Redondo Beach	913,975	87,002	1,000,977	87,002	(87,002)	-	-	-	-	1,000,977	(4,246)	996,731
13	Santa Monica	16,315,037	1,234,610	17,549,646	1,143,548	(1,143,548)	-	91,062	(91,062)	-	17,549,646	(40,227)	17,509,419
14	Torrance	3,904,166	371,640	4,275,805	371,640	(371,640)	-	-	-	-	4,275,805	(16,228)	4,259,577
													-
15	Sub-Total	96,757,642	13,722,054	110,479,697	7,244,592	(7,244,592)	-	6,877,464	(6,877,464)	-	110,479,697	580,373	111,060,070
													-
													-
	ıible Operators:												-
16	Antelope Valley	-	-	-	-	-	-	-	-	-	-	-	-
17	LADOT	19,403,397	2,595,229	21,998,626	1,336,104	(1,336,104)	-	1,259,125	(1,259,125)	-	21,998,626	(59,692)	21,938,934
18	Santa Clarita	-	-	-	-	-	-	-	-	-	-	-	-
19	Foothill BSCP	-	-	-	-	-	-	-	-	-	-	-	-
20	Sub-Total	19,403,397	2,595,229	21,998,626	1,336,104	(1,336,104)		1,259,125	(1,259,125)	-	21,998,626	(59,692)	21,938,934
													-
21	Total Excluding Metro	116,161,039	16,317,284	132,478,323	8,580,696	(8,580,696)	-	8,136,589	(8,136,589)	-	132,478,323	520,681	132,999,004
													-
22	Grand Total	$ 316,281,477	$ -	$ 316,281,477	$ 25,335,042	$ -	$ 25,335,042	$ 154,600,335	$ -	$ 154,600,335	$ 496,216,854	$ -	$ 496,216,854

Note: Totals may not add due to rounding.

(1) FY25 federal formula allocations were impacted by an error in Culver City's reported Active Vehicle count (14 reported instead of 54), resulting in an under-allocation of approximately $831,622. To correct this miscalculation, an adjustment will be included in the FY27 Federal Transit Fund Allocation to make Culver City whole, as reflected in the FY27 Federal Allocation Schedule.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE (1)	85% FORMULA ALLOCATION	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange (2)	Total Funds Available
				Project Title	$ Amount	Project Title	$ Amount				
1	Antelope Valley	0.0000%	$ -					$ -		$ -	$ -
2	Arcadia	0.1781%	474,009					474,009		45,121	519,130
3	Claremont	0.0255%	67,793					67,793		6,453	74,246
4	Commerce	0.4277%	1,138,360	City of Commerce Transit Maintenance Facility Solar Project	$ 2,097,809	Bus Stop Amenities Improvement Project - Completion Phase	$ 740,800	3,976,969		108,361	4,085,330
5	Culver City	1.5570%	4,143,858					4,143,858		394,456	4,538,314
6	Foothill Transit	9.6625%	25,716,859	Battery-Electric Bus Charger Replacement	2,065,809			27,782,668		9,014,487	36,797,156
7	Gardena	1.0191%	2,712,216					2,712,216		258,177	2,970,393
8	LADOT	5.2737%	14,036,103	CNG Bus Replacement for LADOT	5,367,294	Router Upgrades for Buses	-	19,403,397		2,595,229	21,998,626
9	La Mirada	0.0659%	175,412					175,412		16,698	192,109
##	Long Beach Transit	7.0037%	18,640,292	Zero Emission Bus Replacement SCRTTC Allocations	5,380,782 400,000	Four Corners Bus Stop Improvement	556,350	24,977,424	(3) (400,000)	1,994,295	26,571,719
##	Montebello	1.5170%	4,037,415	Zero-Emission Hydrogen Bus Fleet Replacement Initiative	2,609,575	Bus Stop Improvement Project (BSIP)	722,000	7,368,990		384,324	7,753,313
##	Metro Bus Operations	66.1311%	176,008,539	LA Metro Bus Procurement Project	23,283,900	Proof of Concept Pilot	828,000	200,120,439	(3) 400,000	(16,717,284)	183,803,155
##	Norwalk	0.8148%	2,168,619	Norwalk Transit Fleet Replacement	1,460,843	Onboard Digital Information Display System	315,665	3,945,127		206,432	4,151,559
##	Redondo Beach	0.3434%	913,975					913,975		87,002	1,000,977
##	Santa Clarita	0.0000%	-					-		-	-
16	Santa Monica	4.5137%	12,013,250	Replacement of 40-foot Buses	4,301,787			16,315,037		1,234,610	17,549,646
##	Torrance	1.4669%	3,904,166					3,904,166		371,640	4,275,805
##	TOTAL	100.0000%	$ 266,150,864		$ 46,967,799		$ 3,162,815	$ 316,281,477	$ -	$ -	$ 316,281,478

Notes: Total may not add due to rounding.

(1) Beginning with the FY24 apportionments, AVTA and Santa Clarita no longer report their NTD data under the LA-LB-OC UZA. Instead, they now report exclusively under the Palmdale-Lancaster and/or Santa Clarita UZAs.As a result, they are no longer included in the federal funding allocation for the LA UZA.

(2) Operators' share of Section 5337 and 5339 will be exchanged with Metro's share of Section 5307 allocation.

(3) Allocations for the Southern California Regional Transit Training Consortium (SCRTTC) will be facilitated by Long Beach Transit. These funds will be exchanged with Metro's TDA 4 allocation.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

(Estimated - to be Adjusted to Actual apportionment)

	LOS ANGELES COUNTY SHARE (UZA 2)	Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total $ Allocation	Fund Exchange (1)	Net Funds Available (1)
		DRM	DRM%	DRM $Allocation	VRM	VRM%	VRM $Allocation			
	High Intensity Fixed Guideway:									
1	Metro (Including Metrolink)	506.0	99.783%	$ 52,124,666	25,453,596	98.769%	$ 91,142,009	$ 143,266,674	$ 1,249,559	$ 144,516,231
2	Long Beach Transit	0.5	0.099%	51,507	47,032	0.183%	168,408	219,916	(219,916)	-
3	Santa Monica	0.6	0.118%	61,808	8,170	0.032%	29,254	91,062	(91,062)	-
4	Foothill Transit	-	0.000%	-	262,121	1.017%	938,580	938,581	(938,581)	-
5	Sub-total	507.1	100.000%	52,237,980	25,770,919	100.000%	92,278,251	144,516,232	-	144,516,231
	High Intensity Motorbus:									
6	Foothill Transit	39.4	26.785%	1,070,208	1,528,527	74.858%	4,557,697	5,627,905	(5,627,905)	-
7	LADOT	35.1	23.861%	953,408	102,529	5.021%	305,717	1,259,125	(1,259,125)	-
8	Metro Bus Operations	72.6	49.354%	1,972,007	410,854	20.121%	1,225,067	3,197,074	6,887,029	10,084,104
9	Sub-total	147.1	100.00%	3,995,623	2,041,910	100.000%	6,088,481	10,084,103	-	10,084,104
10	**Total LA County Share - UZA 2**	**654.20**		**$ 56,233,603**	**27,812,829**	**200.000%**	**$ 98,366,732**	**$ 154,600,335**	**$ -**	**$ 154,600,335**

Note:

(1) Operators' share of Section 5337 will be exchanged with Metro's share of Section 5307 allocation.

ATTACHMENT A

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available (1)
1	Antelope Valley	0.0000%	$ -	$ -	$ -
2	Arcadia	0.1781%	45,121	(45,121)	-
3	Claremont	0.0255%	6,453	(6,453)	-
4	Commerce	0.4277%	108,361	(108,361)	-
5	Culver City	1.5570%	394,456	(394,456)	-
6	Foothill Transit	9.6625%	2,448,001	(2,448,001)	-
7	Gardena	1.0191%	258,177	(258,177)	-
8	LADOT	5.2737%	1,336,104	(1,336,104)	-
9	La Mirada	0.0659%	16,698	(16,698)	-
10	Long Beach	7.0037%	1,774,379	(1,774,379)	-
11	Montebello	1.5170%	384,324	(384,324)	-
12	Metro Bus Operations	66.1311%	16,754,346	8,580,696	25,335,042
13	Norwalk	0.8148%	206,432	(206,432)	-
14	Redondo Beach	0.3434%	87,002	(87,002)	-
15	Santa Clarita	0.0000%	-	-	-
16	Santa Monica	4.5137%	1,143,548	(1,143,548)	-
17	Torrance	1.4669%	371,640	(371,640)	-
18	**TOTAL**	**100.0000%**	**$ 25,335,042**	**$ -**	**$ 25,335,042**

Note:

(1) Operators' share of Section 5339 will be exchanged with Metro's share of Section 5307 allocation.

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

CAPITAL ALLOCATION % SHARE CALCULATION

	OPERATOR	MILEAGE CALCULATION (FY25 data)				ACTIVE FLEET CALCULATION (FY25 data)						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (2) [Input]	Peak Bus Fixed Route (3) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (4) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	0	0	0	0.0000%	0	0	0.0	0	0.0	-	0.0000%
2	Arcadia DR	94,930	-	56,958	0.0254%	0	0	0.0	78	1.8	1.8	0.0185%
3	Arcadia MB	198,472	-	119,083	0.0532%	9	6	7.2	0	0.0	7.2	0.0750%
4	Claremont	59,382	-	35,629	0.0159%	0	0	0.0	22	0.5	0.5	0.0052%
5	Commerce	542,231	-	325,339	0.1453%	23	15	18.0	64	1.5	19.5	0.2025%
6	Culver City	1,688,038	-	1,012,823	0.4524%	60	46	55.2	0	0.0	55.2	0.5747%
7	Foothill Transit	14,853,627	1,881,531	9,664,789	4.3170%	357	307	357.0	0	0.0	357.0	3.7167%
8	Gardena	1,321,137	-	792,682	0.3541%	25	24	25.0	15	0.3	25.3	0.2638%
9	LADOT	4,868,229	3,268,129	4,228,189	1.8886%	259	213	255.6	0	0.0	255.6	2.6611%
10	La Mirada	61,579	-	36,947	0.0165%	0	0	0.0	182	4.1	4.1	0.0431%
11	Long Beach	7,594,466	-	4,556,680	2.0353%	239	184	220.8	40	0.9	221.7	2.3082%
12	Montebello	1,767,073	40,862	1,076,589	0.4809%	55	39	46.8	4	0.1	46.9	0.4882%
13	Metro Bus Operations	76,474,974	5,192,520	47,961,992	21.4231%	2,066	1,620	1,944.0	0	0.0	1,944.0	20.2390%
14	Norwalk	1,068,307	-	640,984	0.2863%	34	24	28.8	0	0.0	28.8	0.2998%
15	Redondo Beach	462,513	-	277,508	0.1240%	14	12	14.0	75	1.7	15.7	0.1635%
16	Santa Clarita	0	0	0	0.0000%	0	0	0.0	0	0.0	-	0.0000%
17	Santa Monica	4,553,463	48,043	2,751,295	1.2289%	193	137	164.4	0	0.0	164.4	1.7116%
18	Torrance	1,438,624	564,734	1,089,068	0.4865%	59	44	52.8	54	1.2	54.0	0.5625%
19	**TOTAL**	**117,047,045**	**10,995,819**	**74,626,555**	**33.3333%**	**3,393**	**2,671**	**3,189.6**	**534**	**12.1**	**3,201.7**	**33.3333%**

Notes:

(1) Beginning with the FY24 apportionments, AVTA and Santa Clarita no longer report their NTD data under the LA-LB-OC UZA. Instead, they now report exclusively under the Palmdale-Lancaster and/or Santa Clarita UZAs.As a result, they are no longer included in the federal funding allocation for the LA UZA.

Include only MTA Funded Programs:
(2) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode MB), Number of Active Vehicles in Fleet". LADOT's total active vehicles is reported separately.
(3) Source: NTD Report Form S-10 "Service Non-Rail (Mode MB), Vehicles Operated in Annual Maximum Service". LADOT's figure is from TPM excluding Community Dash.
(4) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode DR), Seating Capacity". Redondo Beach's Seating Capacity is apportioned between FAP and non-FAP vehicles.

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

	OPERATOR	FARE UNITS (FY25 data)				UNLINKED PASSENGERS (FY25 data)		Gross Formula Share	LA UZA 2 Net Formula Share
		Passenger Revenue [Input]	Base Fare $ [Input]	Fare Units	1/2 of 1/3 Weight	Unlinked Passengers [Input]	1/2 of 1/3 Weight		
1	Antelope Valley	$0	$ 1.50	0	0.0000%	0	0.0000%	0.0000%	0.0000%
2	Arcadia DR	4,581	0.50	9,162	0.0018%	19,008	0.0010%	0.0468%	0.0468%
3	Arcadia MB	3,773	0.50	7,546	0.0015%	31,191	0.0017%	0.1313%	0.1313%
4	Claremont	36,903	2.50	14,761	0.0029%	26,053	0.0014%	0.0255%	0.0255%
5	Commerce (1)	-	-	249,977	0.0497%	554,573	0.0301%	0.4277%	0.4277%
6	Culver City	1,760,217	1.00	1,760,217	0.3502%	3,308,439	0.1797%	1.5570%	1.5570%
7	Foothill Transit	9,535,782	1.75	5,449,018	1.0840%	10,030,349	0.5448%	9.6625%	9.6625%
8	Gardena	1,341,689	1.00	1,341,689	0.2669%	2,471,629	0.1342%	1.0191%	1.0191%
9	LADOT	2,025,330	1.50	1,350,220	0.2686%	8,385,661	0.4555%	5.2737%	5.2737%
10	La Mirada	23,289	1.00	23,289	0.0046%	31,423	0.0017%	0.0659%	0.0659%
11	Long Beach	10,003,159	1.25	8,002,527	1.5920%	19,664,785	1.0681%	7.0037%	7.0037%
12	Montebello	2,149,212	1.10	1,953,829	0.3887%	2,931,266	0.1592%	1.5170%	1.5170%
13	Metro Bus Operations	98,049,862	1.75	56,028,493	11.1462%	245,283,814	13.3228%	66.1311%	66.1311%
14	Norwalk	994,113	1.25	795,290	0.1582%	1,297,047	0.0705%	0.8148%	0.8148%
15	Redondo Beach	208,643	1.00	208,643	0.0415%	265,919	0.0144%	0.3434%	0.3434%
16	Santa Clarita	-	1.25	0	0.0000%	0	0.0000%	0.0000%	0.0000%
17	Santa Monica	6,438,007	1.25	5,150,406	1.0246%	10,100,208	0.5486%	4.5137%	4.5137%
18	Torrance	1,433,324	1.00	1,433,324	0.2851%	2,445,440	0.1328%	1.4669%	1.4669%
19	**TOTAL**	**$134,007,884**		**83,778,392**	**16.6667%**	**306,846,805**	**16.6667%**	**100.0000%**	**100.0000%**

Note:
(1) Commerce Fare Units are calculated as follows: ((Total Fare Units w/out MTA and Commerce) / (Total Unlinked Passengers w/out MTA and Commerce)) * Commerce Unlinked Passengers.

IV. METRO and MUNICIPAL OPERATORS' FUND EXCHANGE

Los Angeles County Metropolitan Transportation Authority
FY 2027 Transit Fund Allocations

ATTACHMENT A

FUND EXCHANGE BETWEEN LA COUNTY TRANSIT OPERATORS AND METRO

	Operators	Municipal Operators			Metro		
		LCTOP	Federal Section 5307	Federal Sections 5339/5337	TDA 4	PA GOI / PC 40%	Federal Section 5307
1	Metro Bus Operations	$ 5,794,792	$ 400,000	$ 16,717,284	$ (5,148,679)	$ (1,046,112)	$ (16,717,284)
	Municipal Operators:						
2	Arcadia	(28,822)	-	(45,121)	28,822	-	45,121
3	Claremont	(8,182)	-	(6,453)	8,182	-	6,453
4	Commerce	(75,962)	-	(108,361)	75,962	-	108,361
5	Culver City	(274,002)	-	(394,456)	274,002	-	394,456
6	Foothill Transit	(1,216,194)	-	(9,014,487)	1,216,194	-	9,014,487
7	Gardena	(246,988)	-	(258,177)	246,988	-	258,177
8	LADOT	-	-	(2,595,229)	-	-	2,595,229
9	La Mirada	(15,686)	-	(16,698)	15,686	-	16,698
10	Long Beach Transit [(1)]	(1,085,748)	(400,000)	(1,994,295)	1,485,748	-	1,994,295
11	Montebello	(360,409)	-	(384,324)	360,409	-	384,324
12	Norwalk	(164,780)	-	(206,432)	164,780	-	206,432
13	Redondo Beach	(52,109)	-	(87,002)	52,109	-	87,002
14	Santa Monica	(852,645)	-	(1,234,610)	852,645	-	1,234,610
15	Torrance	(367,154)	-	(371,640)	367,154	-	371,640
16	Antelope Valley	(364,537)	-	-	-	364,537	-
17	Santa Clarita	(466,460)	-	-	-	466,460	-
18	Glendale	(147,508)	-	-	-	147,508	-
19	Pasadena	-	-	-	-	-	-
20	Burbank	(67,608)	-	-	-	67,608	-
21	Total	$ (0)	$ -	$ (0)	$ 0	$ -	$ 0

Notes:

(1) Allocations for the Southern California Regional Transit Training Consortium (SCRTTC) will be facilitated by Long Beach Transit. These funds will be exchanged with Metro's TDA 4 allocation.

ATTACHMENT B

LTSS ZEV Call for Projects Selection & Awards

	Project Proposal	Sponsor	Number of Vehicles	City's Match	Amount Requested	Total Project Cost	Award Value
1	C.O.A.S.T. Fleet Expansion: 3 BEV Golf Carts	Avalon	3	$ 31,807	$ 127,226	$ 159,033	**$ 127,227**
2	Purchase 1 BEV	Burbank	1	338,963	1,035,375	1,374,338	**1,000,000**
3	Tariff Impact on 20 replacement BEVs	Glendale	20	28,300,000	1,200,000	29,500,000	**1,020,000**
4	Purchase 2 BEV	El Monte	2	624,000	1,578,780	2,202,780	**1,515,700**
5	Hydrogen Fuel Cell Bus Procurement Cost Adjustment	Pasadena	17	3,514,488	3,031,000	6,545,488	**2,400,000**
6	**Total**		**43**	**$32,809,258**	**$6,972,381**	**$ 39,781,639**	**$ 6,062,927**

BEV = battery electric vehicle

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2026-2027 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act (TDA), Public Utilities Code Section 99200 et seq.; and

WHEREAS, under Chapter 2.5, Article 5, the State Transit Assistance Fund (STA) Section 6753, allocations to claimants shall be made and take effect by resolution and shall designate: 1) the fiscal year for which the allocation is made; 2) the amount allocated to the claimant for each of the purposes defined in Sections 6730 and 6731; and 3) any other terms and conditions of the allocation; and

WHEREAS, Section 6659 requires that allocation instructions be conveyed each year to the county auditor by a written memorandum of its executive director and accompanied by a certified copy of the authorizing resolution; and

WHEREAS, the resolution shall also specify conditions of payment and may call for a single payment, for payments as money becomes available, or for payment by installments monthly, quarterly, or otherwise; and

WHEREAS, the amount of a regional entity's allocation for a fiscal year that is not allocated to claimants for that fiscal year shall be available to the regional entity for allocation in the following fiscal year; and

WHEREAS, Section 6754 requires that the regional entity may allocate funds to an operator or a transit service claimant only if, in the resolution allocating the funds, it finds all of the following:

a.1 The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.

a.2 The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Section 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.

a.3 The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

a.4 The sum of the claimant's allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

a.5 Priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

WHEREAS, the regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it finds all of the following:

b.1 The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC Section 99244.

b.2 A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle code, as required in PUC Section 99251. The certification shall have been completed within the last 13 month, prior to filing claims.

b.3 The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7

WHEREAS, the regional entity may allocate funds to an operator to exchange funds pursuant to PUC Section 99314.4(b) only if, in the resolution allocating the funds made available pursuant to PUC Section 99231, it finds that the operator is eligible to receive State Transit Assistance funds; and

WHEREAS, LACMTA staff in consultation with the Transit Operators and Cities have developed allocations in accordance with the Transportation Development Act as previously specified.

NOW THEREFORE,

1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2026-27 to each claimant for each of the purposes as specified in Attachments A.

2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan, the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

available under the Urban Mass Transportation Act of 1964; the sum of the claimant's allocations from the State Transit Assistance fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year; and that priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

3.0 The Board of Directors hereby finds that, for the purposes specified in Section 6730, the operators eligible for funding have made reasonable efforts to implement the productivity improvements recommended pursuant to PUC Section 99244. A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, has been remitted. The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7.

4.0 The Board of Directors hereby authorizes that the operators listed in Attachment A are eligible to receive State Transit Assistance funds.

5.0 The Board of Directors hereby authorizes that the operators may receive payments upon meeting the requirements of the STA eligibility test and submittal of TDA and STA claims.

C E R T I F I C A T I O N

The undersigned, duly qualified and acting as the Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on May 28, 2026.

_____
COLLETTE LANGSTON
Board Clerk

DATED:
(SEAL)

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax is projected to be $1,089.0 million per ordinance, an increase of 1.8% over the FY26 estimated revenue of $1,070.0 million.

- Assumed Consumer price index (CPI) growth of 3.0% represents a composite index from several economic forecasting sources.

- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a program funded by the increase in Vehicle License Fees. To be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.

- Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to ¾ percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Beginning in FY20, Metro increased the TDA planning allocation to the full 1 percent of annual TDA revenues for Metro.

- Formula Equivalent funds are allocated by formula to Eligible Operators as defined in Section 99207.5 of the TDA guidelines, in lieu of TDA, STA, and Prop A 40% Discretionary funds. The source of these funds is 95% of the 40% Proposition A growth over the Consumer Price Index (CPI).

- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments.

- FY25 federal formula allocations were impacted by an error in Culver City's reported Active Vehicle count (14 reported instead of 54), resulting in an under-allocation of approximately $831,622. To correct this miscalculation, an adjustment will be included in the FY27 Federal Transit Fund Allocation to make Culver City whole, as reflected in the FY27 Federal Allocation Schedule.

- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on the directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

- Fifteen (15) Los Angeles County LCTOP recipients (Contributing Sponsors) have requested to transfer $5,794,792 in PUC 99314 FY 2025-26 LCTOP funds to Metro in exchange for Metro's Proposition C 40% Discretionary or TDA Article 4 funds. The State Controller's Office is scheduled to release final fund amounts in Summer 2026 and staff will revise the FY27 Transit Fund Allocations accordingly.

Bus Transit Subsidies ($1,510.3M)

Formula Allocation Procedure ($872.0M)

Allocations of transit subsidy funds (STA, TDA Article 4, Proposition A 95% of 40% Discretionary) are based on the Formula Allocation Procedure (FAP) that was adopted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors and legislated through SB 1755 (Calderon – 1996). Los Angeles County Included and Eligible Operators' Transit Performance Measures (TPM) data is used for the FAP calculations. This data was validated and used in the calculations. The FAP uses 50% of operators' vehicle service miles and 50% of operators' fare units. (fare units are defined as operators' passenger revenues divided by operators' base cash fare).

In November 2008, the Board approved a Funding Stability Policy, where operators who increase their fares will have their fare units frozen at their level prior to the fare increase until such time that fare unit calculation based on the new higher fare becomes greater than the frozen level.

In FY08, the Board allocated $18.0 million from the Prop A GOI fund to assist Tier 2 Operators, including LADOT Community Dash, Glendale, Pasadena, and Burbank fixed route transit programs. This allocation, based on the same methodology as the FAP, did not impact the existing Included and Eligible Operators. The program provided annual funding of $6.0 million starting in FY11 and continued this funding level each year until FY24. Following the Board's approval, the funding cap was increased to $8.2 million for FY24, with future annual allocations to be adjusted based on the Consumer Price Index (CPI). In FY27, Tier 2 operators will receive $8.9 million in funding.

Measure R Allocations ($219.3M)

- **Measure R 20% Bus Operations ($219.3M)**
  Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance, and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.

- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund ($0.0)**
  The Measure R ordinance also provides a lump sum allocation of $150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at $10 million every even year.

Measure M 20% Transit Operations ($217.2M)

Measure M was approved by voters of Los Angeles County in November 2016 to improve transportation and ease traffic congestion. As defined in Section 3 of the Measure M Ordinance, the 20% Transit Operations share is allocated according to FAP calculation methodology to Included and Eligible Operators.

Proposition C 5% Security ($44.9M)

Ninety percent of Proposition C 5% Security fund is allocated to Los Angeles County transit operators and Metro Operations for security services. State law requires that each operator's share of funds be based on its share of unlinked boardings to total Los Angeles County unlinked boardings. The remaining ten percent is allocated to Metro to mitigate other security needs.

Proposition C 40% Discretionary Programs ($77.7M)

The following programs are funded with Prop C 40% Discretionary funds:

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. In the past, funding was increased by 3% from the previous year's funding level. All Municipal Operators participate in this program and funds are allocated according to FAP calculation methodology.

- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.

- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is

calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.

- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion, the TSE Program continues for eight Municipal Operators including Culver City, Foothill Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.

- **Base Re-Structuring Program (Base-Re).** The Base Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello, and Torrance.

- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding, Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.

Senate Bill 1 ($79.1M)
The following programs are funded with SB1:

- **State Transit Assistance ($52.7M)**

- **State of Good Repair ($26.4M)**

SB1 funds are allocated based on Measure R allocation methodology.

Local Subsidies ($881.0M)

Proposition A Incentive Programs ($19.2M)

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through the Board-adopted Incentive Program guidelines. Programs include the Sub-Regional Paratransit Program ($11.6M), the Voluntary NTD Reporting Program ($5.5M) and the Special Demonstration Projects ($2.1M).

Under the Voluntary NTD Reporting Program, local transit operators report operating data for entitlement to the Federal FTA Section 5307 funds. Operators participating in

the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service for residents commuting between Avalon and the mainland, will receive $800,000, and Avalon Transit Services will receive $200,000 in subsidy funding. Additionally, the Hollywood Bowl Shuttle Service will receive $1,057,000.

Local Return ($816.4M)

Proposition A 25% ($258.6M)
Proposition C 20% ($214.5M)
Measure R 15% ($160.9M)
Measure M 17% ($182.4M)

Local Return estimates are apportioned to all Los Angeles County cities and the County of Los Angeles based on population shares according to state statutes and Proposition A, Proposition C, Measure R and Measure M ordinances.

TDA Article 3 funds ($9.8M)

TDA Article 3 funds are for Bicycle and Pedestrian Facilities and are split into two parts:

- Fifteen percent (15%) of TDA Article 3 funds are allocated towards the maintenance of regionally significant Class I bike paths as determined by LACMTA policy and in current TDA Article 3 Guidelines. This portion is divided between the two largest jurisdictions, with 30% allocated to the City of Los Angeles and 70% allocated to the County of Los Angeles.

- Eighty-five percent (85%) of the funds are allocated to all Los Angeles County cities and the County of Los Angeles based on population shares. TDA Article 3 has a minimum allocation amount of $5,000. The City of Industry has opted out of the TDA Article 3 program indefinitely. The Street and Freeway Subcommittee and the Technical Advisory Committee (TAC) approved this redistribution methodology in prior years, and it remains unchanged.

TDA Article 8 funds ($35.5M)

TDA Article 8 funds are allocated to areas within Los Angeles County, but outside the Metro service area. This includes allocations to Avalon, Lancaster, Palmdale, Santa Clarita, and portions of unincorporated areas of Los Angeles County. The amount of TDA funds for Article 8 allocation is calculated based on the proportionate population of these areas to the total population of Los Angeles County.

Federal Funds ($496.2M)

Section 5307 Urbanized Formula Program ($316.3 M)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY27, $316.3 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its March 2026 meeting, the BOS allocated $400,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCRTTC) from the 15% discretionary fund. SCRTTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, and Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

Section 5339 Bus and Bus Facilities ($25.3M)

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or "MAP 21". The Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY27, $25.3 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize the administrative process.

Section 5337 State of Good Repair ($154.6 M)

The State of Good Repair grants program provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably,

and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY27**,** $144.5 million is allocated to Metro and Municipal operations.

- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY27, $10.1 million is allocated to Metro Operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators' DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated using the operators' VRM data.

Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

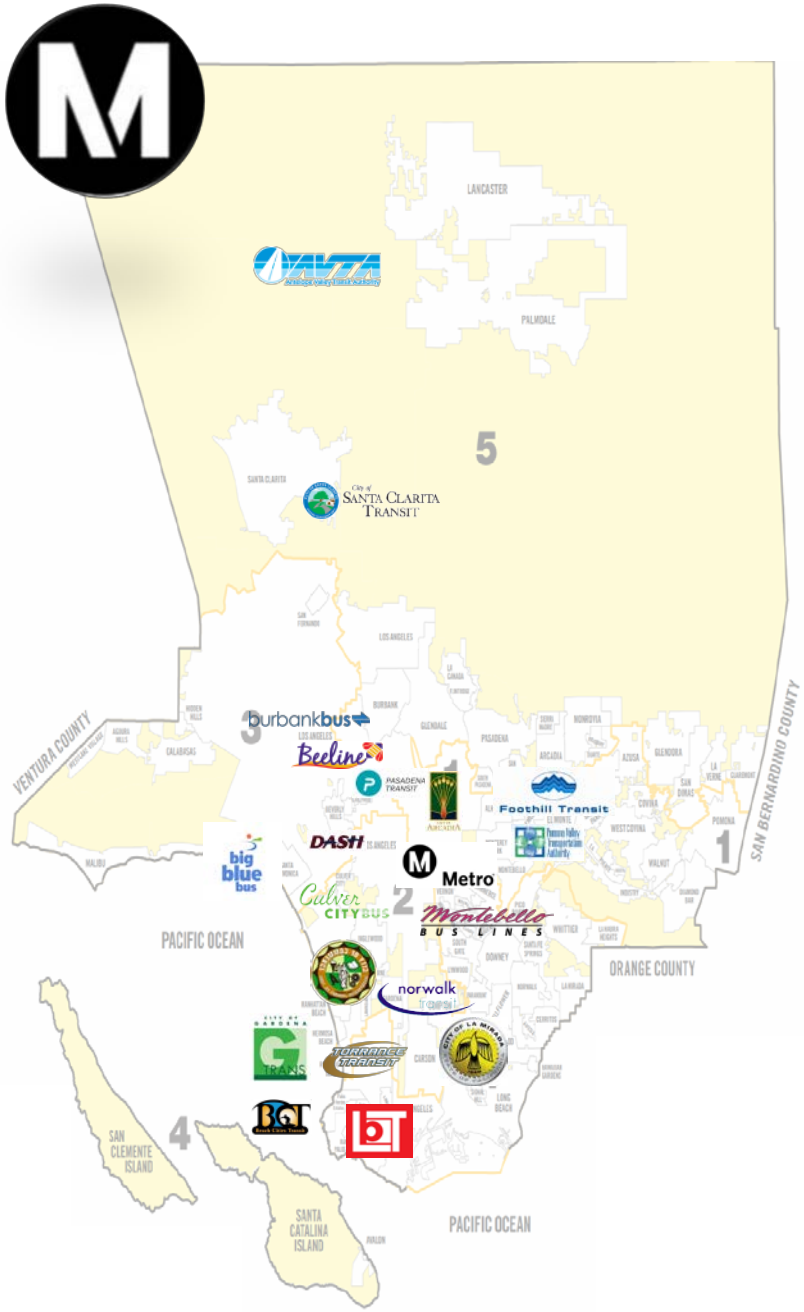


Item #2026-0302

Fiscal Year 2027 Transit Fund Allocations

Finance, Budget & Audit Committee

May 21, 2026



Background

- Metro is responsible for allocating transit funds to operators and jurisdictions within Los Angeles County
- Projects and programs funded through this action include:
  - Regional transit funding for transit operators
  - Local Return (Proposition A/C and Measure R/M)
  - Transportation Development Act Article 3 (bike & pedestrian) & Article 8 (unmet transit needs)
- Allocations developed per federal, state, local requirements, and Metro Board adopted policies & guidelines
- Approved and reviewed by:
  - Bus Operations Subcommittee (BOS)
  - Local Transit Systems Subcommittee (LTSS)
  - Technical Advisory Committee (TAC)



Key Recommendations

- APPROVE $2.9 billion for FY27 transportation fund allocations (Attachment A):
  - 89 Los Angeles County local jurisdictions
  - Transit Operators: Included, Eligible, Tier 2 and Local Transit systems
- Exchanges of Metro funds for transit operator federal & state grants - accelerating draw downs and minimizing administrative processes
- LTSS ZEV Call for Projects Awards:
  - Funded by BOS' increased capacity from IIJA
  - $6.1M for 5 projects to purchase 43 vehicles (Attachment B)
- Administrative actions to enable the flow of funds
  - Adopt the Transportation Development Act resolution
  - Authorize CEO to execute agreements

Metro

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

Board Report

File #: 2026-0315, **File Type:** Budget **Agenda Number:** 24.

FINANCE, BUDGET, AND AUDIT COMMITTEE
MAY 21, 2026

SUBJECT: FISCAL YEAR 2027 AUDIT PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the Fiscal Year 2027 (FY27) Proposed Annual Audit Plan (Attachment A).

ISSUE

Management Audit Services (MAS) is required to complete an annual agency-wide risk assessment and submit an annual audit plan (AAP) to the Board of Directors for approval.

BACKGROUND

The Financial Stability Policy, approved in 2007 and last amended in 2022, requires MAS to develop a risk assessment and an AAP each year and present it to the Board. It also requires the Finance, Budget, and Audit Committee to provide input and approve the audit plan.

Some projects included in the FY27 AAP are identified as carryovers, meaning they were initiated in FY26 but are expected to be completed during the first quarter of FY27.

DISCUSSION

The FY27 AAP was developed with consideration of the current state of the agency and the results of the agency-wide risk assessment. The agency-wide risk assessment incorporated research as well as input received from leadership teams across the agency. MAS leveraged the risk assessment results to prepare an AAP that is flexible, relevant, and risk based. The AAP includes audit projects that add value and support agency risk management efforts and the achievement of agency goals. The agency goals, objectives and desired outcomes considered in the preparation of the FY 27 AAP include those in Metro's Vision 2028 Strategic Plan, the CEO’s FY26 priority initiatives, and the One Metro Strategic Implementation Plan.

Risk Assessment
MAS staff performed an agency-wide risk assessment between January and April 2026. This assessment is a structured, systematic process that combines research and stakeholder

engagement and is the foundation for selecting internal audit projects that add value and support the agency's objectives. The identified risks varied in nature, the likelihood of occurrence, and their potential impact on the agency. The agency-wide risk assessment also identified potential future opportunities related to the agency's goals and objectives.

To help MAS understand the various risks the agency currently faces and their potential impacts, the following guiding principles were considered:

- Identification of auditable units
- Identification of potential risks, including emerging risks
- Categorization of identified risks
- Assessment of the likelihood of identified risks
- Assessment of the impact of identified risks

The following risk categories were considered in the performance of the agency-wide risk assessment:

- Capital Project
- Compliance
- Environmental, Social, and Governance
- Financial
- Human Capital
- Information Technology
- Legal / Regulatory
- Operational
- Public Image / Reputational
- Reporting
- Safety / Security

Enterprise Risk Themes

The agency-wide risk assessment led to the identification and discussion of core enterprise-risk themes. Not all risks identified as part of the agency-wide risk assessment process led to the inclusion of an audit project in the AAP. This is due to factors such as timing, robust management initiatives in the area, and the need to prioritize audit efforts given limited audit resources. Six core risk themes identified are summarized below:

- **Staffing:** Leadership across departments emphasized that employee retention and wellness remain critical, particularly given increased workloads associated with approaching mega events and the anticipated completion of various key projects in the near term. Concerns were also raised that budget constraints may limit the hiring needed to support service delivery across an expanding rail network. Some suggested exploring alternatives to promotions for rewarding employees' high performance to avoid an imbalance in the workforce and prevent the agency from becoming top-heavy with too many layers of management. Others highlighted the importance of accelerating the hiring of entry-level talent to sustain the agency in the future. Mitigating some of these concerns are new recruitment strategies aimed at improving candidate selection and employment offer timelines for staff who will support the capital

improvement program. There are also nascent internship and entry-level trainee programs for non-contract staff.

- **Public Safety:** During FY26, TAP-to-Exit resumed at both Union Station and the North Hollywood Station and expanded to the Pomona Station. Pilot testing of weapons detection systems at select rail stations is ongoing, with continued exploration of a similar pilot for buses. The agency also launched an online safety hub to provide information on efforts to protect employees and customers. Another milestone was the completion of phase 1 of the three-phase implementation of the Department of Public Safety (DPS), with phase 2 underway and including resource planning, recruitment, and training. The DPS care-based services division was launched, with Metro Ambassadors, Home Team, and Community Intervention Specialists transitioning into it. Key challenges include developing crisis response teams within the care-based services division, developing policy for the police services division, and creating a comprehensive hiring and recruitment strategy. The formation of DPS will also require compliance with new legal provisions. To support public safety efforts, MAS has included a carry-over project to analyze controls for physical security monitoring equipment and enhance customer and employee safety.

- **Operational (Funding Constraints):** Hosting the 2026 FIFA World Cup, Super Bowl LXI, and the Summer 2028 Olympic and Paralympic Games remains a priority alongside delivering core transit services. The D Line Extension Section 1 opening is highly anticipated, and progress continues on the Games Enhanced Transit System, a temporary supplementary transit system created to ensure reliable spectator and workforce transit during the 2026 FIFA World Cup. Achievement of the 2028 Mobility Concept Plan, including ensuring sufficient bus availability during the Games, is also top of mind. Federal funding commitments for the Games for operational activities have not yet been granted. As the rail network expands, operations and maintenance costs grow faster than available funding, a gap compounded by limited sales tax revenues dedicated to operations. To help control operations and maintenance costs, the agency is also exploring predictive maintenance strategies for right-of-way and rolling stock.

- **Capital Projects:** The agency is focused on delivering large capital projects tied to voter approved sales tax Measures R and M. The value of projects in development and implementation increased from $25.7-$27.2 billion in FY25 to $33.7-$35.9 billion in FY26. Efforts continue to recruit new talent and to develop emerging talent to support the program, alongside recruitment efforts to rebalance the staff-to-consultant ratio to control costs and retain institutional knowledge. Price volatility in materials, labor shortages, and limited contractor supply pose cost escalation risks. Lessons learned from past projects underscore the importance of evaluating and selecting the right project delivery method for each project's risk profile, as well as using alternative project delivery methods where appropriate. The North Hollywood to Pasadena Bus Rapid Transit, Vermont Transit Corridor, G-Line Bus Rapid Transit, East San Fernando Valley Transit Corridor, and the Southeast Gateway Line are all using alternative delivery methods. As more Metro projects are expected to be delivered using collaborative delivery methods in the future, such as construction manager/general contractor and progressive design-build, these approaches present both risks and opportunities for the agency. To help provide assurance in this area, the AAP includes as priority projects: oversight for the Planning Phase of Capital Project Management, and Metro’s North Hollywood to

Pasadena Bus Rapid Transit project.

- **Financial**: Near- and long-term financial challenges have been a focus of the Board over the past three years and are top-of-mind for leadership across the agency. Annual deficits are projected to widen from FY28 through FY30, with labor, fuel, energy, and capital investment costs outpacing sales tax revenue growth. A significant cost driver is labor. Shifts in Federal Transit Administration priorities, geopolitical conflicts, and the declining population in Los Angeles County present additional financial risks. The agency is exploring policy options to refocus unrestricted resources on core bus and rail operations. Third-party risk management is also critical during this period to limit financial exposure and to help ensure third parties effectively and efficiently deliver the services for which they receive funding. To help provide assurance in this area, the AAP includes as priority projects a performance audit of Access Services compliance and reporting, and an audit of Minimum Annual Guarantee agreements to support revenue enhancement opportunities.

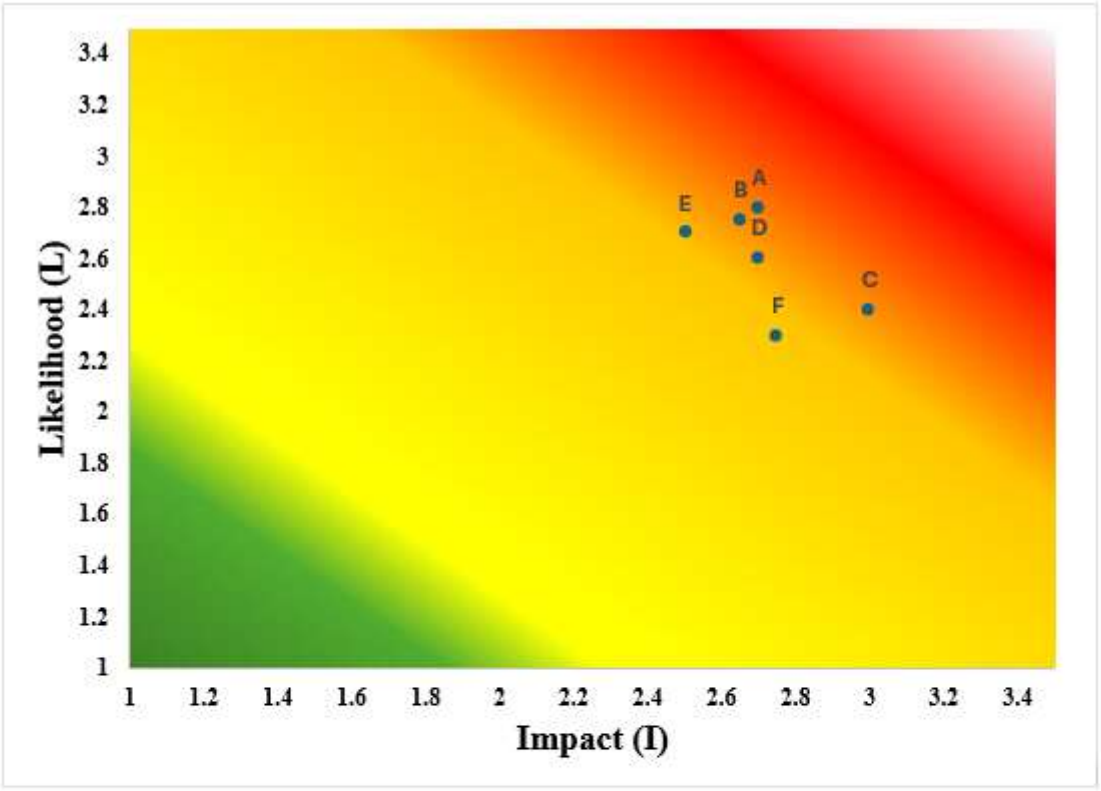
- **Environmental, Social, and Governance Risk**: The agency continues to explore ways to strengthen its cybersecurity posture by expanding efforts to prevent, detect, and respond to cyber incidents including utilization of the latest tools, techniques, and methods. To support these efforts, a new continuous IT audit initiative is included in the AAP to help provide ongoing assurance in the IT area.

There are also unique risks that do not clearly fit into one of the outlined major risk categories, as well as risks that may not have been identified or presented during the agency-wide risk assessment. MAS will continue to assess emerging risks throughout FY27 and, if necessary, adjust the AAP.

Audit Plan

The FY27 Audit Plan is based primarily on the results of the agency-wide risk assessment. Scores were assigned to individual risks in our risk assessment, with consideration given to the potential likelihood and impact. Identified risks are ranked through assessing the potential severity of a risk event and the probability of its occurrence. This assessment helps prioritize audit focus by assigning high-risk scores, which lead to the selection of projects for inclusion in the FY27 plan. The risk scores associated with the newly identified priority projects for FY27 are displayed in Exhibit 1.

Exhibit 1:
FY27 Annual Audit Plan Projects Heat Map



Risk	Scale	Heat Map
Low	1	
Low Medium	1.1 - 3.6	
Medium	3.7 - 4.5	
Medium High	4.6 - 6.7	
High	6.8 -9	

Legend	
Project ID	**Project Description**
A	North Hollywood to Pasadena Bus Rapid Transit
B	Information Technology Continuous Audit Services
C	Access Services Compliance & Reporting Review
D	Minimum Annual Guarantees
E	Planning Phase Capital Project Management
F	ADA Improvement Projects

Risk scores were not the only guide used by MAS to select audit projects for the FY27 Audit Plan. Additional factors considered included:

- Perceived strength of management controls
- Prior audits or reviews
- Subject matter expertise/capacity required by MAS to perform an audit or review
- Complexity of the risk area

- Input from senior leadership

Accordingly, the Audit Plan includes audit projects to address areas of moderate to high risk that are expected to add value, mitigate potential future risks, and support the achievement of agency goals and objectives.

Outreach was made to the agency's Senior Leadership Team during the selection of audit projects included in the FY27 Audit Plan to solicit feedback and suggestions on the proposed work. The feedback received was considered and incorporated into the FY27 Proposed Annual Audit Plan (Attachment A).

The FY27 Proposed Annual Audit Plan includes 13 audit projects in three categories: priority, discretionary, and carryover.

- Priority: Audit projects that will be given primary focus during FY27.
- Discretionary: Audit projects that MAS will perform based on the status of priority and carryover projects, and time and resources permitting.
- Carryover: Audit projects initiated in FY26 and will be completed in FY27.

The FY27 Proposed Annual Audit Plan also includes the required Contract and Financial Compliance Audits throughout the year. These audits include contract pre-award and incurred cost audits as requested by Vendor/Contract Management, incurred cost audits of various grant projects, and external financial and compliance audits of Metro and sub-recipients.

Professional audit standards and leading practices suggest that the agency is best served by a dynamic audit plan that can be modified in response to changing business conditions, the discovery of new information, or areas being elevated to priority status based on the needs of the Board of Directors, Chief Executive Officer, and/or senior leadership.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not negatively impact the safety of Metro patrons or employees.

FINANCIAL IMPACT

There are no financial impacts associated with the approval of the FY27 Audit Plan.

EQUITY PLATFORM

The FY27 agency-wide risk assessment and audit plan include conditions that could negatively impact the rider experience. At least three projects in the FY27 Proposed Annual Audit Plan were included, in part, based on these factors. These projects include the Access Services Quarterly Reporting Review, Access Services Fleet Management, and American with Disabilities Act (ADA) Improvements Projects. Also, in applying an equity lens to the FY27 AAP, MAS will ask departments during the audits whether any applicable and required Metro equity assessments have been completed.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, since it describes areas to be reviewed in FY27 by MAS with the goal of promoting effective and efficient operations and continuous improvement within the organization. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization. The projects included in the Audit Plan directly or indirectly support various goals outlined in Metro's Vision 2028 Strategic Plan, the CEO's FY26 priority initiatives, and the One Metro Strategic Implementation Plan.

ALTERNATIVES CONSIDERED

An alternative is not to approve the FY27 Proposed Annual Audit Plan. This is not recommended, as it is a management tool for systematically assigning resources to deliver an agency-wide audit plan in accordance with the Financial Stability Policy. Additionally, developing an annual internal audit plan is consistent with the MAS Audit Charter and Generally Accepted Government Auditing Standards.

NEXT STEPS

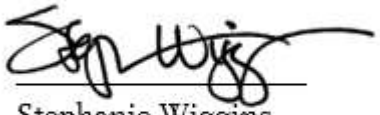
Upon Board approval, MAS will develop the FY27 Annual Audit Plan schedule and deliver quarterly status reports to the Board.

ATTACHMENT

Attachment A - FY27 Proposed Annual Audit Plan

Prepared by: Kimberly L. Houston, Deputy Chief Auditor, (213) 922-4720
Alfred Rodas, Senior Director, Audit, (213) 922-4553

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie Wiggins
Chief Executive Officer

Priority Projects

Access Services – Compliance and Reporting Review	
Office:	Strategic Financial Management
Objective:	Evaluate the accuracy, efficacy, and reliability of quarterly reporting and performance metrics. Examine functional performance trends and compare metrics to peer paratransit agencies to identify benchmarks and best practices.

Capital Project Management – Planning Phase	
Office:	Countywide Planning and Development
Objective:	Assess whether standardized project management processes and tools are being consistently used and applied during the planning stage of capital projects.

Information Technology Continuous Audit Services	
Office:	Chief Executive Office
Objective:	Continuous review of the area of information technology through ongoing distinct assurance projects working in collaboration with ITS.

Bus Rapid Transit	
Office:	Program Management \ Operations
Objective:	Assess the oversight of Program Management and Operations over the North Hollywood to Pasadena Bus Rapid Transit Project's construction efforts and review preparations for operations upon the opening to Pasadena.

Priority Projects

Minimum Annual Guarantees	
Office:	Customer Experience
Objective:	Evaluate the efficacy and reliability of the Minimum Annual Guarantee (MAG) contract management process, ensuring that inflation adjustments, revenue thresholds, and year-end 'look back' reconciliations are accurately executed to ensure revenue assurance and effective response to market fluctuations.

ADA Improvement Projects	
Office:	Planning and Development / Chief of Staff
Objective:	Examine the methodology used to identify and prioritize Metro locations in need of ADA improvement projects.

Discretionary Projects

Access Services – Fleet Management	
Office:	Strategic Financial Management
Objective:	Assess the effectiveness, efficiency, and economy of fleet management practices, with attention to asset lifecycle, costs, and overall utilization.

Carryover Projects

Physical Security Monitoring Equipment	
Office:	Operations / Chief People Office
Objective:	Assess the adequacy of policies and procedures related to video monitoring equipment at the agency.

Measure M Subregional Program (MSP) Performance	
Office:	Planning and Development
Objective:	Evaluate the effectiveness, implementation performance, and subregional project progress to ensure MSP or similar grants are maximizing the program's capacity and adhering to project schedule(s).

Non-Revenue Vehicle Reserve Readiness	
Office:	Operations
Objective:	Assess the availability and readiness of the non-revenue vehicle fleet for operational deployment and use.

Wayside Track Maintenance	
Office:	Operations
Objective:	Evaluate how Metro ensures that track maintenance complies with FTA State-of-Good-Repair requirements.

Real Estate Condition and Utilization	
Office:	Planning and Development
Objective:	Determine if Metro has a comprehensive inventory of its real estate and if its system accurately describes and monitors the current utilization of properties.

Carryover Projects

Bus Division Operation Efficiencies	
Office:	Operations
Objective:	Examine Metro's Bus Division administrative operations and explore ways to build efficiencies into processes and utilize technology, including AI, to accomplish goals.

Contract, Financial and Compliance Audits

Contract Pre-Award Audits	
Office:	Strategic Financial Management
Objective:	Perform pre-award audits for procurements and modifications

Incurred Cost Contract and Grant Audits	
Office:	Planning and Development / Program Management
Objective:	Verify whether costs are reasonable, allowable, and allocable on cost-reimbursable contracts and grants for contractors and grantees, respectively

Financial and Compliance External Audits	
Offices:	Agencywide
Objective:	Complete legally mandated financial and compliance audits

Business Interruption Fund	
Offices:	Chief Executive Office
Objective:	Verify the Business Interruption Fund (BIF) Administrator's compliance with the Los Angeles County Metropolitan Transportation Authority's (Metro) BIF Administrative Guidelines and Fund Disbursement Procedures.

Renewable Identification Numbers (RINs)	
Offices:	Program Management
Objective:	Verify Metro's Environmental Protection Agency (EPA) reporting of RINs for renewable energy credits is complete and accurate.

FY27 Proposed Annual Audit Plan

Finance, Audit and Budget Committee

May 21, 2026

Kimberly Houston
Lauren Choi
Yvette Suarez



Audit Plan Background

Required by:

- Financial Stability Policy
- Audit Charter
- Professional Audit Standards (GIAS & GAS)

Determined by:

- Agency Wide Risk Assessment (AWRA)
- A structured process of research and stakeholder engagement

Risk Types

Capital Project	Financial	Compliance	Human Capital
Technology	Legal/Regulatory	Operational	Public Image/ Reputational
Safety	Security	Reporting	Environmental, Social and Corporate Governance (ESG)

Key Steps to Preparing the Plan



Audit Plan Projects

Priority	Discretionary	Carryover	CFC
Access Services – Compliance and Reporting Review	Access Services – Fleet Management	Physical Security Monitoring	Contract Pre-Award Audits
Information Technology Continuous Audit Services		Measure M Subregional Program (MSP) Performance	Incurred Cost Contract and Grant Audits
Capital Project Management – Planning Phase		Non-Revenue Vehicle Reserve Readiness	Financial and Compliance External Audits
Minimum Annual Guarantees		Wayside Track Maintenance	Business Interruption Fund (BIF)
North Hollywood to Pasadena BRT		Real Estate Condition and Utilization	Renewable Identification Numbers (RINs)
ADA Improvement Projects		Bus Division Operation Efficiencies	

Questions

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

File #: 2025-0890, **File Type:** Contract **Agenda Number:** 25.

EXECUTIVE MANAGEMENT COMMITTEE
MAY 21, 2026

SUBJECT: SUSTAINABILITY PROGRAM ASSISTANCE SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a cost-plus fixed fee, task order-based Contract No. AE129745EN086, to Cumming Management Group, Inc. for Sustainability Program Assistance Services (SPAS), for a three-year base term in an amount Not-To-Exceed (NTE) $7,500,000, plus two, one-year options in an NTE amount of $2,500,000 for each option year, for a total NTE amount of $12,500,000, subject to the resolution of any properly submitted protests, if any; and

B. AWARD individual Task Orders and modifications up to the NTE contract amount of $7,500,000. or the project's authorized amount, whichever is less.

ISSUE

Metro has been operating an industry-leading sustainability program since 2007. Metro has incorporated sustainability and resilience principles throughout its agency operations, focusing on climate, energy, water, resource conservation, and management. In addition to the environmental and social benefits derived from these programs, Metro has also received financial benefits that have facilitated the expansion of initiatives for sustainable and resilient infrastructure. The need for more efficient and cost-effective management of this program comes at a very opportune time.

The Board's adoption of the 10-year Sustainability Strategic Plan *Moving Beyond Sustainability* (*MBS*) in 2020 facilitated the implementation of a more robust sustainability and resiliency vision. Now that the implementation phase of the Plan is halfway through, staff is seeking new consulting support through 2030 to continue providing oversight of program and project management. The recommended contract award of Contract No. AE129745EB986 is designed to assist Metro in executing the strategies and actions described in MBS.

This contract will enhance staff's internal ability to plan, develop, design, track, and oversee sustainability strategies and actions to 2030. Having a consultant workforce supporting MBS implementation provides seamless opportunities to scale up or down the implementation program as

the agency sets priorities.

BACKGROUND

Since 2007, Metro has implemented policies, plans, initiatives, and reporting mechanisms that have integrated sustainability, resilience, and equity into the operations. The Metro Board adopted the *MBS* in September 2020. The Board received and filed an update on our five-year performance and execution strategies in January 2026.

The *MBS* is the agency's short and long-term commitment to operational and regional ambitious sustainability and resiliency goals to achieve three things: first, advance the sustainability vision of creating an organizational culture and workforce that continually integrates sustainability into all aspects of decision-making and execution; second, increase mobility and access to opportunities for the communities Metro serves; and third, affirm Metro as a public transit leader that is setting the standard for transit agencies across the United States on taking bold action to tackle climate change and address serious environmental challenges. The *MBS* is Metro's sustainability and resiliency roadmap to 2030 and beyond.

DISCUSSION

MBS established 20 quantitative and/or time-bound targets across seven performance categories, all of which were underpinned by strategies and actions to be implemented by all Metro staff. Collectively, they constitute a practical roadmap that has guided the agency's work for the last five years through 2030.

Recognized as the gold standard in the transit industry, this program has also expanded to encompass more than 150 separate initiatives that positively impact Metro and the region it serves. The successes and the challenges Metro overcame were achieved through the deliberate planning of sustainability and resiliency projects, as well as the procurement of consultant resources to support the overall program.

Among the most notable cumulative outcomes through previous and current SPAS contracts include:

1. 80% of Metro's *MBS* targets have been achieved or are on track for achievement within the next five years.
2. Initiatives to reduce air pollution and GHG emissions are proving to be highly effective. Metro is currently committed to reducing total GHG emissions by 79% from its 2017 baseline. Since 2017, Metro has reduced emissions by nearly 68%. Metro is also far exceeding targets tied to reducing criteria air pollutants (i.e., nitrogen oxides and particulate matter).
3. Landfill diversion efforts on construction sites are showing impressive results, currently exceeding Metro's construction waste diversion target of 85%.
4. Metro is currently ahead of schedule with respect to its energy demand target, as well as its water quality and conservation targets.

In addition, with support from the current SPAS contract, Metro has also seen significant success in monetizing environmental benefits. Since 2014, alternative funding mechanisms associated with Metro sustainability and resiliency programs have generated $201.5M in revenue opportunities,

enabling Metro to address operational sustainability and resiliency while maintaining a state of good repair.

The recommended consultant will provide as-needed analysis, studies, surveys, investigations, modeling, forecasting, and/or reports related to the operation and maintenance of Metro's transportation system, facilities, and support activities. The recommended SPAS consultant will support Metro staff and provide project and program management assistance to other consultants, ensuring a cohesive, cost-effective, and accountable MBS implementation across the agency.

Attachment B lists the major activities the consultant will provide as a service to Metro over the life of this contract.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on Metro safety standards. The outcomes and work products of the Contract will increase safety enterprise-wide. Sustainability-related projects and programs are designed, programmed, and implemented to enhance the environmental benefits of the sustainable infrastructure and initiatives. They also equitably provide health and safety for the staff and enhance the customer experience of the system.

FINANCIAL IMPACT

Contract No. AE129745EN086 will be an Indefinite Delivery/Indefinite Quantity (IDIQ) contract. No funds are obligated until a task order is issued by a Metro authorized Contracting Officer against a valid project budget. All task orders are to be negotiated individually, and the level of effort is to be fully defined prior to the authorization of any project-specific funds. Execution of work under those task orders can continue beyond the contract end date.

Obligations and authorizations made within the total Contract Amount will be against an applicable existing capital or operating project and within the Board-approved Metro fiscal year budget. The Deputy Chief Sustainability Officer, Chief Program Management Officer, and Project Managers of each project utilizing this contract will be responsible for developing and overseeing the appropriate annual budgets.

Impact on Budget

The initial source of funds for this contract is included in the FY26 budget under Project Number 450003 - Sustainability Environment, Cost Center 2150 Sustainability Policy, Account 50316 Professional and Technical Services. The use of eligible funds from bus and rail operations for CWOs will be limited to work orders that directly impact Metro operations.

EQUITY PLATFORM

This contract is to support work in the *MBS*, which includes several actions that are focused on generating equitable outcomes and reducing environmental burdens in Metro Equity Focus Communities (EFCs). The priorities center around actions that provide local health benefits and

opportunities for continued workforce development partnerships. For the next five years, ongoing updates to the MBS strategies and actions will continue to prioritize initiatives that support the long-term operational sustainability of Metro's growing transit system, positively impacting EFCs, customers, and the broader transit system users across LA County.

New capital projects, programs and initiatives will continue to be fed through integrated equity assessments in early planning phases, using data and resources from the forthcoming Equity Toolkit, Community Demographic Profiles and Metro's Cost Benefit Analysis (CBA) for larger capital projects. The data and insights collected from these assessments are intended to support the ongoing evaluation and continual improvement of sustainability, energy equity and climate action as part of Metro's Equity Platform.

Cumming Management Group, Inc. made a 34% Disadvantaged Business Enterprise (DBE) commitment on this task order-based contract. However, 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. Metro is currently reviewing the Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. Although the DBE commitment is not a factor in the staff recommendation, 11 certified small businesses are participating in this contract. This is noteworthy because small businesses are vital to the economy, as they drive job creation, foster innovation, and strengthen local communities.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in LA 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 transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports the MBS for operational resiliency, environmental and sustainability goals and cost-effective resource management strategies. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports work in overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This professional services contract will support the implementation of Metro's Strategic Plan Goals, with specific alignment to Initiative 5.2 - Exercise good public policy judgement and sound fiscal stewardship, and Initiative 5.4 - Apply prudent commercial business practices to create a more effective agency.

This Contract will support these strategic goals by 1) advancing operational efficiency; 2) generating cost savings through the only as-needed use of consultant support for the achievement of the MBS goals.

ALTERNATIVES CONSIDERED

This Contract is designed to provide the project management support necessary to continue implementing Metro's sustainability program, specifically focusing on the implementation, tracking, and reporting of MBS strategies and actions in Metro planning, design, construction, procurement, and operations and maintenance, as well as supporting environmental finance intiatives. While certain scopes may appear administrative in nature, they are integral components of a coordinated, agency-wide sustainability framework that supports capital program delivery, regulatory compliance, performance accountability, and cross-divisional alignment across Metro.

Staff can solicit and award individual contracts every time additional staff are needed for oversight in any of the programmed sustainability-related efforts. Staff isnot recommending this option. Individually procuring these micro-contracts have associated inconsistent and most likely cumulative higher administrative and execution costs, especially in a sustainability program as large as Metro's. As many of the projects overlap within a single major capital project or facility, having multiple consultants with overlapping skills will cause delays and result in administrative inefficiencies.

Without a SPAS contract, staff would be limited in their ability to execute and scale the sustainability and resiliency programs to the current level, degree, and impact. Anything less than Metro's current pace of delivery results in lost opportunity to achieve the regional environmental, social, economic and financial benefits that Metro continues to lead and achieve. The contract term appropriately supports the multi-year planning, implementation, and reporting lifecycle of major sustainability initiatives, including those associated with major events such as the 2028 Olympic and Paralympic Games.

NEXT STEPS

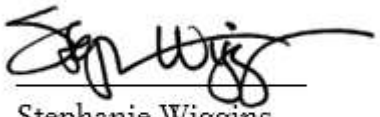
Upon Board approval, staff will execute Contract No. AE129745EN086 and proceed with issuing task orders as the need for these services arise. Activities and work products related to the support provided by this Contract are going to be included in the annual Metro Sustainability Report.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Types and Total Value Estimates of Projects - FY26 to FY31
Attachment C - DEOD Summary

Prepared by: Cris B. Liban, Deputy Chief Sustainability Officer, (213) 922-2471
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Reviewed by Timothy Lindholm, Chief Program Management Officer,
(213) 922-7297



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

SUSTAINABILITY PROGRAM ASSISTANCE SERVICES
CONTRACT NO. AE129745EN086

1.	**Contract Number**: AE129745EN086	
2.	**Recommended Vendor**: Cumming Management Group, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: March 27, 2025	
	B. Advertised/Publicized: March 28, 2025	
	C. Pre-Proposal Conference: April 2, 2025	
	D. Proposals Due: May 30, 2025	
	E. Pre-Qualification Completed: September 3, 2025	
	F. Ethics Declaration Forms Submitted to Ethics: June 2, 2025	
	G. Protest Period End Date: May 25, 2026	
5.	**Solicitations Downloaded**: 52	**Proposals Received**: 4
6.	**Contract Administrator**: Daniel A. Robb	**Telephone Number**: 213.922.7074
7.	**Project Manager**: Hoan Tang	**Telephone Number**: 213.922.2475

A. Procurement Background

This Board Action is to approve Contract No. AE129745EN086 for Sustainability Program Assistance Services to Cumming Management Group, Inc. determined to be the most qualified proposer to provide consulting services for Sustainability Program Assistance Services for a wide range of projects, in support of Metro's sustainability programs. Efforts would include supporting climate, energy, water and resource conservation and management. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

The recommended consultant will furnish all of the labor, materials, and other related items required to perform Sustainability Program Assistance services on a Contract Work Order basis for a project, under which specific Task Orders will be issued for specific Scopes of Services and period of performance.

Request for Proposals (RFP) No. AE129745EN086 was issued on March 27, 2025 in accordance with Metro's Acquisition Policy and California Government Code 4525 – 4529.5 for Architectural and Engineering (A&E) services. The contract type is a cost-plus fixed fee, Indefinite Quantity Indefinite Delivery (IDIQ) contract.

Three (3) Amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on April 23, 2025, added the Scope of Work and Insurance Requirements. Replaced certifications and DBE and SBE Forms

- Amendment No. 2, issued on May 5, 2025, extended the proposal due date to May 30, 2025.
- Amendment No. 3, issued on May 12, 2025, updated Document Section III Proposal requirement forms and revised the Evaluation Requirements.

A total of 52 downloads of the RFP were recorded and were included in the planholders' list. A virtual pre-proposal conference was held on April 2, 2025, and was attended by 49 participants.

A total of four (4) proposals were received on May 30, 2025 from the following firms listed below in alphabetical order:

1. AECOM Technical Services
2. Cumming Management Group, Inc.
3. HDR Engineering, Inc.
4. Mott MacDonald Group, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of Metro staff from Environmental Services Division, Project Engineering-Transportation Architecture, and Transit Orientated Communities Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

• Experience, Qualifications, and Capabilities of Firms on the Proposed Team and Key Personnel	35%
• Understanding of Work and Appropriateness of Approach for Implementation	25%
• Effectiveness of Management Plan	20%
• Innovative Sustainable Practices and Experience	20%

Several factors were considered when developing these weights, giving the greatest importance to the Experience, Qualifications and Capabilities of Firms on the Proposed Team and Key Personnel.

This is an A&E, qualifications based, procurement; therefore, price cannot and was not used as an evaluation factor pursuant to state and federal law.

From September 3, 2025, through September 17, 2025, the PET reviewed and scored the proposals. Oral presentations were held on October 23, 2025 where the firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team's presentation addressed the requirements of the RFP, experience, management

plans, methods of approach, and each firm's commitment to the success of the project. The firms also highlighted staffing resources, and any perceived project issues.

Qualifications Summary of Recommended Firm:

The PET determined Cumming Management Group, Inc. (Cumming) to be the most qualified firm to provide Sustainability Program Assistance Services, as described in the RFP. The firm demonstrated a team with qualifications, experience and capabilities that substantially meet the RFP requirements. The organizational structure and management team structure is well-organized and intuitive. Program controls are sufficiently detailed to instill confidence in their ability to effectively manage the program.

Cumming has substantial experience as a team on projects with Metro, OCTA, and SFO, bringing comprehensive knowledge directly aligned with the needs of Los Angeles County. Their experience and capabilities include geospatial mapping of charging and fueling infrastructure, climate-resilient design, community-based equity engagement, funding through environmental commodity programs, and Scope 4 emissions calculations. The proposal demonstrates a broad range of innovative practices across all facets of the Scope of Services, promoting cross-cultural dialogue and equitable outcomes, and presents a novel yet practical approach that addresses current gaps in the field through feasible and well-understood technologies. Cumming also demonstrates a thorough understanding of the work and its objectives, clearly articulating how each element contributes to the overall sustainability goals of the agency. This is further supported by their strong technical capabilities, defined methodologies, and the use of appropriate tools to develop and implement sustainability initiatives for Metro facilities. The team is composed of highly qualified personnel, including experienced subconsultants, and is supported by an effective Management Plan that reinforces their ability to successfully deliver the required services.

The final scores are based on the evaluation of the written proposals received and oral presentations. The results of the scoring are shown below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Cumming Management Group, Inc.**				

3	Experience, Qualifications, and Capabilities of Firms on the Proposed Team and Key Personnel	90.66	35%	31.73	
4	Understanding of Work and Appropriateness of Approach for Implementation	87.88	25%	21.97	
5	Effectiveness of Management Plan	86.25	20%	17.25	
6	Innovative Sustainable Practices and Experience	87.25	20%	17.45	
7	Total		100.00%	88.40	1
8	**AECOM Technical Services**				
9	Experience, Qualifications, and Capabilities of Firms on the Proposed Team and Key Personnel	88.00	35%	30.80	
10	Understanding of Work and Appropriateness of Approach for Implementation	85.52	25%	21.38	
11	Effectiveness of Management Plan	85.50	20%	17.10	
12	Innovative Sustainable Practices and Experience	89.45	20%	17.89	
13	Total		100.00%	87.17	2
14	**HDR Engineering, Inc.**				
15	Experience, Qualifications, and Capabilities of Firms on the Proposed Team and Key Personnel	86.09	35%	30.13	
16	Understanding of Work and Appropriateness of Approach for Implementation	84.60	25%	21.15	
17	Effectiveness of Management Plan	85.80	20%	17.16	
18	Innovative Sustainable Practices and Experience	85.95	20%	17.19	
19	Total		100.00%	85.63	3
20	**Mott MacDonald Group, Inc.**				

21	Experience, Qualifications, and Capabilities of Firms on the Proposed Team and Key Personnel	86.06	35%	30.12	
22	Understanding of Work and Appropriateness of Approach for Implementation	84.96	25%	21.24	
23	Effectiveness of Management Plan	82.55	20%	16.51	
24	Innovative Sustainable Practices and Experience	85.85	20%	17.17	
25	Total		100.00%	85.04	4

C. Cost/Price Analysis

The cost elements have been determined to be fair and reasonable based upon a cost analysis of labor rates, indirect rates and other direct costs completed in accordance with Metro's Acquisition Policy. Metro negotiated and established indirect cost rates and, as appropriate, provisional indirect (overhead) rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost for task orders during the contract term.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs, in accordance with Federal Acquisition Regulation (FAR) Part 31. In order to prevent any unnecessary delay in contract award, provisional overhead rates have been established subject to audited adjustments.

Contract Period	Proposal Amount	Metro ICE	Recommended NTE Amount
Base Period – 3 Years	N/A[1]	$7,500,000	$7,500,000.[2]
Option Year 1	N/A[1]	$2,500,000	$2,500,000.[3]
Option Year 2	N/A[1]	$2,500,000	$2,500,000.[4]

[1] A proposal amount was not applicable. This is a Cost-Plus Fixed Fee (CPFF) Indefinite Delivery Indefinite Quantity Contract with no definable level of effort for the Scope of Services. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.

The Independent Cost Estimate (ICE) was established based on the Scope of Services developed for the Contract. The probable costs are based on the anticipated level of effort estimated for each year that will be required to perform the Scope of Services by the Consultant and sub-consultants.

D. Background on Recommended Contractor

Cumming Management Group, Inc., headquartered in New York City with an office located in Los Angeles, California, has been in business for 30 years and is a leader in program and project management, energy, sustainability, and climate services for public transit, cities, and counties. They are one of the leading sustainability program services firms in the nation. Today, they have nearly 950 team members and 30 offices worldwide. They work with private- and public-sector clients and provide professional services, including engineering, scientific, and related technical and project support personnel. Cumming has previously provided services for Metro, and performance has been satisfactory.

Attachment B: Types and Total Value Estimate of Projects – FY26 to FY31

Contract No. AE129745EN086

	FY26/27	FY28	FY29	FY30	FY31			
	Year 1	Year 2	Year 3	Year 4	Year 5	Total		
Future Projects	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value	Option Year Value	Option Year Value	Total Estimated Contract Value Including Option Years	Description of Services	Alignment with MBS and Other Documents
Contractor Consultancy Only								
SPAS: EMS, Training, and Sustainability Program Guidance								
EMS Program Maintenance Support	$150,000.00	$300,000.00	$450,000.00	$300,000.00	$300,000.00	$1,500,000.00	Provide implementation, coordination, oversight, and continuous improvement support for Metro's Environmental Management System (EMS), including compliance monitoring and performance tracking aligned with agency-wide sustainability objectives.	Environmental Management System
Environmental Training Institute	$50,000.00	$100,000.00	$150,000.00	$100,000.00	$100,000.00	$500,000.00	Deliver sustainability-related training, workshops, and professional development programs to strengthen staff capacity in environmental stewardship, climate adaptation, and operational resiliency.	Economic and Workforce Development Goals
Sustainability Policies, Programs, and Guidance	$175,000.00	$350,000.00	$525,000.00	$350,000.00	$350,000.00	$1,750,000.00	Develop and implement environmentally responsible practices and policies that promote long-term sustainability across Metro's operations and capital programs, including strategies related to energy efficiency, renewable energy, climate resiliency, and resource conservation.	Moving Beyond Sustainability
Sustainability Policy Development	$125,000.00	$250,000.00	$375,000.00	$250,000.00	$250,000.00	$1,250,000.00	Assist in integrating sustainable practices into Metro's operations, regional partnerships, and capital planning processes. Services include identifying improvement opportunities and advancing long-term sustainability performance goals.	Moving Beyond Sustainability
Coordinate Sustainability Projects and Initiatives	$50,000.00	$100,000.00	$150,000.00	$100,000.00	$100,000.00	$500,000.00	Provide cross-divisional coordination and implementation support to ensure sustainability initiatives align with Moving Beyond Sustainability (MBS) objectives, regulatory requirements, and major agency programs.	Moving Beyond Sustainability
Sustainability Program Guidance and Oversight	$125,000.00	$250,000.00	$375,000.00	$250,000.00	$250,000.00	$1,250,000.00	Provide technical guidance, program oversight, and performance accountability support to advance implementation of sustainability policies and initiatives across Metro's divisions.	Moving Beyond Sustainability

Develop and Maintain the Sustainability Dashboard & GIS	$50,000.00	$100,000.00	$150,000.00	$100,000.00	$100,000.00	$500,000.00	Maintain and enhance sustainability dashboards, GIS tools, and performance tracking systems to support data-driven decision-making, reporting transparency, and performance monitoring across capital and operational programs and major events.	Resilience and Climate Adaptation, Economic and Workforce Developement
Prepare Annual Environmental Sustainability Progress Report	$50,000.00	$100,000.00	$150,000.00	$100,000.00	$100,000.00	$500,000.00	Collect, analyze, and report sustainability performance data to communicate progress toward Metro's environmental, economic, and community goals.	Moving Beyond Sustainability, Sustainability Plan
Sustainability Plan (SP), Moving Beyond Sustainability (MBS) Program Support	$150,000.00	$300,000.00	$450,000.00	$300,000.00	$300,000.00	$1,500,000.00	Provide ongoing implementation, refinement, and performance tracking support for Metro's Sustainability Plan and MBS framework.	Moving Beyond Sustainability, Sustainability Plan
Green Construction Policy (GCP) Program Support	$75,000.00	$150,000.00	$225,000.00	$150,000.00	$150,000.00	$750,000.00	Support implementation and monitoring of Metro's Green Construction Policy, including sustainable materials management, waste diversion, and resource efficiency practices within capital projects that support current and future infrastructure needs specifically through a transit first perspective.	Green Construction Policy
Peer Review of Sustainability Program, Projects, Initiatives	$50,000.00	$100,000.00	$150,000.00	$100,000.00	$100,000.00	$500,000.00	Conduct independent technical reviews to validate sustainability strategies, reports, and performance metrics to ensure accuracy, quality, and alignment with Board-adopted policies.	Moving Beyond Sustainability, other documents
EMS & Training Plans, Studies, Reports	$25,000.00	$50,000.00	$75,000.00	$50,000.00	$50,000.00	$250,000.00	Develop and update technical studies, training plans, and reports supporting environmental compliance, workforce readiness, and sustainability program effectiveness.	Resilience and Climate Adaptation, Economic and Workforce Developement
Innovative Sustainability Initiatives/Solutions	$50,000.00	$100,000.00	$150,000.00	$100,000.00	$100,000.00	$500,000.00	Provide technical expertise to identify and implement innovative approaches addressing climate resiliency, environmental compliance, operational efficiency, and community impacts.	Moving Beyond Sustainabilty
LA28 Olympic Support Services	$100,000.00	$200,000.00	$100,000.00	$0.00	$0.00	$400,000.00	Provide targeted sustainability and resiliency support for transportation projects and programs associated with the 2028 Olympic and Paralympic Games, including environmental performance tracking and alignment with long-term legacy objectives.	Moving Beyond Sustainability
Other	$25,000.00	$50,000.00	$275,000.00	$250,000.00	$250,000.00	$850,000.00	Provide as-needed sustainability policy and program support consistent with Metro sustainability and resiliency priorities and emerging initiatives.	Moving Beyond Sustainability and other documents
Overall ROM	**$1,250,000.00**	**$2,500,000.00**	**$3,750,000.00**	**$2,500,000.00**	**$2,500,000.00**	**$12,500,000.00**		

DEOD SUMMARY

SUSTAINABILITY PROGRAM ASSISTANCE SERVICES
CONTRACT NO. AE129745EN086

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 34% Disadvantaged Business Enterprise (DBE) goal on all federally funded task orders and an overall 34% Small Business Enterprise (SBE) goal, inclusive of 31% SBE and 3% Disabled Veteran Business Enterprise (DVBE) goals, on all state, local, and/or Measure M funded work orders for this Contract Work Order (CWO) based solicitation. Cumming Management Group, Inc. (CMG) met the SBE goal by making a 31% commitment and met the DVBE goal with a 3% commitment.

In response to a specific Contract Work Order request with a defined scope of work, CMG will be required to identify SBE/DVBE subcontractor activity and actual dollar value commitments for that Work Order. Overall SBE/DVBE participation will be determined based on cumulative participation of all Work Orders issued to CMG.

While CMG made a DBE commitment, the U.S. Department of Transportation (USDOT) 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 Interim Final Rule (IFR) to identify necessary program and procedural changes to ensure full compliance. Although the DBE commitment is not a factor in the staff recommendation, there are eleven certified small businesses participating in this contract.

Small Business Goal	**31% SBE 3% DVBE**	**Small Business Commitment**	**31% SBE 3% DVBE**

	SBE Subcontractors	**% Committed**
1.	319Climate Inc.	TBD
2.	EcoTeal, Inc	TBD
3.	Estolano Advisors	TBD
4.	Global ASR Consulting, Inc.	TBD
5.	Lentini Design & Marketing, Inc.	TBD
6.	MugenKioku Corporation	TBD
7.	Polytechnique Environmental, Inc.	TBD
8.	Rhie Planning LLC	TBD
9.	Terravanta, Inc.	TBD

10.	Watearth, Inc.	TBD
	Total SBE Commitment	**31%**

	DVBE Subcontractors	**% Committed**
1.	GC Green Incorporated	TBD
	Total DVBE Commitment	**3.00%**

B. Local Small Business Enterprise (LSBE) Preference

The LSBE Preference Program does not apply to Architecture and Engineering procurements. Pursuant to state and federal law, price cannot be used as an evaluation factor.

C. Living Wage and 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

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.

SUSTAINABILITY PROGRAM ASSISTANCE SERVICES (SPAS) Consultant Services Contract

Contract No. **AE129745EN086**

Executive Management and Audit Committee
May 21, 2026

Metro

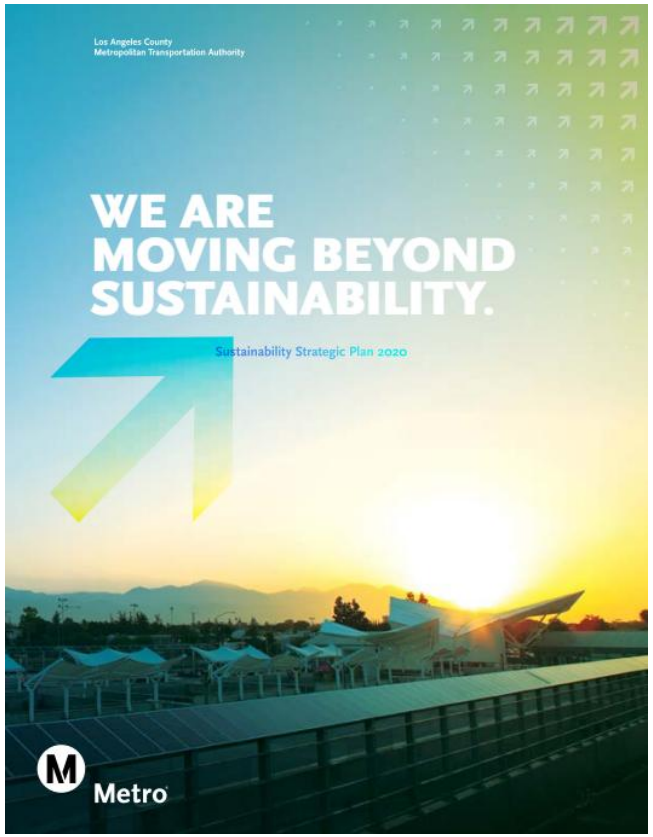
Recommended Board Action

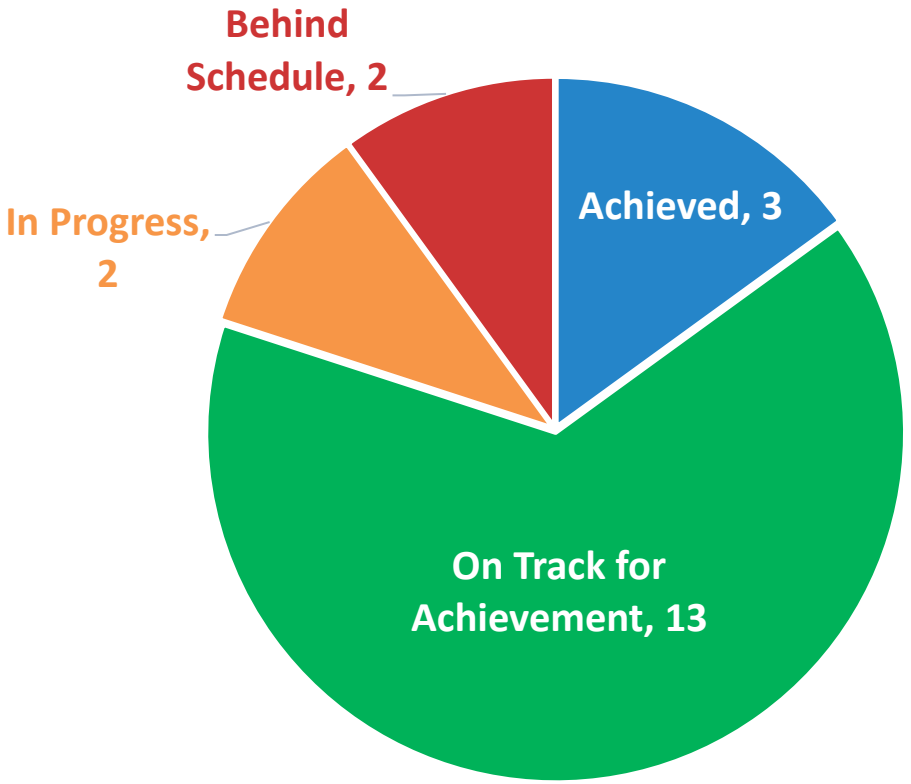
AUTHORIZE the Chief Executive Officer to:

A. AWARD a cost-plus fixed fee, task order-based Contract No. AE129745EN086, to Cumming Management Group, Inc. for Sustainability Program Assistance Services (SPAS), for a three-year base term in an amount Not-To-Exceed (NTE) $7,500,000, plus two, one-year options in an NTE amount of $2,500,000 for each option year, for a total NTE amount of $12,500,000, subject to the resolution of any properly submitted protests, if any:

B. AWARD individual Task Orders and modifications up to the NTE contract amount of $7,500,000 or the project's authorized amount, whichever is less.

Background: Outcomes from Previous and Current SPAS contracts





Sustainability Investments Have Returned $201.5M to Support System Reliability and State of Good Repair

Positive Trends

- ***80%** achieved or on track for achievement within next 5 years.*
- Partnerships with key departments are paying off and driving achievement of most targets.
- **Initiatives to reduce air pollution and GHG emissions are highly effective.**
- Landfill diversion efforts on construction sites are showing impressive results but ***challenges in operational waste diversion***
- **Energy:**
  - ***Ahead of schedule** in* **energy demand and efficiency goals;**
  - **Challenge in energy generation for both supply and resiliency**

No. AE129745EN086 Scope of Work

- Consulting support through FY31 to continue providing program and project management and oversight for the 10-year Sustainability Strategic Plan *Moving Beyond Sustainability* (*MBS*) updated 2025. Three year base Contract through FY29, and two one-year options, FY30/31.
- Consultant to provide as-needed analysis, studies, surveys, investigations, forecasting, predictions, and/or reports related to the operation and maintenance of Metro's transportation system, facilities, and support activities.
  - Prepare Annual Environmental Sustainability Progress Report
  - Sustainability Plan (SP), Moving Beyond Sustainability (MBS) Program Support
  - Green Construction Policy (GCP) Program Support
  - Peer Review of Sustainability Program, Projects, Initiatives
  - EMS & Training Plans, Studies, Reports
  - Innovative Sustainability Initiatives/Solutions
  - LA2028 Olympic Support Services

Issue and Discussion

ISSUE

> As Metro advances the second half of its 10-year Sustainability Strategic Plan, continued specialized consulting support is needed to provide program management capacity, maintain implementation momentum through 2030, and ensure efficient delivery of Board-adopted sustainability and resiliency goals.

DISCUSSION

> Awarding this contract provides Metro with specialized technical and program management capacity that sustains progress toward Board-adopted sustainability and resiliency goals, protects operational reliability, and delivers measurable environmental and financial value—including $201.5 million in reinvestable revenue generated to date—while supporting major regional initiatives.

Procurement Evaluation

AWARDEE

> *CUMMING MANAGEMENT GROUP, INC.*

EVALUATION CRITERIA	MAXIMUM POINTS	CUMMING MANAGEMENT GROUP, INC.	AECOM TECHNICAL SERVICES	HDR ENGINEERING, INC.	MOTT MACDONALD GROUP, INC.
Experience, Qualifications, and Capabilities of Firms on the Proposed Team and Key Personnel	35	31.73	30.80	30.13	30.12
Understanding of Work and Appropriateness of Approach for Implementation	25	21.97	21.38	21.15	21.24
Effectiveness of Management Plan	20	17.25	17.10	17.16	16.51
Innovative Sustainable Practices and Experience	20	17.45	17.89	17.19	17.17
Total Score	**100**	88.40	87.17	85.63	85.04

No. AE129745EN086 SBE Commitments

> The Diversity and Economic Opportunity Department (DEOD) established an overall 34% Disadvantaged Business Enterprise (DBE) goal on all federally funded task orders and an overall 34% Small Business Enterprise (SBE) goal, inclusive of 31% SBE and 3% Disabled Veteran Business Enterprise (DVBE) goals, on all state, local, and/or Measure M funded work orders for this Contract Work Order (CWO) based solicitation.

> Cumming Management Group, Inc. met the SBE goal by making a 31% commitment, and met the DVBE goal with a 3% commitment. Overall 34% Disadvantaged Business Enterprise (DBE) goal on all federally funded task.

> Eleven certified small businesses are participating in this contract. This is noteworthy because small businesses are vital to the economy, as they drive job creation, foster innovation, and strengthen local communities.

Next Steps

Upon Board approval, staff to execute Contract No. AE129745EN086 and proceed with issuing Task Orders to continuing implementing the MBS and as-needed services arise.

Thank You.

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

Metro

Board Report

File #: 2026-0089, **File Type:** Informational Report **Agenda Number:** 26.

EXECUTIVE MANAGEMENT COMMITTEE
MAY 21, 2026

SUBJECT: FY2027 COMMITTEE AND BOARD MEETING CALENDAR

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the FY2027 Committee and Board Meeting Calendar (Attachment A).

ISSUE

Staff have prepared the Committee and Board meeting schedule for FY2027 to maintain a regular meeting schedule and improve the ability of the agency, external stakeholders, and the public to plan for upcoming actions needed by the Board of Directors.

BACKGROUND

Per the Los Angeles County Metropolitan Transportation Authority Administrative Code Section 2-01-020, regular Board Meetings are scheduled for the fourth Thursday of the month, and Committees are scheduled for the week prior. Metro's Board Rules and Procedures dictate that August is an annual recess month. For FY2027, an exception to this schedule occurs in December 2026.

In accordance with the Brown Act, Special Board Meetings can be scheduled, and the agenda for any Special Meeting can be posted 24 hours before the meeting date. Additionally, items not on a posted agenda that either constitute an emergency or a matter that came to the attention of the agency after posting of the agenda and need immediate action may be considered at a regular meeting under conditions outlined in the Act. Also, an emergency meeting may be held, in conformance with requirements under the Act, in the event of a crippling activity, work stoppage, or other activity which severely impairs public health, safety, or both.

DISCUSSION

The FY2027 Committee and Board Meeting Calendar (Attachment A) improves the ability of the agency, external stakeholders, and the public to plan for upcoming actions needed by the Board of Directors. The meeting dates on the Calendar were selected with consideration of government and religious holidays throughout FY2027 and were scheduled to prevent possible conflicts when necessary.

Working with Board leadership, the following determinations have been made for FY2027 below:

- Quarterly Special Board Meeting - 09/16/26, 01/20/27, 04/14/27 or as needed at 9:00 a.m. or 3:00 p.m., depending on Board Member availability,
- Planning and Programming Committee - 3rd Wednesday at 11:00 a.m., *no change*
- Construction Committee - 3rd Wednesday at 1:00 p.m., *no change*
    - Please note that Wednesday Committees may fall on the 2nd or 3rd Wednesday, depending on what day of the week the month begins. They are scheduled for the week before the Regular Board Meeting unless otherwise noted on the meeting schedule (Attachment A).
- Finance, Budget, and Audit Committee - 3rd Thursday at 10:00 a.m., *no change*
- Executive Management Committee - 3rd Thursday at 11:00 a.m., *no change*
- Operations, Safety, and Customer Experience Committee - 3rd Thursday at 1:00 p.m., *no change*
- Regular Board Meeting - 4th Thursday at 10:00 a.m., *no change*

Considerations

Per the Board Rules and Procedures, August will be a recess month, and no Committees or Board Meetings will be held.

November's Committees will occur during their regular pattern, on November 18 and 19, with the Regular Board Meeting occurring on December 3 to accommodate the Thanksgiving Holiday.

EQUITY PLATFORM

The calendar improves agency transparency with the public by setting the Board Meeting schedule for the fiscal year in advance. It will be used to plan contract approvals, hold public hearings, and schedule other major items for Board consideration. Providing this calendar to the public improves the public's ability to engage with the Board on these crucial items.

Boardagendas.metro.net utilizes Google Translate, enabling the site to be translated into 110 different languages. It has been tested to ensure screen readers and other accessibility tools are compatible in compliance with international legislation and standards for web accessibility.

VEHICLE MILES TRAVELED OUTCOME

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

While this item does not directly encourage taking transit, sharing a ride, or using active

transportation, it is a vital part of Metro operations, as it provides transparency and information about the upcoming meeting schedule for Metro's Board and its Committees. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The report supports strategic plan goal #5 to provide responsive, accountable, and trustworthy governance within the Metro organization. By formally adopting a Committee and Board meeting calendar for FY2027, internal and external stakeholders can mitigate any conflicts in their schedules far in advance.

NEXT STEPS

Upon receiving and filing this report, the calendar will be posted on boardagendas.metro.net and shared with Metro's external stakeholders and internal staff.

ATTACHMENT

Attachment A - FY2027 Board Meeting Calendar

Prepared by: Collette Langston, Board Clerk, (213) 922-2837

Reviewed by: Collette Langston, Board Clerk, (213) 922-2837



FY2027 Committee & Board Meeting Calendar

July 2026

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January 2027

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IMPORTANT DATES AND HOLIDAYS
July 3: HQ Offices Closed in Observance of Independence Day July 4: Independence Day
September 7: Labor Day
September 11 – 13: Rosh Hashanah
September 21: Yom Kippur
September 25 – October 2: Sukkot
November 11: Veterans Day
November 26: Thanksgiving Day November 27: HQ Offices Closed
December 4 – 12: Hanukkah
December 25: Christmas
December 26 – January 1: Kwanzaa
January 1: New Year's Day
January 18: Martin Luther King Jr. Day
February 15: Presidents' Day
March 26: Good Friday
March 28: Easter
April 21 – 29: Passover
March 29: Farm Workers Day
May 31: Memorial Day
June 10 - 12: Shavuot
June 18: HQ Offices Closed in Observance of Juneteenth June 19: Juneteenth

Quarterly Special Board Meeting* – 9:00 a.m. or 3:00 p.m.
*9/16/26, 1//20/27, 4/14/27, or as needed
Planning & Programming Committee – 11:00 a.m.
Construction Committee – 1:00 p.m.

Board of Directors Meeting – 10:00 a.m.

Finance, Budget, & Audit Committee – 10:00 a.m.
Executive Management Committee – 11:00 a.m.
Operations, Safety, and Customer Experience Committee – 1:00 p.m.

Metro HQ Offices Closed

ADOPTED: XX/XX/XX

FY2027 Committee & Board Calendar

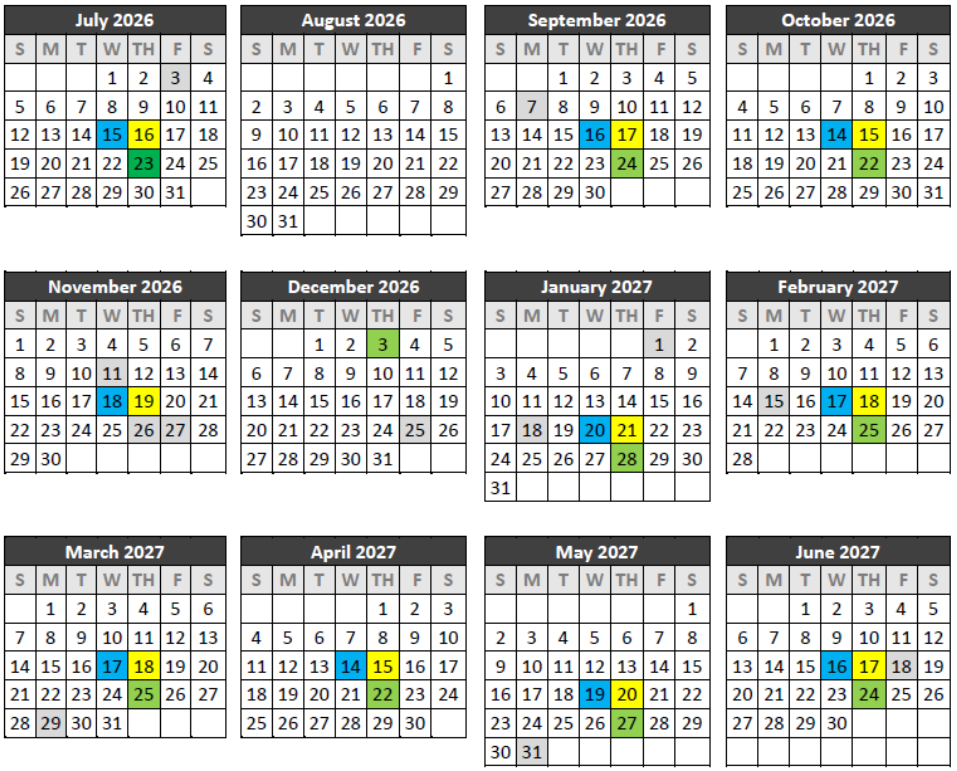


Executive Management Committee
May 21, 2026

Metro

FY2027 CALENDAR

FY2027 Committee & Board Meeting Calendar



July 2026						
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May 2027						
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June 2027						
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*9/16/26, 1//20/27, 4/14/27, or as needed
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Construction Committee – 1:00 p.m.

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Finance, Budget, & Audit Committee – 10:00 a.m.
Executive Management Committee – 11:00 a.m.
Operations, Safety, and Customer Experience Committee – 1:00 p.m.

Metro HQ Offices Closed

ADOPTED: XX/XX/XX

Metro

DETAILS – Wednesday Committees

- Quarterly Special Board Meeting – 09/16/26, 01/20/27, 04/14/27 or as needed at 9:00 a.m. or 3:00 p.m. depending on Board Member availability
- Planning & Programming Committee – 3rd Wednesday at 11:00 a.m.
- Construction Committee – 3rd Wednesday at 1:00 p.m.

Please note that Wednesday Committees may fall on the 2nd or 3rd Wednesday depending on what day of the week the month begins. They are scheduled for the week before the Board Meetings unless otherwise noted on the meeting schedule.

Metro

DETAILS – Thursday Committees

- Finance, Budget, and Audit Committee – 3rd Thursday at 10:00 a.m.
- Executive Management Committee – 3rd Thursday at 11:00 a.m.
- Operations, Safety, and Customer Experience Committee – 3rd Thursday at 1:00 p.m.

Metro

CONSIDERATIONS

Per the Board Rules and Procedures, August will be a recess month, and no Committees or Board Meetings held.

November's Committees will occur during their regular pattern, on November 18 and 19, with the Regular Board Meeting occurring on December 3 to accommodate the Thanksgiving Holiday.

Metro

RECOMMENDATION and NEXT STEPS

We ask the Board to RECEIVE and FILE the FY2027 Committee and Board Meeting Calendar.

Once received and filed, the calendar will be posted on boardagendas.metro.net and shared with our external stakeholders and internal Metro staff.



Metro

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

File #: 2026-0167, **File Type:** Contract **Agenda Number:** 30.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 21, 2026

SUBJECT: AUTOMATED GUIDED VEHICLE (AGV) REPLACEMENT

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 24-month firm-fixed price Contract No. PS135749000 to Dematic Corp. (Dematic) for the Automated Guided Vehicle (AGV) replacement to install 11 AGVs along with the associated software in the amount of $4,837,855, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

This Board action is to award a contract for the replacement of Metro-owned and operated AGVs, which are a component of Metro's existing Automated Storage and Retrieval System (ASRS). The 20 -year-old AGVs have obsolete parts that are critical to the operating system, including the main CPU boards, communications boards, and radios. The 4906 AGV controller software (traffic control and routing) is obsolete, and at the end of their useful life. Repair and/or replacement parts are not available, which will result in negative service impacts on our riders.

BACKGROUND

The ASRS system was commissioned in 1986 by HK Systems Incorporated, which Dematic acquired in 2010. Within the last 40 years, ASRS went through several upgrades (2006, 2007, 2013 and 2015) to replace the original components and perform system updates. Components such as the AGVs are at the end of their useful life, and any failure would cause a significant risk to Metro.

Metro's AGVs are computer-controlled, wheel-based load carriers that move materials and supplies autonomously around Metro's Central Maintenance Facility (CMF). They carry material loads to and from Metro's CMF main parts supply stocking warehouse and receiving docks. They follow predefined paths-using magnets-to deliver parts and components to CMF's main production line and support repair shops across multiple buildings at CMF. In addition, they deliver loads of material to the shipping area for outbound material shipments to Metro bus and rail divisions in support of Metro Operations.

Metro is currently using Dematic's Equipment Management System (EMS), which has been

customized for Metro's requirements (the 4906 AGV control system is fully integrated with Dematic's EMS). These integrated software packages are running on Windows servers and workstations, which use ORACLE RDMS (under AIX).

DISCUSSION

At CMF, the handling of material distribution and logistics comprises the heartbeat of an efficient system. Metro's Equipment Asset Management System (EAMS) relies heavily on the information provided by a computer controlled ASRS, which is integrated with EAMS. The AGVs were installed to support the transfer of materials and supplies in supporting the maintenance of Bus, Rail, and Non-Revenue vehicles throughout LA County. Unfortunately, due to the aging fleet, the AGVs have been experiencing some failures and require above-average maintenance. Replacement parts are becoming obsolete and hard to find. Replacing the aging AGVs is a strategic, cost-effective alternative to maintaining them.

Replacing the AGVs will enhance safety and allow for greater operational efficiency. The new AGV replacement will integrate into Metro's physical system and integrate with the manager/controller software. The new AGVs will use an in-vehicle charging method. High-capacity Thin Plate Pure Lead (TPPL) batteries will be used along with in-floor charging shoes to automatically recharge the onboard vehicle batteries, when necessary, without maintenance personnel being required. Metro will realize cost savings with the charging efficiency of the new battery technology, the extended life of each charge, and the minimized service disruptions.

The new AGVs also enhance warehousing efficiency by improving inventory accuracy. They are e quipped with lasers, sensors, and cameras, and minimize accidents, human error, and damage to parts and supplies. The AGVs can operate 24/7, providing consistent, reliable, and faster movement of materials and supplies at the CMF main stocking location and areas where material loads are moved around: material receiving/deliveries, shipping to our Bus and Rail divisions, and CMF repair shops and production line. The newer AGVs integrate with the existing ASRS system which ensures inventory control and traceability.

Dematic is the Original Equipment Manufacturer (OEM) for Metro's ASRS system. They are also responsible for ongoing support and warranty to Metro for this system. The ASRS utilizes Dematic's proprietary components, communication protocol, controls and interface logic between the server and the system components, only the OEM can perform the equipment upgrade and software support.

DETERMINATION OF SAFETY IMPACT

The new AGVs create a safer work environment. The purchase and replacement of the new AGVs will provide Metro with an advanced state-of-the-art system and includes 360° monitoring using laser scanners to increase the vehicles' ability to sense people/objects and if something comes near the vehicle. Laser scanners replace the physical bumpers of the old AGVs and require much less periodic maintenance. The new AGVs has a maximum load capacity of 4,000 lbs. and allows for communication on either 400 MHz radio or Wi-Fi. Moreover, the new AGVs controller software can fully integrate with Metro's existing ASRS system The upgraded safety and control system allows for increased diagnostics and remote support.

Based on Dematic's proposal, there will be minimal interruption of facility operations during the installation or cutover to the new AGVs. The work will be performed during non-peak or off-shift hours.

FINANCIAL IMPACT

The project work will take place throughout 2026-2028. For FY26, $900,000 has been set aside in Cost Center 6350, Logistics, project #290011. The total contract cost of $4,837,855 is within the Life of Project (LOP) budget. The combined Life of Project budget for this work is $6,062,095. Since this is a multi-year project, the Project manager, Cost Center manager, and Deputy Chief Vendor/Contract Management Officer will be responsible for budgeting the remaining costs for future fiscal years.

Impact to Budget

The source of funds for this action is TDA 4. These funds are eligible for use on bus and rail operations.

EQUITY PLATFORM

The AGV Replacement project will benefit Metro Transit riders because it supports the fleet maintenance requirements for roll-out. The new AGVs will be using state-of-the-art technology and bring the system to meet the demand of expanded ridership. In addition, the new AGVs will enable on -time parts receiving/delivery and accurate inventory control to Metro divisions for timely bus/rail cars repair and maintenance. Reliable bus/rail service will ensure riders have dependable transportation for their daily essential activities. This project will improve Metro bus and rail reliability, reduce unexpected service interruptions, and provide better rider experiences. There are no potential harm and barriers anticipated as a result of the proposed action.

The Diversity & Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) goal for this procurement due to the lack of availability of small businesses. Dematic Corp. is expected to perform the work with its own workforce.

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 transit, sharing a ride, or using active transportation, it is

a vital part of Metro operations, as it maintains and improves Logistics services in support of Maintenance operations.

Because the Metro Board has adopted an agency-wide VMT Reductions Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports Metro's Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling. Proper functioning equipment will optimize the reliability of the Automated Storage and Retrieval System (ASRS). Also, this recommendation supports Metro's good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

Retaining the existing AGVs was considered. However, the 20-year-old AGVs, has exceeded its useful life, exhibited reduced reliability and increased maintenance costs. Its unreliability and inefficiency issues in material handling make it unsuitable to meet Metro's growing inventory and operational needs.

Operational Impacts in Current State

- Increased maintenance costs for end-of-life ASRS components.
- Increased maintenance time for Facilities Maintenance technicians.
- System downtime and inability to support Maintenance Operations.
- Safety systems that are far surpassed with the new technology.
- Inoperable system because of obsolete parts.
- Inoperable system because of non-supported systems.

Foreseeable Risks in Current State

- Inability to efficiently deliver parts to bus and rail facilities.
- Inability for bus and rail maintenance technicians to perform preventative maintenance and unplanned maintenance required to keep bus/rail fleet at targeted operational levels.
- Loss of inventory control and increased working capital needs agency-wide.

Metro does not possess the technical knowledge and/or documentation to support the in-house replacement of components or perform upgrades. The system integrates with Metro's enterprise applications and is considered complex with its own proprietary functions/logic. Any alternative(s) to engage other competitors would require levels of reverse engineering for both the hardware and software interfaces adding significant time to the schedule, the introduction of warranty/performance

issues, and unknown additional costs associated with the engineering to be performed. Dematic is the Original Equipment Manufacturer (OEM) and only Dematic is authorized to perform the necessary upgrades effectively and in a timely manner.

Another alternative is to consider replacing the entire system; however, this will also add significant time to the project, presenting a significant learning curve and training costs, and add considerable financial impact as a new similar system is estimated to be in the $30-$40 million range.

NEXT STEPS

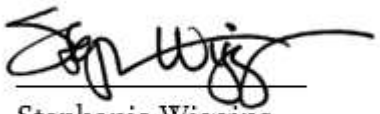
Upon approval by the Board, staff will execute Contract No. PS135749000 with Dematic Corp. for the AGV replacement.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Jeffrey Vergel de Dios, Senior Manager, Inventory Management, (213) 922-5022
Debra Avila, Deputy Chief, Vendor/Contract Management Officer, (213) 418-3051
Carolina Coppolo, Deputy Chief, Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Michelle Navarro, Chief Financial Officer (Interim), 213 922-3056



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

AUTOMATED GUIDED VEHICLE (AGV) REPLACEMENT / PS135749000

1.	**Contract Number**: PS135749000	
2.	**Recommended Vendor**: Dematic Corp.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: November 13, 2025	
	B. Advertised/Publicized: November 18-20, 2025	
	C. Pre-Proposal Conference: November 19, 2025	
	D. Proposals Due: December 29, 2025	
	E. Pre-Qualification Completed: January 6, 2026	
	F. Ethics Declaration Forms submitted to Ethics: December 29, 2025	
	G. Protest Period End Date: April 21, 2026	
5.	**Solicitations Downloaded**: 26	**Bids/Proposals Received**: 1
6.	**Contract Administrator**: Armine Menemshyan	**Telephone Number**: 213-922-4851
7.	**Project Manager**: Jeff Vergel de Dios	**Telephone Number**: 213-922-5022

A. Procurement Background

This Board Action is to approve Contract No. PS135749000 in support of the Automated Guided Vehicle (AGV) Replacement Project. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

On November 13, 2025, Request for Proposals (RFP) No. PS135749 was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity and Economic Opportunity Department did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goal for this procurement due to the lack of availability of small businesses.

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

- Amendment No. 1, issued on November 19, 2025, extended the proposal due date from December 17, 2025, to December 19, 2025.
- Amendment No. 2, issued on December 4, 2025, extended the proposal due date from December 19, 2025, to December 29, 2025, added one more worksite visit, and extended the questions due date.

A total of 26 downloads of the RFP were recorded in the planholders' list. A virtual pre-proposal conference was held on November 19, 2025, and was attended by seven participants representing two firms. There were five questions received and responses were provided prior to the proposal due date.

One proposal was received from Dematic Corp. by the proposal due date of December 29, 2025.

Since only one proposal was received, staff conducted a market survey of the planholders to determine why no other proposals were received. Responses were received from seven firms, and they included:

- Scope of services not being within their area of expertise.
- Time constraints to prepare and submit a proposal.

The market survey revealed that the decisions not to propose were based on individual business considerations. Therefore, the solicitation can be awarded as a competitive award.

B. Evaluation of Proposal

A Proposal Evaluation Team (PET) consisting of staff from Logistics, Inventory Management, Facilities/Property Maintenance, and Policy, Systems, and Development Services Departments was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria:

1) Pass/Fail Requirements

Proposers must meet all of the Pass/Fail Requirements to be considered technically acceptable to move forward with the evaluation process:

Key Personnel: Provide proof of qualifications and experience of staff who will manage or perform critical roles under the contract in the past 5 years.

a) Does the proposer meet all the Performance Requirements stated in the Scope of Work?
b) Does the proposer meet all the Safety Requirements stated in the Scope of Work?
c) Does the proposer meet all the Mechanical Requirements stated in the Scope of Work?
d) Does the proposer meet all the Control System Requirements stated in the Scope of Work?
e) Does the proposer meet all the Battery Charging Requirements stated in the Scope of Work?
f) Does the proposer meet all the AGV Routing Interface Requirements stated in the Scope of Work?
g) Does the proposer meet all the System Requirements stated in the Scope of Work?

h) Does the Proposer's level of service commitment align with Metro's needs stated in the Scope of Work?
i) Does the proposal reflect the ability to complete this project in 24 months or less?
j) Does the proposal meet the Warranty Requirements (Proposer must provide a minimum of 12 months of warranty from the project completion)?
k) Do the proposer and all subcontractors meet Licensing Requirements (Prime Contractor must hold one or more of the following California State Contractors Licenses: A, B, C10 or C61/D21, and all subcontractors shall hold California State Contractor's Licenses applicable to their trade or discipline)?

2) Evaluation Criteria

The proposer met the Pass/Fail requirements and was further evaluated based on the following evaluation criteria and weights:

- Firm's Skills, Experience, and Qualifications 25%
- Project Manager and Key Personnel 25%
- Understanding of the Work and Approach 20%
- Risk Assessment 10%
- Price 20%

Several factors were considered when developing these weights, giving the greatest importance to the firm's skills, experience, and qualifications, and the project manager and key personnel.

From January 12, 2026 to January 30, 2026, the PET independently evaluated and scored the technical proposal and determined that Dematic Corp. met the requirements of the RFP and is technically qualified to perform the services.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Dematic Corp.**				
3	Firm's Skills, Experience, and Qualifications	91.00	25.00%	22.75	
4	Project Manager and Key Personnel	86.00	25.00%	21.50	
5	Understanding of the Work and Approach	87.50	20.00%	17.50	
6	Risk Assessment	88.00	10.00%	8.80	
7	Price	100.00	20.00%	20.00	
8	**Total**		**100.00%**	**90.55**	**1**

C. Cost Analysis

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

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1	Dematic Corp.	$4,837,855	$6,062,095	$4,837,855

The variance between the recommended amount and the ICE is the result of the contractor providing highly competitive pricing due to current market conditions, including reduced material costs and favorable supplier agreements. In addition, the contractor demonstrated optimized processes, streamlined project management, and efficient resource allocation, which significantly lowered overhead expenses without compromising quality. The contractor already possesses the necessary equipment, tools, and technical expertise, eliminating the need for additional capital expenditures that were considered in the ICE.

D. Background on Recommended Contractor

Dematic Corp. (Dematic), a member of the KION Group, headquartered in Atlanta, Georgia, has approximately 10,000 employees globally, providing innovative, integrated supply chain automation technologies, software, and services.

Dematic has a large Lifecycle Solutions Services customer service group focused solely on live system modernizations and upgrades. Dematic's Modernization Project Management and Engineering Team have over 30 years of AGV Upgrade experience. Its clients include the United States Army, JCPenney, Wal-Mart, Anheuser-Busch, and Wells Dairy.

In addition, Dematic is the original AGV system integrator and equipment manufacturer as well as the system developer and integrator of Metro's Equipment Management System (EMS) software. Dematic successfully installed Metro's current AGVs in 2006 as replacements for the originals and performance has been satisfactory.

DEOD SUMMARY

AUTOMATED GUIDED VEHICLE (AGV) REPLACEMENT / PS135749000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goal for this procurement due to the lack of availability of small businesses. Dematic Corp. is expected to perform the work with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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.

Automated Guided Vehicle (AGV) Replacement

Metro

Operations, Safety, & Customer Experience Committee Meeting
May 21, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

Award a 24-month firm-fixed price, Contract No. PS135749000 to Dematic Corp. (Dematic) for the Automated Guided Vehicle (AGV) replacement to install 11 AGVs along with the associated software in the amount of $4,837,855.00, subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

Dematic Corporation

NUMBER OF BIDS/PROPOSALS

One proposal was received from Dematic Corporation by the proposal due date.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1	Dematic Corp.	$4,837,855	$6,062,095	$4,837,855

DEOD COMMITMENT

DEOD did not establish a SBE/DVBE participation goal for this procurement due to the lack of availability of small businesses. Dematic Corp. is expected to perform the work with its own workforce.

Metro

ISSUE & DISCUSSION

ISSUE

- The 20-year-old (AGVs) replacement parts are at their end of life and obsolete.
- The 20-year-old controller software is obsolete and will not be supported by Dematic Corporation.

DISCUSSION

- The replacement of Metro owned and operated Automated Guided Vehicles (AGV) which is a component of Metro's existing Automated Storage and Retrieval system (ASRS).
- The AGVs were installed to support the transfer of materials and supplies to support the maintenance of Bus, Rail, MOW and Non-Revenue Lines of Business.
- Service interruptions and failures of inventory parts to the Lines of Businesses (LOBs) is the risk. If the AGVs and Controller System are not upgraded through replacement (using the same Company – Dematic) a high risk to support all LOBs extends each day including catastrophic failures.
- Replacing the aging AGVs is a strategic alternative to reduce costs, support equipment up-time and stability as well as client requirements.

Metro

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

File #: 2026-0272, **File Type:** Contract **Agenda Number:** 31.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
MAY 21, 2026

SUBJECT: RECRUITMENT SERVICES BENCH

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to the Recruitment Services Bench Contract Nos. PS95999000 with Partners in Diversity, Inc., PS95999001 with DeSanti, and PS95999002 with David Gomez Partners to continue supporting the identification and placement of qualified candidates for professional, management, and executive-level positions across the agency in an amount Not-To-Exceed (NTE) $200,000, increasing the cumulative contract value from $482,500 to $682,500, and extending the period of performance from September 1, 2026 to August 31, 2027.

ISSUE

In September 2023, Metro established the Recruitment Services Bench (Bench) for an amount NTE $482,500 for a three-year term (inclusive of a two-year base term and a one-year option). The Bench has successfully provided recruitment support services that complement Metro's internal hiring efforts, including high-volume recruitments needed to support Metro's core business functions and maintain service delivery. The Bench establishes a readily available pool of specialized executive search consultants who can be deployed as needed, ensuring continuity and responsiveness in addressing critical staffing needs. The current hiring demands across the agency for specialty and executive level positions have exceeded historical hiring trends, requiring Metro to adjust its Bench capacity and contract term. In parallel, Metro will issue a competitive request for proposals (RFP) to ensure consistent executive recruitment services.

BACKGROUND

Currently, Metro has 297 vacant non-contract positions, representing an overall 12% vacancy rate for these positions. Of these vacancies, 42 are executive-level roles (Deputy Executive Officers and above). The average time-to-hire for non-executive positions is approximately 8-10 weeks. This is in addition to the average 200 bus operators Metro hires per month (via the high-volume recruitment process), reflecting significant improvements over the past year driven by enhanced hiring processes, improved communication and partnerships, and prioritization of mission-critical roles across all cabinets. With the support of the Bench, the average time-to-hire for executive, specialized

and hard-to-fill roles, such as Information Technology and support of Department of Public Safety positions, is approximately 4-6 months, depending on overall complexity of the search.

By leveraging both internal recruiters and specialized recruitment bench services, Metro is able to maintain a coordinated and strategic approach to talent acquisition, ensuring that all recruitment efforts are prioritized, organized, and actively managed. This approach and recommended contract term extensions are critical to addressing vacancies as the agency expands and proactively supports key initiatives, including the D (Purple) Line extension, build-out of the Department of Public Safety (including sworn officers), and preparation for major regional events including the FIFA World Cup, and the Olympic and Paralympic Games.

DISCUSSION

Metro has made significant progress in attracting talent over the past two fiscal years by improving time-to-hire and reducing the agency's overall vacancy rate. Notably, the average time-to-hire for regular recruitments decreased from 12-31 weeks to 8-10 weeks. However, sustaining and building on these gains, particularly for highly specialized and complex, hard-to-fill positions, requires continued access to the Bench. These services provide targeted sourcing strategies, expanded candidate pipelines, and industry-specific outreach that cannot be consistently replicated through internal capacity alone, especially for senior-level and niche roles.

Maintaining this support enables Metro to continue strengthening a diverse, high-performing leadership and professional pipeline, while ensuring consistency in recruitment outcomes as the agency expands and takes on new priorities. Additionally, these efforts align with industry best practices and enhance Metro's ability to meet evolving workforce needs and service delivery demands. Metro will continue to measure success through sustained reduction of vacancy rates and time-to-hire for executive and professional roles, as well as through measurable improvements in candidate quality and retention outcomes.

Also, executive recruitment bench services enhance Metro's internal recruitment function by complementing and extending its hiring strategy. By augmenting internal capacity, this approach enables the agency to more effectively fill executive, highly specialized, and hard-to-fill roles that require targeted outreach, market expertise, and accelerated timelines. Consequently, this strengthens Metro's competitiveness in attracting top talent, reduces time-to-fill for critical positions, and supports organizational stability by minimizing prolonged vacancies across mission-critical functions. To sustain momentum and meet increased hiring demands for specialty and executive level positions, which have exceeded historical hiring trends, a contract modification is needed and in parallel Metro will initiate a competitive procurement to establish a new recruitment bench before this modification term ends, ensuring uninterrupted recruitment support services. In FY 26, Metro used this contract to fill 12 positions, up from 4 the previous fiscal year.

DETERMINATION OF SAFETY IMPACT

Approval of these contract modifications will allow Metro to continue working towards the effective recruitment of mission-critical positions and support retention strategies. This proactive approach ensures the safety of our employees, Metro customers, and the public at large.

FINANCIAL IMPACT

This action will not have an impact on the FY26 budget as funding for the contract modifications are included under cost center 6240 Talent Acquisition, project 100001, task 01.01, General Overhead.

Impact to Budget
The source of funding will be administrative funds that are not eligible for bus/rail operating expenses.

The cost center manager and the Chief People Officer are accountable for budgeting costs for future fiscal years.

EQUITY PLATFORM

The services provided by the consultants will ensure Metro remains focused on the effective recruitment and retention of mission-critical positions and key agency initiatives, while advancing equity. This action enables Metro to sustain a proactive, strategic, and timely approach to talent acquisition while maintaining full compliance with regulatory, safety, and Equal Employment Opportunity requirements, and supporting the delivery of world-class transit service throughout Los Angeles County.

The Diversity & Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal when the original contract was solicited. Despite this, two of the three firms, Partners in Diversity and DeSanti, are certified Metro small businesses.

Through their work, the recruitment services bench firms have demonstrated a strong commitment to advancing equity at Metro by supporting inclusive recruitment practices for executive and professional roles, particularly for complex and hard-to-fill positions. Their approach emphasizes diversity, equity, and inclusion at every stage of the recruitment process, from targeted outreach and candidate engagement to equitable evaluation and compensation, and access to pension and benefit services during the employment lifecycle, helping to ensure that Metro attracts and retains a diverse, high-quality workforce aligned with its organizational values and service mission.

Metro’s current workforce reflects a diverse ethnic composition as listed below:

- Latino: 47.7%
- African American: 25.3%
- Asian: 10.9%
- White: 8.4%
- No Disclosure: 4.5%
- Two or More: 2.1%
- Native Hawaiian: 0.6%
- Native American: 0.5%

Maintaining and strengthening this diversity requires continued, intentional recruitment strategies.

Metro remains committed to ensuring its hiring practices are fair, equitable, and reflective of the communities we serve. Leveraging specialized recruitment partners further supports this commitment by expanding outreach, mitigating bias in candidate evaluation, and enhancing access to diverse talent pools for leadership and critical roles.

VEHICLE MILES TRAVELED OUTCOME

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

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of recruiting and retaining Metro's human capital which is critical to delivering transit services. By ensuring we continue to recruit for mission critical positions and retain internal talent, this action supports Metro's ability to provide a reliable, safe, and attractive alternative to driving. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. This contract modification will ensure that Metro continues to utilize recruitment bench support services in advance of new initiatives, regional events and expansion efforts impacting Metro's workforce.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation. An alternative would be to manage these recruitments entirely in-house. However, this approach is not recommended as Metro currently lacks the capacity to effectively manage executive, specialized, and hard-to-fill recruitment efforts while simultaneously sustaining existing workloads and the current average time-to-hire of 8 -10 weeks. This includes high-volume recruitments necessary to maintain adequate service levels. Furthermore, absorbing these responsibilities in-house would jeopardize the significant progress made over the past year, a time when the agency is preparing to host major regional and world events. Elevated vacancy levels could also adversely affect organizational productivity, service delivery for critical initiatives, and employee morale.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 2 to the Recruitment Services Bench

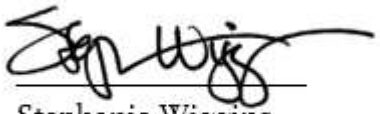
Contract Nos. PS95999000 through PS95999002 to continue to provide recruitment bench services in support of the agency.

ATTACHMENTS

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

Prepared by: Nancy Saravia, Deputy Executive Officer, Administration, (213) 922-1217
Don Howey, Senior Executive Officer, Special Programs, (213) 922-8867
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Dawn Jackson-Perkins, Chief People Officer, (213) 418-3166



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
RECRUITMENT SERVICES BENCH / PS95999000 THROUGH PS95999002

1.	**Contract Number**: PS95999000 through PS95999002			
2.	**Contractor**: Partners in Diversity, Inc., DeSanti and David Gomez Partners, Inc.			
3.	**Mod. Work Description**: Increase the Not-to-Exceed (NTE) cumulative bench contract value to continue supporting the identification and placement of qualified candidates for professional, management, and executive-level positions across the agency and extend the period of performance through 8/31/27.			
4.	**Contract Work Description**: Provide recruitment services for professional, management, and executive-level positions across the agency.			
5.	**The following data is current as of**: 04/14/26			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	09/01/23	**Bench Contract Award Amount:**	$350,000
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$132,500
	Original Complete Date:	08/31/26	**Pending Modifications (including this action):**	$200,000
	Current Est. Complete Date:	08/31/27	**Current Contract Value (with this action):**	$682,500
7.	**Contract Administrator**: Annie Duong		**Telephone Number**: (213) 418-3048	
8.	**Project Manager**: Nancy Saravia		**Telephone Number**: (213) 922-1217	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 to the Recruitment Services Bench Contract Nos. PS95999000 through PS95999002 to increase the NTE cumulative bench contract value to continue supporting the identification and placement of qualified candidates for professional, management, and executive-level positions across the agency and extend the period of performance from 9/1/26 through 8/31/27.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate.

In September 2023, Metro awarded three Contract Nos. PS95999000 through PS95999002 for recruitment services for professional, management, and executive-level positions across the agency. The period of performance is a two-year base term with one, one-year option.

One modification has been issued to date.

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

B. Price Analysis

The recommended amount has been determined to be fair and reasonable based on the firms' fixed unit rates established and evaluated during the competitive award in September 2023. The Independent Cost Estimate (ICE) is based on the contracts' firm fixed unit rates, which remain unchanged and are lower than current market rates for similar services.

Proposal Amount	Metro ICE	Recommended Amount
$200,000	$200,000	$200,000

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

RECRUITMENT SERVICES BENCH / PS95999000 THROUGH PS95999002

Mod No.	Description	Status (approved or pending)	Date	$ Amount
1	Exercise the one-year option term, extending the period of performance (POP) through 8/31/26.	Approved	9/1/25	$132,500
2	Increase the not-to-exceed cumulative bench contract value to continue supporting the identification and placement of qualified candidates for professional, management, and executive-level positions across the agency and extend the POP through 8/31/27.	**Pending**	**Pending**	**$200,000**
	Modification Total			**$332,500**
	Original Contract:		**09/01/23**	**$350,000**
	Total:			**$682,500**

DEOD SUMMARY

RECRUITMENT SERVICES BENCH / PS95999000 THROUGH PS95999002

A. Small Business Participation

At the time of solicitation, the Diversity & Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due to the lack of subcontracting opportunities. Two of the three bench prime consultants, Partners In Diversity, Inc. and DeSanti, are certified small businesses. It is expected that each firm will continue performing the services of this contract with its own workforce.

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.

Recruitment Services Bench Contract Modification

Metro

Background

Metro's recruitment services bench:

- Provides critical recruitment support that augments internal capacity
- Complements Metro's hiring strategy to meet evolving workforce demands
- Accelerates hiring through targeted outreach and streamlined timelines
- Enhances competitiveness to attract and secure top-tier, diverse talent
- Minimizes vacancies in mission-critical, hard-to-fill, and executive roles
- Sustains improved time-to-hire and reduced agency vacancy rates
- Addresses increased demand for specialty and executive roles exceeding historical trends

Recommendation

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to the Recruitment Services Bench Contract Nos. PS95999000 with Partners in Diversity, Inc., PS95999001 with DeSanti, and PS95999002 with David Gomez Partners to continue supporting the identification and placement of qualified candidates for professional, management, and executive-level positions across the agency in an amount Not-To-Exceed (NTE) $200,000, increasing the cumulative contract value from $482,500 to $682,500, and extending the period of performance from September 1, 2026 to August 31, 2027.

Metro | CHIEF PEOPLE OFFICE

Next Steps

- Upon Board approval, staff will execute Modification No. 2 to Recruitment Services Bench Contract Nos. PS95999000 through PS95999002.
- Metro remains committed to:
  - ✓ Timely filling of executive, specialty, and other hard-to-recruit positions
  - ✓ Leveraging both internal recruiters and specialized recruitment bench services
  - ✓ Ensure a coordinated and strategic approach to talent acquisition
  - ✓ Continue to keep recruitment efforts prioritized, organized, and actively managed agencywide

Metro | CHIEF PEOPLE OFFICE

File #: 2026-0246, **File Type:** Contract **Agenda Number:** 32.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 21, 2026

SUBJECT: DRONE SECURITY MONITORING SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS118995000 with Flying Lion, Inc. to continue to support security monitoring, emergency response, infrastructure inspections, and aerial situational awareness across the Metro transit system, in the amount of $497,764, increasing the total contract value from $497,780 to $995,544, and extending the period of performance from July 22, 2027, through July 21, 2029.

ISSUE

Metro's transit system spans more than 100 rail stations, over 250 miles of rail right-of-way (ROW), thousands of bus stops, and critical infrastructure across Los Angeles County. Rapid situational awareness is essential for inspections, responding to security incidents, emergencies, and service disruptions. Drone services support incident assessment, infrastructure inspections, and security monitoring in areas with limited CCTV coverage, including locations impacted by copper theft and vandalism. With a rise in high-risk areas along the rail right-of-way due to the increased value of copper wire, there was an increased need for continuous observation and frequent drone deployments at the start of the contract in 2024. Drone flights averaged five times per week, which accelerated the use of funds. While deployments have been reduced to approximately twice per week, a contract modification is required to continue these core services, driven by current field conditions and to account for upcoming large-scale events.

BACKGROUND

In 2019, as the Metro "New Blue" (A Line South refurbishment) project was attempting to reopen, it encountered continuous delays due to rampant copper cable thefts along the rail line. As this issue persisted, the project team sought new solutions in August 2023 to improve the observation and detection of copper cable thefts along the rail lines. After evaluating various options, drone operations emerged as the most effective solution for monitoring these often-unseen areas. Following a search for experienced vendors, Flying Lion Inc., a specialized drone service provider for public safety agencies, was identified as the most reputable source to support this mission. The effectiveness of this approach was demonstrated during a three-night pilot program along the Metro C Line. In July 2024, in response to the rise in copper cable thefts and vandalism along the rail right-of-way, Metro

awarded a three-year contract with Flying Lion Inc. in the amount of $497,780 for drone security monitoring services. These services are intended to mitigate infrastructure damage and service disruptions by providing surveillance in areas where traditional CCTV coverage is unavailable.

DISCUSSION

Drone services support Metro operations by providing rapid aerial visibility during incidents, infrastructure inspections, and major events. Since 2023, Metro has experienced more than 300 copper cable theft incidents affecting rail infrastructure, and drones help monitor vulnerable locations with limited CCTV coverage. A review of available data comparing 2025 to early 2026 shows a shift in reported copper theft incidents. 2025 reflects higher incident density and repeated clustering across key corridors, while early 2026 data shows reduced clustering and fewer repeat theft locations, particularly in previously high-frequency areas. This change aligns with the increased deployment of drone services to support proactive patrols, infrastructure inspections, and real-time incident response in high-risk areas, including locations with limited or no CCTV coverage.

Operational records, including Security Operations Center activity logs and After Action Reports, consistently document drone-assisted observation of trespassing and suspicious behavior in high-risk areas. The data show that once suspicious activity is identified and law enforcement is notified, individuals routinely vacate the area before escalation. This demonstrates a clear deterrent and disruption effect, particularly in locations with limited visibility and no fixed security presence. As a result, enhanced monitoring has contributed to an estimated 25-35% reduction in copper theft activity in targeted corridors, while also expanding operational demand across safety, maintenance, and systemwide monitoring functions.

Drone services are now regularly deployed for real-time incident monitoring, post-incident assessment, and proactive patrols, including operations in low-visibility environments where traditional resources are limited. With the approaching 2026 FIFA World Cup and the upcoming Olympic and Paralympic Games, drone operations will further enhance security monitoring during major events and increased ridership, helping ensure the safety of domestic and international visitors and maintaining reliable transit operations so passengers can travel safely and arrive at matches on time. Additional drone flights and flight hours are anticipated.

Increasing the contract amount and period will ensure continuity of drone services to support infrastructure protection, incident response, systemwide situational awareness, and increase efficiency and effectiveness in deploying resources. To maintain this operational capability, a contract modification is necessary to accommodate the increased demand.

DETERMINATION OF SAFETY IMPACT

Approval of this item will strengthen Metro’s safety posture by providing aerial situational awareness to improve incident assessment and response coordination during emergencies and security incidents. Drone services will also support monitoring in areas with limited CCTV coverage, helping deter copper theft and vandalism, and enabling personnel to evaluate field conditions remotely before deploying field resources.

FINANCIAL IMPACT

The FY26 Budget includes $100,000 for this contract in cost center 2613, Physical Security, under project 306001 - Operations Transportation.

Since this is a multi-year contract, the cost center manager and Chief of Police and Emergency Management will be accountable for budgeting the cost in future years.

Impact to Budget

Funding for this action will come from federal, state, and local sources that are eligible for bus and rail operations.

EQUITY PLATFORM

The drone services will enhance situational awareness and emergency response capabilities, contributing to safer conditions for riders, employees, and surrounding communities. Staff use crime reports to determine where to deploy the drones, with deployments being mission-specific rather than routine patrols, and operations are focused on Metro infrastructure. Most drones were deployed along the ROW. For operational effectiveness, deployments are not publicly announced in advance. There may be privacy concerns related to over-surveillance, but drones are deployed strictly in the surrounding areas of the Metro system for aerial crime surveillance only. These drones do not have facial recognition technology capabilities. Any recorded footage is handled and shared with limitations to authorized uses, such as for law enforcement coordination. Furthermore, while the drones typically fly in the night-time and early dawn hours, they do not emit loud noises and will not contribute to noise pollution in nearby communities.

Flying Lion, Inc., a Small Business (SB) Prime, made a 100% SBE commitment on the contract. The current level of participation is 100% SBE.

VEHICLE MILES TRAVELED OUTCOME

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

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it improved operational safety and service reliability of Metro's system. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The 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.

ALTERNATIVES CONSIDERED

The alternative of not approving this action is not recommended because it would limit Metro’s ability to monitor vulnerable infrastructure, respond to security incidents, and deter copper theft in areas with limited CCTV coverage. Drone services provide rapid aerial coverage of large rail corridors and facilities that cannot be monitored as quickly by other resources or matched by any other technological solution.

NEXT STEPS

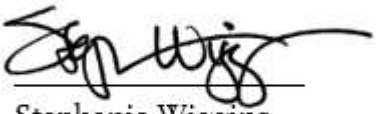
Upon Board approval, staff will execute Modification No. 2 to Contract No. PS118995000 with Flying Lion, Inc.

ATTACHMENTS

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

Prepared by: Robert Gummer, Deputy Chief, Emergency Management and Security Division, (213) 922-4513
Mark Weimerskirch, Senior Executive Officer, System Security and Law Enforcement, (213) 922-7011
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Nicholas Kappos, Director, Physical Security, (213) 922-4386
Carolina Coppolo, Deputy Chief Vendor/Contract Management, (213) 922-4471

Reviewed by: William Scott, Chief of Police and Emergency Management, (213) 922-5448



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
DRONE SECURITY OBSERVATION SERVICES/PS118995000

1.	**Contract Number**: PS118995000			
2.	**Contractor**: Flying Lion, Inc.			
3.	**Mod. Work Description**: Continue to support security monitoring, emergency response, infrastructure inspections, and aerial situational awareness across the Metro transit system, and extend the period of performance from July 22, 2027, through July 21, 2029.			
4.	**Contract Work Description**: Provide drone security observation services utilizing Unmanned Aircraft Systems (UAS), including equipment, trained operators, and operational support to support security monitoring, emergency response, infrastructure inspections, and aerial situational awareness across the Metro transit system.			
5.	**The following data is current as of**: 4/6/2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	7/22/24	**Contract Award Amount:**	$497,780
	Notice to Proceed (NTP):	N/A	**Total of Modification Approved:**	$0
	Original Complete Date:	7/21/27	**Pending Modification (including this action):**	$497,764
	Current Est. Complete Date:	7/21/29	**Current Contract Value (with this action):**	$995,544
	Contract Administrator: Britney Shedrick		**Telephone Number**: (213) 418-3313	
	Project Manager: Nicholas Kappos		**Telephone Number:** (213) 922-4386	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 to continue to support security monitoring, emergency response, infrastructure inspections, and aerial situational awareness across the Metro transit system and extend the period of performance from July 22, 2027, through July 21, 2029.

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

A total of one modification has been issued to date.

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

B. Cost Analysis

The recommended fully burdened hourly rates have been determined to be fair and reasonable based on the Independent Cost Estimate (ICE), technical analysis, and cost analysis. The Independent Cost Estimate (ICE) is based on the original contract rates negotiated in 2024.

Proposed Amount	Metro ICE	Recommended Amount
$497,764	$497,764	$497,764

CONTRACT MODIFICATION/CHANGE ORDER LOG

DRONE SECURITY OBSERVATION SERVICES/PS118995000

Mod. No.	Description	Status (approved or pending)	Date	Amount
1.	Updated technical requirements and contractor duties and responsibilities in the Scope of Services, and revised the Pricing Agreement to note that hourly rates per flight are inclusive of Command Van Deployment.	Approved	8/20/24	$0
2.	Continue to support security monitoring, emergency response, infrastructure inspections, and aerial situational awareness across the Metro transit system, and extend the period of performance from July 22, 2027 through July 21, 2029.	**Pending**	**Pending**	**$497,764**
	Modification Total:			**$497,764**
	Original Contract:		**7/22/24**	**$497,780**
	Total:			**$995,544**

DEOD SUMMARY

DRONE SECURITY OBSERVATION SERVICES / PS118995000

A. Small Business Participation

Flying Lion, Inc., a Small Business (SB) Prime, made a 100% SBE commitment. Based on payments, the contract is 87% complete. The current level of participation is 100% SBE.

	SBE Prime Contractor	SBE % Committed
1.	Flying Lion, Inc. dba Sky Ladder Drones (Prime)	100%
	Total Commitment	100%

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.

Drone Security Monitoring Services Contract Modification

Operations, Safety, & Customer Experience Committee
May 21, 2026
File ID 2026-0246

Metro

Staff Recommendation

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. PS118995000 with Flying Lion, Inc. to continue to support security monitoring, emergency response, infrastructure inspections, and aerial situational awareness across the Metro transit system, in the amount of $497,764, increasing the total contract value from $497,780 to $995,544, and extending the period of performance from July 22, 2027, through July 21, 2029.

Metro

Background

- In 2019, Metro's "New Blue" (A Line South Refurbishment) project experienced reopening delays due to ongoing copper cable thefts along the rail corridor, impacting project timelines.

- As theft activity continued across the rail system, Metro began evaluating enhanced monitoring and detection solutions in August 2023 to improve security coverage along vulnerable right-of-way areas.
    - After evaluating options, drone operations emerged as the most effective and efficient solution due to their ability to provide rapid, real-time monitoring of large and difficult-to-access areas where traditional patrols and fixed cameras have limited visibility.





Stolen copper wire from tracks (left) and a drone's thermal detection capturing footage of suspects on the I-105 stealing copper wire during a pilot (right).

Metro

Background (cont.)

- In July 2024, in response to the rise in copper cable thefts and vandalism along the rail right-of-way, Metro awarded a three-year contract with Flying Lion Inc. in the amount of $497,780 for drone security monitoring services.
- With a rise in high-risk areas along the rail right-of-way due to the increased value of copper wire, there was an increased need from Metro Operations for continuous observation and frequent drone deployments – averaging five times per week – at the start of the contract in 2024.



A drone's thermal detection captures footage of a suspect at the Florence interlocking (left) and a drone-captured image of a suspect at Firestone Station (right).

Discussion

- Enhanced monitoring has contributed to an **estimated 25–35% reduction in copper theft activity** in targeted corridors, while also expanding operational demand across safety, maintenance, and systemwide monitoring functions.
- DPS is now regularly utilizing drone services to do the following: real-time incident monitoring, post-incident assessment, and proactive patrols, including operations in low-visibility environments where traditional resources are limited.
- Although drone deployments have currently been reduced from five to twice per week due to an accelerated use of funds nearing the contract authority limit (10% remaining), **a contract modification is required to continue the core services,** including infrastructure protection, incident response, and systemwide situational awareness, which are driven by current field conditions and to account for upcoming large-scale events.

Metro

Next Steps

- Upon Board approval, staff will execute Modification No. 2 to Contract No. PS118995000 with Flying Lion, Inc.

Metro

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

File #: 2026-0116, **File Type:** Appointment **Agenda Number:** 33.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 21, 2026

SUBJECT: ANNUAL APPOINTMENTS TO METRO'S SERVICE COUNCILS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominees for membership on Metro's Gateway Cities, San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils (Attachment A).

ISSUE

Each Metro Service Council (MSC) is comprised of nine Representatives who serve 3-year terms. The terms of three of the five Council's nine seats expire annually on June 30; incumbent Representatives can serve additional terms if re-nominated by the nominating authority, or new nominees may be forwarded. All nominations are confirmed by the Metro Board.

BACKGROUND

MSCs were created in 2002 as community-based bodies that improve bus service and promote service coordination with municipal and local transit providers. The MSC bylaws specify that representatives who live, work, or represent the region should have a basic working knowledge of public transit service within their area and understand passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSCs are responsible for convening public hearings to receive community input on proposed service modifications, rendering decisions for proposed bus route changes, and considering staff recommendations/public comments. All route and major service changes approved by the MSCs will be brought to the Metro Board of Directors as an information item. If the Metro Board moves an MSC -approved service change to an action item, the MSCs will be notified of this change before the next Service Council monthly meeting.

DISCUSSION

The individuals listed below have been nominated by each of the Councils' nominating authorities. If approved by the Board, they will serve for the three-year terms specified below. A brief listing of qualifications for new nominees and the nomination letters are provided in Attachments A and B.

Membership of the Councils with these appointees compared to the regions' demographics and ridership are provided in Attachment C. Lastly, the original date of appointment and attendance record over the previous July 1, 2023-June 30, 2026 term is provided for all incumbent candidates; the May and June 2026 Service Council meetings had not yet been held at the time this report was prepared.

Gateway Cities Service Council

A. Frank Garcia, New Appointment
   Nominated by: Gateway Cities Council of Governments
   Term: July 1, 2026 - June 30, 2029

B. Samuel Peña, Reappointment
   Nominated by: Gateway Cities Council of Governments
   Term: July 1, 2026 - June 30, 2029
   Attendance: Councilmember Peña has served on this Service Council since March 2016. Of the 28 meetings held during his most recent term, he attended 28 (100%).

San Fernando Valley Service Council

C. Myung-Soo Seok, New Appointment
   Nominated by: City of Los Angeles Mayor Karen Bass
   Term: July 1, 2026 - June 30, 2029

D. Victoria Dochoghlian, New Appointment
   Nominated by: City of Los Angeles Mayor Karen Bass
   Term: July 1, 2026 - June 30, 2029

E. Michael Menjivar, Reappointment
   Nominated by: Cities of Burbank, Glendale, and San Fernando
   Term: July 1, 2026 - June 30, 2029
   Attendance: Councilmember Menjivar has served on this Service Council since September 2025. Of the 6 meetings held during his most recent term, he attended 2 (33%).

Note: A member of the San Fernando Valley Service Council resigned in January 2026, creating an additional vacancy. City of Los Angeles Mayor Karen Bass has nominated the current appointee of a seat nominated by the Cities of Burbank, Glendale, and San Fernando to fill that vacancy, thus creating an additional vacancy for the Cities of Burbank, Glendale, and San Fernando. Nominations from the Cities of Burbank, Glendale, and San Fernando for their two seats on this Council are pending.

San Gabriel Valley Service Council

F. Gary Floyd, Reappointment
   Nominated by: Cities of La Cañada-Flintridge, Pasadena, and Sierra Madre
   Term: July 1, 2026 - June 30, 2029

Attendance: Councilmember Floyd has served on this Service Council since July 2020. Of the 28 meetings held during his tenure, he attended 18 (64%).

G. John Wu, Reappointment
Nominated by: Cities of Alhambra, San Gabriel, San Marino, and South Pasadena
Term: July 1, 2026 - June 30, 2029
Attendance: Councilmember Wu has served on this Service Council since June 2025. Of the 9 meetings held during his tenure, he attended 9 (100%).

Note: The San Gabriel Valley Council of Governments has a nomination pending for one of its three seats.

South Bay Cities Service Council

H. David Mach, Reappointment
Nominated by: South Bay Cities Council of Governments
Term: July 1, 2026 - June 30, 2029
Attendance record: Councilmember Mach has served on the Council since July 2020. Of the 28 meetings held during his current term, he attended 26 (90%).

I. Melissa Molina, Reappointment
Nominated by: South Bay Cities Council of Governments
Term: July 1, 2026 - June 30, 2029
Attendance record: Councilmember Molina has served on the Council since July 2023. Of the 28 meetings held during her current term, she has attended 22 (79%).

J. Bob Wolfe, Reappointment
Nominated by: South Bay Cities Council of Governments
Term: July 1, 2026 - June 30, 2029
Attendance record: Councilmember Wolfe has served on the Council since October 2021. Of the 28 meetings held during his current term, he has attended 28 (100%).

Westside Central Service Council

K. Jennifer Nazario, Reappointment
Nominated by: City of Los Angeles Mayor Karen Bass
Term: July 1, 2026 - June 30, 2029
Attendance: Councilmember Nazario has served on this Service Council since November 2024. Of the 15 meetings held during her tenure, she attended 12 (80%).

L. David Feinberg, Reappointment
Nominated by: Westside Cities Council of Governments
Term: July 1, 2026 - June 30, 2029
Attendance record: Councilmember Feinberg has served on the Council since April 2014. Of the 28 meetings held during his current term, he attended 22 (79%).

M. Dan Wentzel, Reappointment
Nominated by: Third District Supervisor Lindsey P. Horvath
Term: July 1, 2026 - June 30, 2029
Councilmember Wentzel has served on the Council since July 2023. Of the 28 meetings held since Councilmember Wentzel was appointed, he attended 27 (96%).

EQUITY PLATFORM

Staff recommends appointing Service Council members who represent the diverse needs and priorities of the respective region's demographics. To further encourage nominating authorities to nominate individuals who closely reflect the region and its ridership, Metro staff shares the Service Council membership race/ethnicity and gender demographic makeup compared to that of the residents with each nomination request. Membership of the Councils with these appointees, compared to the regions' demographics and ridership, is provided in Attachment C. This practice has resulted in greater diversity of race/ethnicity and gender of the Service Councils over the last several years. However, approximately half of LA County residents and Metro riders are women, and work is still required to achieve gender equity on some of the Service Councils. Staff will continue to share race/ethnicity and gender demographic information and encourage nominating authorities to consider these factors when selecting individuals for nomination.

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.

This item supports Metro's systemwide strategy to reduce VMT through operational 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

Approval of this recommendation supports the following Metro Strategic Plan Goal: 30 Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The alternative to the recommendation would be for the nominees not to be approved for appointment. This would reduce the effectiveness of the Service Councils, as it would increase the

challenge of obtaining a necessary quorum for the Service Councils to formulate and submit recommendations to the Board. It would also result in the Service Councils having a less diverse representation of its service areas.

NEXT STEPS

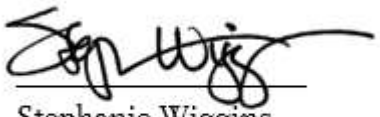
Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective and share that information with the Service Councils for use in their work to plan, implement, and improve bus service as well as the customer experience in their areas. Staff will also continue to work with the nominating authorities to obtain nominations for the remaining vacant seats.

ATTACHMENTS

Attachment A - New Appointee Nomination Letters
Attachment B - New Appointee Biography and Qualifications
Attachment C - Service Councils Demographic Information

Prepared by: Dolores Ramos, Senior Manager, Regional Service Councils, (213) 922-1210

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

Metro Service Council Nomination Letters

Gateway Cities Service Council

GATEWAY CITIES
COUNCIL OF GOVERNMENTS

April 2, 2026

Ms. Stephanie Wiggins, CEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Wiggins:

Nominees for the Metro Gateway Cities Service Council

Acting in its capacity as the convening coalition of the Metro Gateway Cities Service Council, the Board of Directors of the Gateway Cities Council of Governments has nominated one elected official to fill one seat expiring on June 30, 2026. In addition, one community member was selected for the second seat expiring June 30, 2026.

At its meeting of April 1, 2026, Gateway Cities Council of Governments Board of Directors nominated Council Member Frank Garcia, City of Maywood. A copy of the nominee's application is enclosed. The nominee will serve the term beginning July 1, 2026, through June 30, 2029.

In addition, Sam Pena is the community member nominated for the second seat. Sam's application is also attached for your information. As you are aware Sam is a current member of the Board.

We would appreciate your assistance in agendizing the nominations for confirmation by the MTA Board of Directors at the next regularly scheduled meeting.

Sincerely,

Hector De La Torre
Executive Director

Enclosure

Cc: Ms. Dolores Ramos, Senior Manager, Transportation Planning Regional Service Councils

San Fernando Valley Service Council

KAREN BASS
MAYOR

April 15, 2026

Ms. Dolores Ramos
Manager
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby appoint Mr. Myung-Soo Seok to serve as a representative on the San Fernando Valley Council, for the term ending June 30, 2027. He will be replacing David Ramirez, who has resigned. His resume is attached.

I certify that in my opinion Mr. Seok is especially qualified by reason of training and experience for the work which shall devolve upon him, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:lap

Attachment

200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG

KAREN BASS
MAYOR

April 15, 2026

Ms. Dolores Ramos
Manager
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby appoint Ms. Victoria Dochoghlian to serve as a representative on the San Fernando Valley Council, for the term ending June 30, 2029. She will be replacing Perri Sloan Goodman, who has resigned. Her resume is attached

I certify that in my opinion Ms. Dochoghlian is especially qualified by reason of training and experience for the work which shall devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:lap

Attachment

200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG

KAREN BASS
MAYOR

April 15, 2026

Ms. Dolores Ramos
Manager
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby reappoint Mr. Michael Menjivar to serve as a representative on the San Fernando Valley Council, for a three year term ending on June 30, 2029. Mr. Menjivar's current term will expire on June 30, 2026. His resume is attached.

I certify that in my opinion Mr. Menjivar is especially qualified by reason of training and experience for the work which shall devolve upon him, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:lap

Attachment

200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG

San Gabriel Valley Service Council

CITY OF SIERRA MADRE

OFFICE OF THE CITY MANAGER

April 21, 2026

Ms. Dolores Ramos
Senior Manager, Transportation Services
Metro Regional Service Councils
One Gateway Plaza
Los Angeles, CA 90012

RE: Renomination of Gary Floyd

Dear Ms. Ramos,

This letter serves as the nomination to reappoint Gary Floyd to serve as the representative for the Cities of La Canada-Flintridge, Pasadena, and Sierra Madre (the Cities) on the San Gabriel Valley Service Council for another term. The Cities have collectively voiced their support for Mr. Floyd's renomination.

Sincerely,

Michael Bruckner
City Manager

San Gabriel
CITY WITH A MISSION

Phone: 626.308.2800
Fax: 626.458.2830
City Hall: 425 South Mission Drive, San Gabriel, California
Mail: 425 South Mission Drive, San Gabriel, California 91776
Web: SanGabrielCity.com

April 7, 2026

Dolores Ramos
Senior Manager
Metro Services Council
One Gateway Plaza
Los Angeles, CA 90012-2952

Sent via email: ramosd@metro.net

RE: Appointment to San Gabriel Valley Service Council

Dear Ms. Ramos,

In response to your email dated April 2, 2026, this letter serves to confirm the nomination of Councilmember John Wu for the unexpired term ending June 30, 2029, on Metro's Service Council. The cities of Alhambra, San Gabriel, San Marino, and South Pasadena have reached a consensus on this nomination.

We greatly appreciate it and look forward to Metro's Board of Directors' approval at a future meeting.

If you have any questions or need any additional information, please feel free to contact me at (626) 308-2805.

Respectfully,

Mark Lazzaretto
City Manager

South Bay Service Council

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

357 Van Ness Way, Suite 110
Torrance, CA 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

April 24, 2026

Ms. Dolores Ramos
Chief Administrative Analyst
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

This letter serves as the South Bay Cities Council of Governments (SBCCOG) recommendation to nominate representatives to serve on the South Bay Metro Service Council.

At their April 23 Board of Directors meeting, the SBCCOG Board approved the re-appointments of:

- Melissa Molina
- Bob Wolfe
- David Mach

We respectfully request that the Metro Board re-appoint these nominees for another 3 year term starting July 2026.

Thank you for your attention to this matter.

Sincerely,

Bernadette Suarez, SBCCOG Chair
Councilmember, City of Lawndale

Westside Central Service Council

City of Los Angeles

KAREN BASS
MAYOR

April 15, 2026

Ms. Dolores Ramos
Senior Manager, Transportation Planning
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby reappoint Ms. Jennifer Nazario to serve as a representative on the Westside/Central Service Council, for the term ending on June 30, 2029. Ms. Nazario current term will expire on June 30, 2026. Her resume is attached.

I certify that in my opinion Ms. Nazario is especially qualified by reason of training and experience for the work which shall devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:lap

Attachment

200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG

WESTSIDE CITIES
COUNCIL OF GOVERNMENTS

Date: April 17, 2026

To: Dolores Ramos, Senior Manager, Metro Service Councils

From: Cecilia Estolano, WSCCOG Executive Director
Riley O'Brien, WSCCOG Project Director

CC: David Feinberg, Transit Government Relations Officer, Santa Monica Big Blue Bus

Subject: **Westside Cities COG Nomination to the Metro Westside/Central Service Council (April 2026)**

On April 16, 2026, the Westside Cities Council of Governments (WSCCOG) Board voted unanimously to appoint David Feinberg, Transit Government Relations Officer (Santa Monica Big Blue Bus), to continue serving as the WSCCOG representative to the Metro Westside/Central Service Council for a three-year term beginning July 1, 2026, through June 30, 2029. Attached is his letter of interest.

Please accept the WSCCOG's nomination on behalf of the WSCCOG Board. Should you have any questions regarding this matter, please contact the WSCCOG Project Director Riley O'Brien at riley@estolanoadvisors.com or at (213) 612-4545.

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
821 Kenneth Hahn Hall of Administration, Los Angeles CA 90012
PHONE: 213-974-3333 | FAX: 213-625-7360

LINDSEY P. HORVATH
BOARD OF SUPERVISORS
THIRD DISTRICT

April 8, 2026

Collette Langston, Board Secretary
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Reappointment of Mr. Dan Wentzel to Westside Central Service Council

Dear Ms. Langston:

As a member of the Metro Board of Directors, I would like to reappoint Mr. Dan Wentzel as my representative on the Westside Central Service Council for the term July 1, 2026 – June 30, 2029. Mr. Wentzel currently serves as a member of the City of West Hollywood's Transportation Commission, is an active user of Metro bus and rail services and is highly knowledgeable on a wide range of transportation issues.

Mr. Wentzel may be contacted at danrwentzeljr@yahoo.com or (310) 413-8653. Should you need any additional information or assistance with this matter, please do not hesitate to contact my Transportation Deputy, Justin Orenstein. He can be reached at (213) 974-3333.

Sincerely,

Lindsey P. Horvath
Supervisor, Third District
Los Angeles County Board of Supervisors

EAST SAN FERNANDO VALLEY DISTRICT OFFICE
7555 Van Nuys Boulevard, Suite 1
Van Nuys, CA 91405

WEST VALLEY/MOUNTAIN COMMUNITIES DISTRICT OFFICE
26600 Agoura Road, Suite 100
Calabasas, CA 91302

METRO/WEST HOLLYWOOD DISTRICT OFFICE
6464 Sunset Boulevard, Suite 710
Los Angeles, CA 90025

ATTACHMENT B

Service Council New Nominee Qualifications

Frank Garcia, Nominee to Gateway Cities Service Council



On November 3, 2020, Frank Garcia was elected to serve a four-year term in the Maywood City Council. Council Member Garcia has been living in Maywood for 20 years along with his wife Lili and his son Giovanni. Council Member Garcia has been a union carpenter for over 20 years and has experience in budget management, leading crews of skilled carpenters to efficiently execute and complete projects ahead of schedule and under budget quotas, and a collaborative approach in driving innovation. Council Member Garcia currently serves as the second Vice President of the Gateway Cities Council of Governments, Delegate of Southern California Association of Governments, and as a Board of Director for the Los Angeles County Sanitation District.

Victoria Dochoghlian, Nominee to San Fernando Valley Service Council



Victoria Dochoghlian is a Senior Manager of Policy and Government Relations at Children's Hospital Los Angeles (CHLA) Los Angeles. Before joining CHLA, Ms. Dochoghlian worked for Elevate Public Affairs, first as an Account Supervisor, then later as Vice President. Ms. Dochoghlian has also worked as an assistant director of government and community relations at California State University, Northridge and as a Field Representative in the office of former California State Assemblymember Laura Friedman. Ms. Dochoghlian has also served on the boards of several health and professional development nonprofit advocacy organizations and is currently an active member with the Valley Industry & Commerce Association (VICA), Women's Civic League of Glendale, and Southern California Armenian Democrats.

Victoria is an immigrant from Beirut, Lebanon, with a proud Armenian heritage. She speaks Armenian, Arabic, and French. She earned a Bachelor of Arts in Political Science with a concentration in Constitutional Law and Middle Eastern Studies from UC Irvine. She is also a graduate of the Coro Women in Leadership program. Victoria lives in Los Angeles, where she spends her free time making delicious meals for her loved ones or going to concerts, live performances, and stand-up comedy shows.

ATTACHMENT C

Service Council Demographic Information

Council Region demographics in the following tables are taken from the 2023 American Community Survey; regional ridership is taken from the 2023 Metro Ridership Survey.

Service Council membership as of July 1, 2026 with the appointment of the nominees is compared to each region's demographics and ridership below; the sex/gender composition for Los Angeles County is taken from 2022 Census Quick Facts. Census data includes a question intended to capture current sex; there are no questions about gender, sexual orientation, or sex at birth. This is denoted by an asterisk in the "non-binary/non-conforming" and "prefer to self-describe/decline to state" fields.

Gateway Cities

Table 1: Gateway Cities/GWC Service Council membership race/ethnicity demographics compared to the region and the region's ridership

GWC Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
GWC Council Region	65.8%	14.0%	9.3%	0.3%	7.8%	0.2%	2.2%
GWC Region Ridership	51%	16%	9%%	1%	18%	1%	4%
GWC Membership/No.*	80%/8	10%/1	0%/0	10%/1	0%/0	0%/0	0%/0

**Note: Table/percentages does not add to the exact number of Council seats as it incorporates each race Councilmembers self-identified with; some current Councilmembers identify as multi-racial.*

Table 2: GWC Service Council membership compared to the region's gender demographics

GWC Sex/Gender	Male/ Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
GWC Region Ridership	51%	46%	2%	1%
GWC Membership/No.	88%/8	11%/1	0%/0	0%/0

San Fernando Valley

Note: The nominating authorities/Cities of Burbank, Glendale, and San Fernando for two of the seats on this Council have not yet confirmed their nominees for the July 1-2026-June 30, 2029 term. The tables below do not include the incumbent members currently serving in those seats; the percentages are calculated using the nine seats of a fully-appointed Council.

Table 3: San Fernando Valley/SFV Service Council membership race/ethnicity demographics compared to the region and the region's ridership

SFV Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
SFV Council Region	41.3%	39.6%	11.2%	0.2%	3.7%	0.2%	2.2%
SFV Region Ridership	73%	9%	8%	1%	8%	1%	1%
SFV Membership/No.	22%/2	33%/3	11%/1	0%/0	11%/1	0%/0	0%/0

Table 4: SFV Service Council membership compared to the region's gender demographics

SFV Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
SFV Region Ridership	49%	48%%	2%	1%
SFV Membership/No.	44%/4	22%/2	11%/1	0%/0

San Gabriel Valley

Note: The nominating authority/San Gabriel Valley Council of Governments for one of the seats that will be vacant as of July 1, 2026 has not yet confirmed their nominee for the July 1-2026-June 30, 2029 term. The tables below does not include the incumbent members currently serving in that seat; the percentages are calculated using the nine seats of a fully-appointed Council.

Table 5: San Gabriel Valley/SGV Service Council membership race/ethnicity demographics compared to the region and the region's ridership

SGV Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
SGV Council Region	49.4%	15.9%	28.5%	0.2%	2.9%	0.2%	2.9%
SGV Region Ridership	78%	5%	9%	1%	6%	1%	0%
SGV Membership/No.	33%/3	22%/2	33%/3	0%/0	0%/0	0%/0	0%/0

Table 6: SGV Service Council membership compared to the region's gender demographics

SGV Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
SGV Region Ridership	50%	47%	2%	1%
SGV Membership/No.	66%/6	22%/2	0%/0	0%/0

South Bay Cities

Table 7: South Bay Cities/SBC Service Council membership race/ethnicity demographics compared to the region and the region's ridership

SBC Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
SBC Council Region	45.2%	20.8%	13.7%	0.3%	15.3%	0.2%	4.6%
SBC Region Ridership	66%	6%	7%	1%	18%	1%	0%
SBC Membership/No.	11%/1	33%/3	11%/1	11%/1	33%/3	0%/0	0%/0

Table 8: SBC Service Council membership compared to the region's gender demographics

SBC Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
SBC Region Ridership	51%	47%	2%	1%
SBC Membership/No.	55%/5	44%/4	0%/0	0%/0

Westside Central

Table 9: Westside Central/WSC Service Council membership race/ethnicity demographics compared to the region and the region's ridership

WSC Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
WSC Council Region	41.0%	31.1%	13.8%	0.1%	9.0%	0.1%	4.8%
WSC Region Ridership	67%	8%	6%	1%	17%	1%	1%
WSC Membership/No.*	27%/3	45%/5	0%/0	0%/0	18%/2	9%/1	0%/0

**Note: Table/percentages does not add to the exact number of Council seats as it incorporates each race Councilmembers self-identified with; some current Councilmembers identify as multi-racial*

Table 10: WSC Service Council membership compared to the region's gender demographics

WSC Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	**	**
WSC Region Ridership	48%	49%	2%	1%
WSC Membership/No.	44%/4	33%/3	11%/1	11%/1

Sex/Gender Representation on Service Councils

Table 11: Gender representation on all Service Councils as of July 1, 2026;

Sex/Gender	Male/ Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond	Nominations Pending to Council
Los Angeles County	49.6%	50.4%	*	*	N/A
SBC Membership/No.	55%/5	44%/4	0%/0	0%/0	0%/0
SFV Membership/No.	44%/4	22%/2	11%/1	0%/0	2/22%
SGV Membership/No.	66%/6	22%/2	0%/0	0%/0	1/11%
GWC Membership/No.	88%/8	11%/1	0%/0	0%/0	0%/0
WSC Membership/No.	44%/4	33%/3	11%/1	11%/1	0%/0

REGIONAL SERVICE COUNCILS

APPOINTMENTS TO METRO SERVICE COUNCILS

Metro

Operations, Safety, & Customer Experience Committee Meeting
May 21, 2026

RECOMMENDATION

APPROVE nominees for membership on Metro's Gateway Cities, San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils

Metro

ISSUE & DISCUSSION

ISSUE

Each Metro Service Council (MSC) is comprised of nine Representatives who serve terms of three years; terms are staggered so that the terms of three of each Council's nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

DISCUSSION

If approved by the Board, the nominees will each serve a three-year term (July 1, 2026 – June 30, 2029) on the Council they have been nominated to.

Metro

Nominating Authority

The nominating authorities for each of the seats that have terms set to expire on June 30, 2026 highlighted below.

Region	Nominating Authorities
Gateway Cities	***Gateway Cities Council of Governments (9)***
San Fernando Valley	***Cities of Burbank, Glendale, San Fernando (2)**** ***City of Los Angeles Mayor (4)*** LA County 3rd District Supervisor (1) LA County 5th District Supervisor (1) Las Virgenes-Malibu Council of Governments (1)
San Gabriel Valley	LA County 1st District Supervisor (1) LA County 5th District Supervisor (1) ***Cities of Alhambra, South Pasadena, San Gabriel, San Marino (1)*** Cities of Arcadia, El Monte, Temple City (1) Cities of Montebello, Monterey Park, Rosemead (1) ***Cities of Pasadena, Sierra Madre, La Canada Flintridge (1)*** ***San Gabriel Valley Council of Governments (3)****
South Bay Cities	***South Bay Cities Council of Governments (9)***
Westside Central	***City of Los Angeles Mayor (4)*** LA County 2nd District Supervisor (1) ***LA County 3rd District Supervisor (1)*** ***Westside Cities Council of Governments (3)***

*Nominations from these nominating authorities pending.

Metro

Sex/Gender Demographics

With these nominees, the Service Council composition and representation will be:

Sex/Gender	Male/ Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond	Nominations Pending to Council
Los Angeles County	49.6%	50.4%	*	*	N/A
SBC Membership/No.	55%/5	44%/4	0%/0	0%/0	0%/0
SFV Membership/No.	44%/4	22%/2	11%/1	0%/0	22%/2
SGV Membership/No.	66%/6	22%/2	0%/0	0%/0	11%/1
GWC Membership/No.	88%/8	11%/1	0%/0	0%/0	0%/0
WSC Membership/No.	44%/4	33%/3	11%/1	11%/1	0%/0

**Sex/gender composition for Los Angeles County is taken from 2022 Census Quick Facts; Census data includes a question intended to capture current sex; there are no questions about gender, sexual orientation, or sex at birth.*

Metro

Race/Ethnicity Demographics

With these nominees, the Service Council composition and representation will be:

Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
GWC Council Region	65.8%	14.0%	9.3%	0.3%	7.8%	0.2%	2.2%
GWC Region Ridership	51%	16%	9%%	1%	18%	1%	4%
GWC Membership/No.*	80%/8	10%/1	0%/0	10%/1	0%/0	0%/0	0%/0
SFV Council Region	41.3%	39.6%	11.2%	0.2%	3.7%	0.2%	2.2%
SFV Region Ridership	73%	9%	8%	1%	8%	1%	1%
SFV Membership/No.	22%/2	33%/3	11%/1	0%/0	11%/1	0%/0	0%/0
SGV Council Region	49.4%	15.9%	28.5%	0.2%	2.9%	0.2%	2.9%
SGV Region Ridership	78%	5%	9%	1%	6%	1%	0%
SGV Membership/No.	33%/3	22%/2	33%/3	0%/0	0%/0	0%/0	0%/0
SBC Council Region	45.2%	20.8%	13.7%	0.3%	15.3%	0.2%	4.6%
SBC Region Ridership	66%	6%	7%	1%	18%	1%	0%
SBC Membership/No.	11%/1	33%/3	11%/1	11%/1	33%/3	0%/0	0%/0
WSC Council Region	41.0%	31.1%	13.8%	0.1%	9.0%	0.1%	4.8%
WSC Region Ridership	67%	8%	6%	1%	17%	1%	1%
WSC Membership/No.*	27%/3	45%/5	0%/0	0%/0	18%/2	9%/1	0%/0

**Note: Table/percentages does not add to the exact number of Council seats as it incorporates each race Councilmembers self-identified with; some current Councilmembers identify as multi-racial.*

Metro

File #: 2026-0221, **File Type:** Contract **Agenda Number:** 36.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 21, 2026

SUBJECT: ACCELERATED THRONE SMART MOBILE RESTROOMS DEPLOYMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. OP128820000 with Throne Labs, Inc. to accelerate the deployment of the Throne smart restrooms and realign service levels, in the Not-to-Exceed (NTE) amount of $3,060,590, increasing the total NTE contract amount from $21,138,608 to $24,199,198.

ISSUE

At its July 2024 meeting, the Board approved the implementation of enhanced access control strategies, to include the expansion of the smart restroom pilot from 10 stations to 64 stations and transit centers.

The Notice to Proceed for the four-year contract with Throne Labs, Inc was issued in January 2025. The contract established a rollout schedule of five Smart, ADA-Accessible Throne restrooms every quarter (approximately every three months). Under the original schedule, all 64 restroom units were to be installed by January 2027, with the contract remaining in effect through December 31, 2028.

The partnership with Throne Labs, Inc has been highly successful during the first year of deployment, serving thousands of Metro riders and community members across the system and achieving a strong user cleanliness rating of approximately 4 out of 5-stars, significantly outperforming traditional restroom models. Metro is seeking an accelerated deployment schedule for the Smart, ADA-Accessible restroom units, along with a service realignment to better match demand at each location. This accelerated approach would allow Metro to complete installation of all 64 restroom units in advance of the 2026 FIFA World Cup in Los Angeles, beginning June 12, 2026.

BACKGROUND

Throne is a company with specialized, proprietary equipment that increases public access to bathrooms. Throne's innovative and proprietary smart bathrooms are portable, data-driven, access-

controlled, and offered as part of a fully integrated, specialized service model.

The company's success in delivering consistently positive bathroom experiences stems directly from its proprietary and specialized end-to-end control of both physical infrastructure and service operations. The company's data-driven approach synthesizes real-time usage patterns, sensor data, and user feedback to orchestrate precision cleaning and maintenance. This integrated, proprietary model is available exclusively as an all-inclusive monthly service.

Metro's Throne restroom pilot launched in October 2023 with four locations and expanded to 10 locations in May 2024. At its July 2024 meeting, the Board approved further expansion of the program to up to 64 locations systemwide over the next three years.

The installation of the Throne restroom units was originally scheduled to be completed by January 2027. Restroom locations are prioritized by Metro, with input from Throne Labs, Inc., based on site feasibility and operational needs. Locations are evaluated using the following criteria:

- Station ridership data
- Station cleanliness needs
- Frequency and impact of special events
- Lack of existing restroom access
- Metro operator layover locations

Within the first calendar year of the Throne restroom rollout, Metro frontline personnel have reported an approximate 60% reduction in defecation and urination at bus and rail stations where units have been installed. Additionally, riders have expressed strong support for expanding the availability of Throne restrooms and accelerating the pace of deployment. Metro has also observed significantly fewer instances of misuse or illicit activity compared with traditional restroom facilities, helping maintain safe and clean conditions for transit patrons and contributing to higher customer satisfaction.

To date, the program has recorded more than 610,000 restroom uses across nearly forty stations, with users rating restroom cleanliness at nearly 4 out of 5 stars. There have been no reported major crimes or fatalities associated with Throne restroom units, incidents that are more commonly associated with traditional restroom designs, further supporting the effectiveness of the program.

DISCUSSION

Metro has an agreement to rent up to 64 smart, mobile restrooms operated and serviced from January 1, 2025, through December 31, 2028. These units include safety and access controls that allow patrons to unlock and use the restroom through their mobile phone. The units operate independently from the electrical grid and water or sewer connections, allowing them to be deployed flexibly at Metro locations throughout Los Angeles County. All publicly accessible units are ADA-compliant.

Throne Labs Inc. provides the access control technology, including cellular phone-activated entry,

maintains a real-time data portal for Metro to monitor usage and performance, and as the Throne units are leased, performs all cleaning and maintenance services for the units throughout the duration of the agreement.

The program has demonstrated strong performance metrics and positive customer feedback, supporting Metro's evaluation of an accelerated deployment strategy. Based on these positive outcomes, Metro has evaluated an accelerated plan to install up to 64 restroom locations across the system.

Several locations are already experiencing higher-than-anticipated usage. For example, the Little Tokyo/Arts District station averages nearly 200 uses per weekday and more than 250 on weekends, making it the busiest Throne restroom in North America. High usage levels can make it more difficult to maintain optimal cleanliness conditions and may affect customer ratings. Realigning service levels across existing and future units will help ensure restrooms receive appropriate servicing based on demand, improving cleanliness, reducing wait times, and enhancing the overall customer experience. Table 1 outlines the recommended service realignment.

Table 1: Throne Restrooms with Recommended Service Realignment

Unit Types	Initial Contract Agreement	With Service Realignment
Hub (2–3 cleans daily)	13	8
Scrub (3–4 cleans daily)	32	15
Scrub Ultra (4+ cleans daily)	19	41
Total	**64**	**64**

DETERMINATION OF SAFETY IMPACT

The proposed contract modification to accelerate the deployment of Throne smart restrooms and realign servicing levels is expected to have a positive impact on safety across the Metro system. Increasing the availability of restroom facilities at stations helps reduce instances of public defecation and urination, which can create unsanitary conditions and potential health hazards for riders, employees, and custodial staff. Since the initial deployment of Throne restrooms, frontline personnel have reported an estimated 60% reduction in such incidents at locations where units have been installed, contributing to a cleaner and safer station environment.

The Throne restroom units incorporate controlled access technology, including mobile phone-activated entry and real-time monitoring capabilities, which help deter misuse and reduce opportunities for illicit activity commonly associated with traditional public restroom facilities. These design features support safer restroom usage while allowing system performance monitoring and the ability to respond quickly to operational needs.

Accelerating the installation of the remaining units ahead of major international events will also help Metro manage increased ridership and visitor activity by providing safe, accessible restroom facilities

throughout the system. Overall, the proposed contract modification will enhance station safety, improve cleanliness conditions, and support a more secure and comfortable experience for transit riders and employees.

FINANCIAL IMPACT

The accelerated deployment of the remaining Throne restroom units and the recommended service realignment will increase the original contract value by $3,060,590.

The original budgeted amount for the Throne contract in FY26 is $3,172,740.60. There is sufficient LOP funding available within capital project 204811 to support both the accelerated deployment of the Throne restroom units and the recommended service realignment. As a result, the proposed contract increase can be accommodated within the existing approved capital budget and will not require additional project funding.

Impact to Budget

Since this is a contract modification for a multi-year contract, the cost center manager and Deputy Executive Officer, Station Experience, will be accountable for budgeting the cost in FY26 and future years.

EQUITY PLATFORM

Out of the 35 Throne restroom locations, 21 units (60%) reside in Equity Focus Communities (EFCs). While users may begin their trip in EFCs, they may also travel to stations outside of EFCs for access to opportunities. All locations are cleaned and maintained using Throne Labs standard process, assuring that restrooms in these communities are clean and maintained in the same manner as other restrooms that are not located within these communities. The following Table 2 outlines where the Throne restrooms and Metro stations are located throughout the Equity Focus Communities in Los Angeles County. Attachment D depicts the stations with Thrones, as of January 2026.

Throne Labs did not make a Disadvantaged Business Enterprise (DBE) commitment on this contract. It is expected that Throne Labs will continue to perform the services of this contract with its own workforce.

Table 2: Throne Restrooms at Metro Stations in Equity Focus Communities

Line	Station	EFC
A	Willow	x
A	Sierra Madre Villa	x
A	Highland Park	x
A	Firestone	✓
A	Chinatown	✓
A	Memorial Park	✓
A	Pomona	✓
A	South Pasadena	x
A	Artesia	✓
A	APU/Citrus College	x
A / C/ Bus	Willowbrook/Rosa Parks	✓
A / E	Little Tokyo/Arts District	✓
B	Vermont/Sunset	✓
B	North Hollywood	✓
B	Vermont/Beverly	✓
B	Universal City/Studio City	x
B / D	Westlake/MacArthur Park	✓
C	Norwalk	x
C	Crenshaw	✓
C / J	Harbor Freeway	✓
E	Soto	✓
E	Downtown Santa Monica	x
E	Culver City	x
E	Atlantic	✓
E	Expo/Sepulveda	x
E	Indiana	✓
G	Reseda	✓
G	Chatsworth	x
G	Canoga	x
J	Slauson	✓
K	Expo/Crenshaw	✓
K	Redondo Beach	x
K	Leimert Park	✓

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 capital improvement investments of deploying smart, ADA accessible restrooms 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

Approval of this recommendation supports the following Metro Strategic Plan Goal #2 to deliver outstanding trip experiences for all users of the transportation system. This accelerated deployment and service realignment supports Metro's goal by expanding access to clean, safe, and reliable restroom facilities across the system. Access to restroom amenities is an important component of customer comfort, particularly for riders taking longer trips, traveling with children, older adults, people with disabilities, and those attending large regional events.

ALTERNATIVES CONSIDERED

One alternative would be to continue deploying the Throne restrooms according to the original installation schedule established under the current contract. Under this approach, restroom units would continue to be installed at the previously planned pace, resulting in only approximately half of the total 64 units being operational by the start of the 2026 FIFA World Cup in Los Angeles. This option would limit restroom availability across the Metro system during a period when significantly higher ridership and visitor activity are anticipated.

Another alternative would be to maintain the existing service and cleaning schedule for the restroom units without realigning servicing levels to match observed demand. Under this approach, high-use locations would continue to experience cleaning frequencies that may not adequately reflect current usage patterns, which could result in lower cleanliness conditions and reduced customer satisfaction ratings at several stations.

Neither alternative is recommended, as they would limit Metro's ability to meet restroom demand, maintain high cleanliness standards, and deliver the level of customer experience expected during major internal events and ongoing system operations.

NEXT STEPS

Upon Board approval, staff will accelerate the deployment schedule to complete installation of all 64 restroom units by June 2026 in advance of the 2026 FIFA World Cup in Los Angeles. Under the accelerated rollout plan, new units will be deployed incrementally through June 2026, with all 64 Throne restrooms operational before the start of the matches.

In addition, servicing levels for both existing and future restroom units will be realigned to better match observed usage demand and ensure appropriate cleaning frequency and maintenance

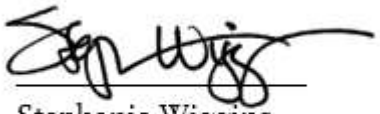
support at high-use locations. The contract for operations, maintenance, and servicing of the units will remain in effect through December 31, 2028.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary
Attachment D - Metro Map with Restroom Locations as of January 2026

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Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
ACCELERATED THRONE SMART MOBILE RESTROOMS DEPLOYMENT/OP128820000

1.	**Contract Number**: OP128820000			
2.	**Contractor**: Throne Labs, Inc			
3.	**Mod. Work Description**: Accleration of smart restroom installation			
4.	**Contract Work Description**: Smart restroom maintenance and installation			
5.	**The following data is current as of**: 03/17/2026			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	01/24/2025	**Contract Award Amount:**	$21,138,608
	Notice to Proceed (NTP):	01/24/2025	**Total of Modifications Approved:**	$0
	Original Complete Date:	12/31/2028	**Pending Modifications (including this action):**	$3,060,590
	Current Est. Complete Date:	12/31/2028	**Current Contract Value (with this action):**	$24,199,198
7.	**Contract Administrator**: Tina Hoffstetter		**Telephone Number**: 213-922-2775	
8.	**Project Manager**: Jorge Martinez		**Telephone Number**: 213-922-2679	

A. Procurement Background

This Board Action is to approve Contract Modification No. 1 issued to accelerate the deployment of the Throne smart restrooms and realign service levels based on increased demand to improve cleanliness, reduce wait times, and enhance the customer experience.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery/Indefinite Quantity (IDIQ).

In July of 2024 in response to Motion 34.1, the Board authorized the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements and contract modifications associate with the Enhanced Access Control Life of Project (LOP) budget which included the expansion of the Smart Restroom pilot from 10 stations to 64 stations and transit centers.

In January of 2025, Metro awarded a single source contract to Throne Labs, Inc. to furnish, install, and maintain 64 restrooms over the course of a four year base period.

Refer to Attachment C – Contract Modification/Change Order Log

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon the independent cost estimate (ICE), market research, and discussions with the Contractor.

Proposal Amount	Metro ICE	Negotiated Amount
$3,241,429	$3,148,759	$3,060,590

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG
THRONE SMART MOBILE RESTROOMS/OP128820000

Mod. no.	Description	Status (approved or pending)	Date	$ Amount
1	**Accelerated deployment of remaining Throne restrooms**	**Pending**	**3/17/26**	**$3,060,590**
	Modification Total:			**$3,060,590**
	Original Contract:		1/24/25	**$21,138,608**
	Total:			**$24,199,198**

ATTACHMENT C

DEOD SUMMARY

ACCELERATED THRONE SMART MOBILE RESTROOMS DEPLOYMENT/OP128820000

A. Small Business Participation

Throne Labs did not make a Disadvantaged Business Enterprise (DBE) commitment on this contract. It is expected that Throne Labs will continue to perform the services of this contract with its own workforce.

B. Living Wage and 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 $25.96 per hour ($19.87 base + $6.09 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 requirements are 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.

Metro Stations with Restroom Access

metro.net



Metro®

Hours of operation vary by location. Public restrooms are operated and maintained by local cities.

26-0420JP ©2025 LACMTA

STATION EXPERIENCE

ACCELERATED THRONE SMART MOBILE RESTROOMS DEPLOYMENT

Metro

Operations, Safety, & Customer Experience Committee Meeting
May 21, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. OP128820000 with Throne Labs, Inc. to accelerate the deployment of the Throne smart restrooms and realign service levels, in the Not-to-Exceed (NTE) amount of $3,060,590, increasing the total NTE contract amount from $21,138,608 to $24,199,198.

Metro

ISSUE & DISCUSSION

AWARDEE

Throne Labs, Inc.

NUMBER OF BIDS/PROPOSALS

The program was made possible by Metro's unsolicited proposal process overseen by our Office of Strategic Innovation.

DEOD COMMITMENT

DBE – Throne Labs did not make a Disadvantaged Business Enterprise (DBE) commitment on this contract. As this is a leased contract, it is expected that Throne Labs will continue to perform the services of this contract with its own workforce.

Metro

ISSUE & DISCUSSION

ISSUE

Throne Labs Inc. provides proprietary access control technology to ensure safe and clean restroom access, maintains a real-time data portal for Metro to monitor usage and performance, and performs all cleaning and maintenance services for the units.

The partnership with Throne Labs Inc has been highly successful during the first year of deployment, serving over 700,000 Metro riders, bus/train operators and community members daily across the Metro system and earning a resilient user cleanliness rating of nearly 4 out of 5-stars, significantly outperforming traditional restroom models.

Metro is seeking an accelerated deployment schedule for these Smart, ADA-Accessible restroom units, along with a service realignment to better match greater than expected demand at each location. This accelerated approach would allow Metro to complete the installation of all 64 restroom units in advance of the 2026 FIFA World Cup in Los Angeles, beginning June 12, 2026.

ISSUE & DISCUSSION

DISCUSSION

Metro has analyzed the costs associated with expediting deployment ahead of the 2026 FIFA World Cup in Los Angeles and the need to realign service schedules to better match restroom demand.

Several locations have been experiencing higher-than-anticipated usage. For example, the Little Tokyo/Arts District (A) / (E) station averages nearly 200 uses per weekday and more than 250 on weekends, making it the busiest Throne restroom in North America.

Customer surveys and feedback, including riders with the greatest needs, have indicated strong satisfaction with the Throne Restroom program and a willingness to ride Metro more often if Throne Restrooms were expanded to more stations.

Realigning service levels across existing and future units would help ensure restrooms receive appropriate servicing based on demand, improving cleanliness, reducing wait times, and enhancing the overall customer experience.

THRONE RESTROOM EXPANSION PROGRESS

Throne Restrooms Maps



